

APPENDIX F.2:

NON-CEQA TRANSPORTATION STUDY

The Mobility Group,
South Park Towers Project, Draft Transportation Study,
November 2018.

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

1600 S Flower St/426 & 440 W Venice Bl
DOT Case No. CEN18-47190

Date: July 10, 2019

To: Heather Bleemers, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION IMPACT ANALYSIS FOR THE PROPOSED SOUTH PARK TOWERS
MIXED-USE PROJECT AT 1600 SOUTH FLOWER STREET/426 AND 440 WEST VENICE
BOULEVARD (ENV-2018-3337-EAF/VTT-82213)**

The Department of Transportation (DOT) has reviewed the transportation analysis prepared by The Mobility Group, submitted to DOT in April 2019, for the proposed South Park Towers mixed-use project located at 1600 South Flower Street. In order to evaluate the effects of the project's traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to established threshold standards to assess the project-related traffic impacts. The transportation study included the analysis of 27 signalized intersections. Based on DOT's current traffic impact criteria¹, one of the study intersections would be significantly impacted by project-related traffic as summarized in **Attachment 1**. The results of the transportation analysis, which accounted for other known development projects in estimating potential cumulative impacts, adequately evaluated the project's transportation impacts on the surrounding community. The project's potential traffic impacts at the one intersection would be reduced to less than significant levels and would be mitigated with the transportation mitigation measures described below.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to remove existing retail and office buildings and construct the South Park Towers on the area bounded by Flower Street to the west, Venice Boulevard to the north, Hope Street to the east, and the I-10 freeway to the south. The project would include 250 apartments, a 300-room hotel, 3,120 square feet of restaurant space, 10,000 square feet of medical office, and a parking garage with space for up to 288 vehicles. Vehicular access to the project would be provided by a driveway on Hope Street. An existing alley running along the south side of the project site from Flower Street to the mid-point of the site would provide access for trucks to service the electrical supply and trash pick-up. The project also proposes a passenger loading zone along Venice Boulevard as illustrated in **Attachment 2**. The project is expected to be completed by 2025.

B. Trip Generation

The project is estimated to generate an approximate net increase of 1,778 daily trips, a net increase of 168 trips during the a.m. peak hour and a net increase of 91 trips during the p.m.

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

peak hour. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition, 2017. A copy of the project trip generation table can be found in **Attachment 3**.

C. Traffic Impacts

The study estimates that the project would result in significant traffic impacts (pre-mitigation) at Grand Avenue and 17th Street during the a.m. and p.m. peak hours. In consideration of the City's goals to reduce greenhouse gas emissions, the transportation study proposed a transportation mitigation program designed to reduce project-related trips and promote other travel modes. The transportation mitigation program (described below) would fully mitigate the significant traffic impacts during the peak commute hours at Grand Avenue and 17th Street (see **Attachment 4**).

D. Freeway Analysis

The traffic study included a freeway impact analysis that was prepared in accordance with the State-mandated Congestion Management Program (CMP) administered by the Los Angeles County Metropolitan Transportation Authority (MTA). According to this analysis, the project would not result in significant traffic impacts on any of the evaluated freeway mainline segments. To comply with the Freeway Impact Analysis Agreement executed between Caltrans and DOT in October 2013, the study also included a screening analysis to determine if additional evaluation of freeway mainline and ramp segments was necessary beyond the CMP requirements. The project did not meet or exceed any of the four thresholds defined in the latest agreement, updated in December 2015. Exceeding one of the four screening criteria would require the applicant to work directly with Caltrans to prepare more detailed freeway analyses. No additional freeway analysis was required.

PROJECT REQUIREMENTS

A. CEQA-Related Mitigation

To offset the expected significant impacts identified in the project's transportation impact study, DOT recommends that the applicant be required to implement the following mitigation measures:

1. Transportation Demand Management (TDM) Plan

DOT and the Department of City Planning are currently updating the City's TDM or Trip Reduction Ordinance. TDM includes a broad spectrum of strategies designed to promote and support a full range of mobility options, from information, support, and incentive programs to investments in connected, complete streets. The ordinance update will incorporate emerging transportation technologies, capture shifting travel preferences, and accommodate future mobility needs through diverse, adaptive TDM applications.

A TDM program, which includes design elements and trip reduction strategies, would reduce the project's overall trip generation by discouraging single occupancy vehicle use and by promoting the use of alternative travel modes. Through strategic building design and orientation, this project can facilitate access to existing transit services, provide a pedestrian-friendly environment, promote non-automobile travel and support the goals of a trip-reduction program.

A preliminary TDM program shall be prepared and provided for DOT review prior to the issuance of the first building permit for this project and a final TDM program approved by

DOT is required prior to the issuance of the first certificate of occupancy for the project. The preliminary plan will include, at minimum, measures consistent with the City's Trip Reduction Ordinance. The TDM program could include, but is not be limited to, the following:

- Implement a Neighborhood Friendly Street improvement as identified in the Mobility Plan 2035, which may include curb extensions, wayfinding signage, diverters, bicycle loop detection, shared lane markings, etc.;
- Enhance the environment for bicyclists and pedestrians;
- Vehicle trip reduction incentives and services for Project employees and/or tenants;
- Onsite education and/or information on alternative transportation modes;
- Flexible/alternative work schedules and telecommuting programs;
- Incentives for using alternative travel modes such as discounted monthly transit passes, carpool and vanpool preferential load/unload areas or designated parking spaces, a "parking cash-out" subsidy, and/or unbundled parking
- Convenient and secure bicycle storage within a bicycle locker, an attended cage, or a secure parking room;
- Bicycle parking beyond the requirements of the Bicycle Parking Ordinance No. 185,480;
- On-site lockers for employees who bicycle or use another active means of getting to work;
- Implementation of first and last mile solutions that can increase the use of transit by bridging the gap between transit stops/stations and a commuter's origin or final destination;
- Unbundled parking from the commercial leasing cost and from the housing cost;
- A one-time fixed-fee contribution of **\$50,000** prior to the issuance of the first certificate of occupancy for the project to the City's Bicycle Plan Trust Fund to implement bicycle improvements in the proposed project area;
- Participation and membership of a Transportation Management Organization (TMO) serving the area where the Project is located;
- A Covenant and Agreement to ensure that the TDM program will be maintained.

2. Physical Improvement

The project proposes to restripe the westbound approach of 17th Street within the existing roadway width to accommodate one shared through/left-turn lane and two through lanes on 17th Street as illustrated in **Attachment 5**. This would require the removal of approximately two unmetered parking spaces on 17th Street.

The applicant should be responsible for the cost and implementation of any necessary traffic signal equipment modifications, bus stop relocations and lost parking meter revenues associated with the proposed transportation improvement described above. All proposed street improvement and associated traffic signal work within the City of Los Angeles must be guaranteed through BOE's B-Permit process, prior to the issuance of any building permit and completed prior to the issuance of any certificate of occupancy. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor contact DOT's B-Permit Coordinator, at (213) 972-8687, to arrange a pre-design meeting to finalize the proposed design. Costs related to any relocation of bus zones and shelters, to modifying or upgrading traffic signal equipment, and that are necessary in order to implement the proposed mitigations shall be incurred by the applicant.

If a proposed traffic mitigation measure does not receive the required approval during plan review, a substitute mitigation measure may be provided subject to the approval of LADOT or other governing agency with jurisdiction over the mitigation location, upon demonstration that the substitute measure is environmentally equivalent or superior to the original measure in mitigating the project's significant traffic impact. To the extent that a mitigation measure proves to be infeasible and no substitute mitigation is available, then a significant traffic impact would remain.

B. Non-CEQA-Related Requirements and Considerations

To comply with transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the following:

1. **Parking Requirements**

Parking for vehicles and bicycles will be provided onsite. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for this project.

2. **Highway Dedication and Street Widening Requirements**

On January 20, 2016, the City Council adopted the Mobility Plan 2035 which represents the new Mobility Element of the General Plan. A key feature of the updated plan is to revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. Per the new Mobility Element, **Flower Street**, a Modified Avenue I, would require a 37.5-foot half-width roadway within a 52.5-foot half-width right-of-way; **Venice Boulevard**, a Modified Avenue II, would require a 29.5-foot half-width roadway within a 40.5-foot half-width right-of-way east of Pembroke Lane and 33-foot half-width roadway within a 45-foot half-width right-of-way west of Pembroke Lane; and **Hope Street**, a Collector Street south of Venice Boulevard, would require a 20-foot half-width roadway within a 33-foot half-width right-of-way and **Hope Street**, Avenue II north of Venice Boulevard, would require a 28-foot half-width roadway within a 43-foot half-width right-of-way. The applicant proposes to widen Venice Boulevard by 13 feet and dedicate 15 feet. The applicant should check with BOE's Land Development Group to determine if other applicable highway dedication, street widening and/or sidewalk requirements for this project.

3. **Project Access and Circulation**

As illustrated in **Attachment 2**, the project proposes to provide a loading zone along the project frontage on Venice Boulevard and a driveway on Hope Street. The review of this study does not constitute approval of the loading zone or dimensions for any new proposed driveway. Prior to commencing design work on this loading zone, the applicant should work with DOT's B-Permit Group and the Meter Planning and Maintenance group. The new driveway and loading zone requires separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 North Figueroa Street, 5th Floor, Room 550, at 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design.

4. **Worksite Traffic Control Requirements**

DOT recommends that a construction work site traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and

approval prior to the start of any construction work. Refer to <http://ladot.lacity.org/what-we-do/plan-review> to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related truck traffic be restricted to off-peak hours to the extent feasible.

5. Development Review Fees

An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. Ordinance No. 183270 identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

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

Attachments

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c: Shawn Kuk & Mark Jones, Council District 14
 Matthew Masuda, Central District, BOE
 Mehrdad Moshksar, Central District, DOT
 Taimour Tanavoli, Case Management, DOT
 Michael Bates, The Mobility Group

ATTACHMENT 1
CEN17-47190_1600 Flower St

**Table 6.1 Future With Project - Intersection Level of Service
AM Peak Hour**

No.	Intersection	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS		
1	La Live Way & Pico Boulevard	0.968	E	0.969	E	0.001	No
2	SR-110 NB off-ramp/LA Live Way & Bond Street	0.493	A	0.495	A	0.002	No
3	Convention Center Dr & Venice Boulevard	0.231	A	0.233	A	0.002	No
4	Figueroa Street & Pico Boulevard	0.898	D	0.901	E	0.003	No
5	Figueroa Street & Venice Boulevard	0.907	E	0.909	E	0.002	No
6	Figueroa Street & 18th Street	0.755	C	0.757	C	0.002	No
7	Figueroa Street & Washington Boulevard	1.214	F	1.217	F	0.003	No
8	Flower Street & Pico Boulevard	0.679	B	0.682	B	0.003	No
9	Flower Street & Venice Boulevard	0.624	B	0.635	B	0.011	No
10	Flower Street & 18th Street	0.381	A	0.384	A	0.003	No
11	Flower Street & Washington Boulevard	0.574	A	0.576	A	0.002	No
12	Hope Street & Pico Boulevard	0.613	B	0.625	B	0.012	No
13	Hope Street & Venice Boulevard	0.390	A	0.439	A	0.049	No
14	Grand Avenue & Pico Boulevard	0.767	C	0.769	C	0.002	No
15	Grand Avenue & Venice Boulevard	0.417	A	0.437	A	0.020	No
16	Grand Avenue & 17th Street	0.831	D	0.863	D	0.032	Yes
17	Grand Avenue & 18th Street	0.557	A	0.561	A	0.004	No
18	Grand Avenue & Washington Boulevard	0.821	D	0.822	D	0.001	No
19	Olive Street & Pico Boulevard	0.825	D	0.828	D	0.003	No
20	Olive Street & 16th Street	0.501	A	0.507	A	0.006	No
21	Olive Street & 17th Street	0.837	D	0.845	D	0.008	No
22	Olive Street & 18th Street	0.591	A	0.594	A	0.003	No
23	Olive Street & Washington Boulevard	0.646	B	0.649	B	0.003	No
24	Hill Street & Venice Boulevard	0.411	A	0.418	A	0.007	No
25	Hill Street & 17th Street	0.823	D	0.829	D	0.006	No
26	Hill Street & 18th Street	0.627	B	0.628	B	0.001	No
27	Broadway & 17th Street	0.651	B	0.655	B	0.004	No

**Table 6.2 Future With Project - Intersection Level of Service
PM Peak Hour**

No.	Intersection	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS		
1	La Live Way & Pico Boulevard	0.977	E	0.977	E	0.000	No
2	SR-110 NB off-ramp/LA Live Way & Bond Street	0.515	A	0.516	A	0.001	No
3	Convention Center Dr & Venice Boulevard	0.263	A	0.265	A	0.002	No
4	Figueroa Street & Pico Boulevard	1.047	F	1.049	F	0.002	No
5	Figueroa Street & Venice Boulevard	1.249	F	1.251	F	0.002	No
6	Figueroa Street & 18th Street	1.011	F	1.011	F	0.000	No
7	Figueroa Street & Washington Boulevard	1.329	F	1.332	F	0.003	No
8	Flower Street & Pico Boulevard	1.122	F	1.125	F	0.003	No
9	Flower Street & Venice Boulevard	0.861	D	0.866	D	0.005	No
10	Flower Street & 18th Street	0.682	B	0.683	B	0.001	No
11	Flower Street & Washington Boulevard	0.993	E	0.993	E	0.000	No
12	Hope street & Pico Boulevard	0.782	C	0.785	C	0.003	No
13	Hope street & Venice Boulevard	0.371	A	0.391	A	0.020	No
14	Grand Avenue & Pico Boulevard	1.351	F	1.353	F	0.002	No
15	Grand Avenue & Venice Boulevard	0.655	B	0.663	B	0.008	No
16	Grand Avenue & 17th Street	1.177	F	1.195	F	0.018	Yes
17	Grand Avenue & 18th Street	0.776	C	0.779	C	0.003	No
18	Grand Avenue & Washington Boulevard	1.080	F	1.080	F	0.000	No
19	Olive Street & Pico Boulevard	1.096	F	1.097	F	0.001	No
20	Olive Street & 16th Street	0.618	B	0.620	B	0.002	No
21	Olive Street & 17th Street	0.939	E	0.945	E	0.006	No
22	Olive Street & 18th Street	0.667	B	0.669	B	0.002	No
23	Olive Street & Washington Boulevard	0.738	C	0.741	C	0.003	No
24	Hill Street & Venice Boulevard	0.522	A	0.525	A	0.003	No
25	Hill Street & 17th Street	0.939	E	0.943	E	0.004	No
26	Hill Street & 18th Street	0.775	C	0.776	C	0.001	No
27	Broadway & 17th Street	0.809	D	0.813	D	0.004	No



Figure 1.2
Project Site Plan

South Park Towers Project

South Park Towers Project - Trip Generation Estimates

Daily Trips

Land Use Assumptions	Source ¹ & Code	Quantity	Units	Daily			
					Trip Rate		Total Trips
Existing Uses							
Retail ^{2,3}	ITE 820	87,731	SF		37.75		-3,312
(Reduction for transit trips) - 15%							497
(Reduction for walk/bike trips) - 5%							166
(Reduction for pass-by trips) - 40%							1,060
Net Retail							-1,589
Office ^{2,4}	ITE 710	1,779	SF		9.74		-17
(Reduction for transit trips) - 15%							3
(Reduction for walk/bike trips) - 5%							1
Net Office							-13
Total Existing							-1,602
Proposed Uses							
Apartments (High-Rise) ^{2,5}	ITE 222	250	DU		2.07		518
(Reduction for transit trips) - 0%							0
(Reduction for walk/bike trips) - 0%							0
Net Apartments (High-Rise)							518
Hotel ^{2,6}	ITE 310	300	RMS		9.87		2,960
(Reduction for internal trips) - 0%							0
(Reduction for walk/bike trips) - 5%							-148
(Reduction for transit trips) - 15%							-444
Net Hotel							2,368
High-Turnover Restaurant ^{2,7}	ITE 932	3,120	SF		112.18		350
(Reduction for internal trips) - 5%							-18
(Reduction for transit trips) - 15%							-50
(Reduction for walk/bike trips) - 5%							-17
(Reduction for pass-by trips) - 20%							-53
Net High-Turnover Restaurant							212
Medical Office ^{2,8}	ITE 720	10,000	SF		34.80		348
(Reduction for internal trips) - 0%							0
(Reduction for transit trips) - 10%							-35
(Reduction for walk/bike trips) - 0%							0
(Reduction for pass-by trips) - 10%							-31
Net Medical Office							282
Total Proposed							3,380
Total Net							1,778

South Park Towers Project - Trip Generation Estimates

AM Peak

Land Use Assumptions	Source ¹ & Code	Quantity	Units	AM Peak Hour					
				Trip Rate			Total Trips		
				In	Out	Total	In	Out	Total
Existing Uses									
Retail ^{2,3}	ITE 820	87,731	SF	0.58	0.36	0.94	-51	-31	-82
(Reduction for transit trips) - 15%							8	4	12
(Reduction for walk/bike trips) - 5%							2	2	4
(Reduction for pass-by trips) - 40%							16	10	26
Net Retail							-25	-15	-40
Office ^{2,4}	ITE 710	1,779	SF	1.00	0.16	1.16	-2	0	-2
(Reduction for transit trips) - 15%							0	0	0
(Reduction for walk/bike trips) - 5%							0	0	0
Net Office							-2	0	-2
Total Existing							-27	-15	-42
Proposed Uses									
Apartments (High-Rise) ^{2,5}	ITE 222	250	DU	0.03	0.18	0.21	8	45	53
(Reduction for transit trips) - 0%							0	0	0
(Reduction for walk/bike trips) - 0%							0	0	0
Net Apartments (High-Rise)							8	45	53
Hotel ^{2,6}	ITE 310	300	RMS	0.28	0.20	0.48	85	60	145
(Reduction for internal trips) - 0%							0	0	0
(Reduction for walk/bike trips) - 5%							-4	-3	-7
(Reduction for transit trips) - 15%							-13	-9	-22
Net Hotel							68	48	116
High-Turnover Restaurant ^{2,7}	ITE 932	3,120	SF	5.47	4.47	9.94	17	14	31
(Reduction for internal trips) - 5%							-1	-1	-2
(Reduction for transit trips) - 15%							-2	-2	-4
(Reduction for walk/bike trips) - 5%							-1	0	-1
(Reduction for pass-by trips) - 20%							-3	-2	-5
Net High-Turnover Restaurant							10	9	19
Medical Office ^{2,8}	ITE 720	10,000	SF	2.17	0.61	2.78	22	6	28
(Reduction for internal trips) - 0%							0	0	0
(Reduction for transit trips) - 10%							-2	-1	-3
(Reduction for walk/bike trips) - 0%							0	0	0
(Reduction for pass-by trips) - 10%							-2	-1	-3
Net Medical Office							18	4	22
Total Proposed							104	106	210
Total Net							77	91	168

South Park Towers Project - Trip Generation Estimates

PM Peak

Land Use Assumptions	Source ¹ & Code	Quantity	Units	PM Peak Hour					
				Trip Rate			Total Trips		
				In	Out	Total	In	Out	Total
Existing Uses									
Retail ^{2,3}	ITE 820	87,731	SF	1.83	1.98	3.81	-161	-173	-334
(Reduction for transit trips) - 15%							24	26	50
(Reduction for walk/bike trips) - 5%							7	10	17
(Reduction for pass-by trips) - 40%							52	55	107
Net Retail							-78	-82	-160
Office ^{2,4}	ITE 710	1,779	SF	0.18	0.97	1.15	0	-2	-2
(Reduction for transit trips) - 15%							0	0	0
(Reduction for walk/bike trips) - 5%							0	0	0
Net Office							0	-2	-2
Total Existing							-78	-84	-162
Proposed Uses									
Apartments (High-Rise) ^{2,5}	ITE 222	250	DU	0.13	0.06	0.19	33	15	48
(Reduction for transit trips) - 0%							0	0	0
(Reduction for walk/bike trips) - 0%							0	0	0
Net Apartments (High-Rise)							33	15	48
Hotel ^{2,6}	ITE 310	300	RMS	0.34	0.33	0.66	101	98	199
(Reduction for internal trips) - 0%							0	0	0
(Reduction for walk/bike trips) - 5%							-5	-5	-10
(Reduction for transit trips) - 15%							-15	-15	-30
Net Hotel							81	78	159
High-Turnover Restaurant ^{2,7}	ITE 932	3,120	SF	6.06	3.71	9.77	19	11	30
(Reduction for internal trips) - 5%							-1	-1	-2
(Reduction for transit trips) - 15%							-3	-1	-4
(Reduction for walk/bike trips) - 5%							-1	0	-1
(Reduction for pass-by trips) - 20%							-3	-2	-5
Net High-Turnover Restaurant							11	7	18
Medical Office ^{2,8}	ITE 720	10,000	SF	0.97	2.49	3.46	10	25	35
(Reduction for internal trips) - 0%							0	0	0
(Reduction for transit trips) - 10%							-1	-3	-4
(Reduction for walk/bike trips) - 0%							0	0	0
(Reduction for pass-by trips) - 10%							-1	-2	-3
Net Medical Office							8	20	28
Total Proposed							133	120	253
Total Net							55	36	91

Notes:

1. ITE Rates from Trip Generation, 10th Edition, Institute of Transportation Engineers, Washington, DC, 2017, except otherwise noted.
2. Trip rate reductions were applied per LADOT's Transportation Impact Study Guidelines, December 2016.
3. Trip rates from ITE 820 Shopping Center (General Urban/Suburban location).
4. Trip rates from ITE 710 Office (General Urban/Suburban location).
5. Trip rates from ITE 222 Multifamily Housing (High-Rise) (Dense Multi-Use Urban location).
6. Equation from ITE 310 Hotel (General Urban/Suburban location). Trip rates shown were derived from trip estimates.
Daily: $T=11.29(X)-426.97$; AM Peak Hour: $T=0.5(X)-5.34$; PM Peak Hour: $T=0.75(X)-26.02$
7. Trip rates from ITE 932 High-Turnover Restaurant (General Urban/Suburban location).
8. Trip rates from ITE 720 Medical-Dental Office Building (General Urban/Suburban location).

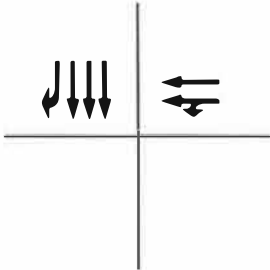
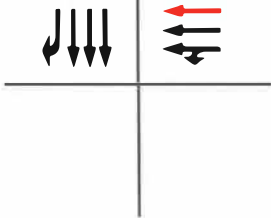
Note : Some numbers may not add up precisely due to rounding.

Table 7.1 Future With Project With Mitigation Conditions - Intersection Level of Service - AM Peak Hour

No.	Intersection	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future With Project With Mitigation		Change in V/C	Significant Impact	Mitigates ?
		V/C	LOS	V/C	LOS			V/C	LOS			
16	Grand Avenue & 17th Street	0.831	D	0.863	D	0.032	Yes	0.785	C	-0.046	No	Fully Mitigates

Table 7.2 Future With Project With Mitigation Conditions - Intersection Level of Service - PM Peak Hour

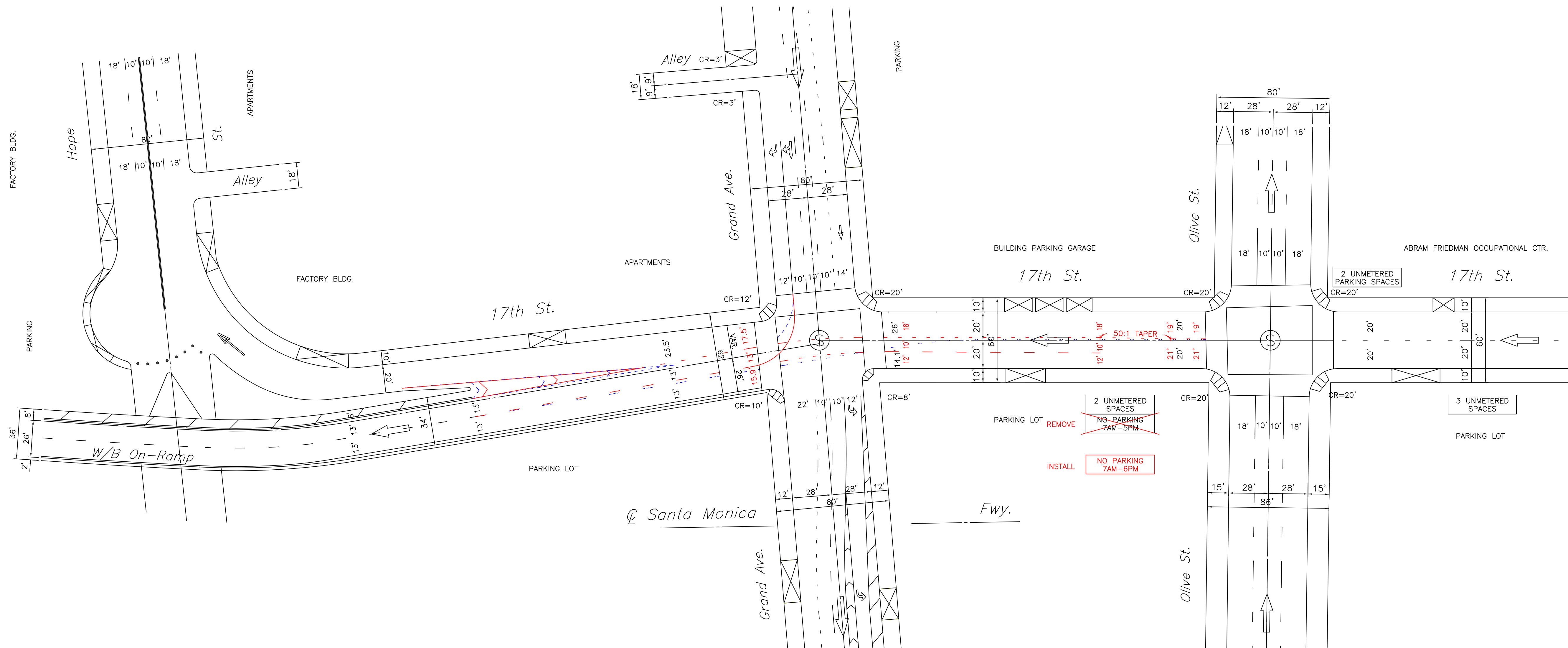
No.	Intersection	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future With Project With Mitigation		Change in V/C	Significant Impact	Mitigates ?
		V/C	LOS	V/C	LOS			V/C	LOS			
16	Grand Avenue & 17th Street	1.177	F	1.195	F	0.018	Yes	1.105	F	-0.072	No	Fully Mitigates

Intersection Name	Existing	Mitigation
16 GrandAve & 17th St.		

11/27/18

Figure D.1
Intersection Lane Configuration - Mitigation

South Park Towers Project



LEGEND:

REMOVAL

- LANE LINE
- CURB
- PROPERTY LINE

EXISTING

- LANE LINE
- CURB
- PROPERTY LINE
- CENTER LINE

PROPOSED

- LANE LINE
- CURB
- PROPERTY LINE
- CENTER LINE

SOUTH PARK TOWER
17th Street & Grand Avenue

DATE REVISED: 02.04.19

The Mobility Group
Transportation Strategies & Solutions

FPL FPL and Associates, Inc.
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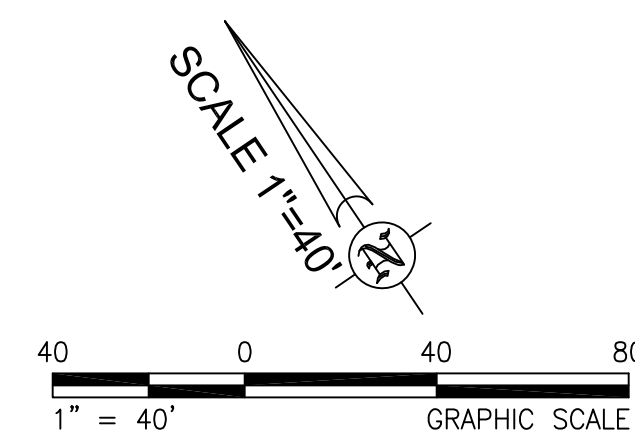


Figure D.2
17th Street & Grand Avenue
Improvement Concept Plan

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South Park Towers Project

Draft Transportation Study

November, 2018

Prepared by

The Mobility Group

South Park Towers Project

Transportation Study

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1. Introduction

This report documents a transportation impact analysis for the Proposed South Park Towers Project located at 426 and 440 W. Venice Boulevard in the City of Los Angeles. The Project site is bounded by Flower Street to the west, Venice Boulevard to the north, Hope Street to the east and the I-10 freeway to the south. The Project location is shown in Figure 1.1.

1.1 Project Description and Location

The Project Site is located on the south side of Venice Boulevard between Flower Street and Hope Street in downtown Los Angeles.

The Project Site is currently developed and utilized as retail and office land uses of approximately 89,510 square feet. The Proposed Project will consist of 250 dwelling units, a 300 room hotel and 13,120 square feet of commercial space. Up to 288 vehicle parking spaces will be provided.

Vehicle access to the Project Site will be provided by a single driveway on Hope Street. An existing alley runs along the south side of the Project Site from Flower Street to the mid point of the Site. A ground floor plan is shown in Figure 1.2. Access from Flower Street to the west end of the Project Site would be allowed via the existing alley only for trucks to service the electrical supply and trash pick-up. These trucks would then exit at Hope Street. Otherwise there would be no vehicular access to the Project Site from Flower Street via the alley.

The Project Site is located close to many other destination land uses in downtown, with excellent access to transit, bike lanes in downtown, and a pedestrian network with sidewalks on all streets and pedestrian crosswalks at all intersections.

1.2 Study Scope

The scope and methodology of this analysis was determined in conjunction with the City of Los Angeles Department of Transportation (LADOT), and was conducted in accordance with the LADOT Traffic Study Guidelines, and defined in a Memorandum of Understanding (see Appendix A).

The analysis addresses the following time periods:

- AM peak hour
- PM peak hour

The analysis also addresses the following scenarios:

- Existing Conditions
- Existing Conditions With Project
- Future Conditions Year Without Project
- Future Conditions Year With Project
- Future Conditions Year With Project With Mitigation

The analysis addresses a future year of 2025, which is the projected year of project completion.

1.3 Overview of Methodology

Intersection Analysis

Intersection analysis was conducted using the “Critical Movement Analysis (Planning Method)” as described in “Transportation Research Circular 212, Transportation Research Board, Washington D.C. 1980”, and as required by LADOT’s Traffic Study Policy and Procedures, to obtain volume/capacity (V/C) ratios for each intersection.

Congestion Management Program Analysis

A congestion management plan analysis was conducted addressing arterial intersections, freeway segments, and transit, as required by the *2010 Los Angeles County Congestion Management Program (Metro, 2010)* guidelines.

Freeway System

Freeway facilities were evaluated according to the MOU between LADOT and Caltrans (*Agreement Between the City of Los Angeles and Caltrans District 7 on Freeway Impact Analysis Procedures (December 2015)*) that sets forth criteria for when a freeway impact analysis should be conducted. This requires an initial evaluation of freeway mainline segments and freeway off-ramps to determine if Project volumes exceed certain thresholds that would require further analysis of the freeway system. The evaluation concluded that the thresholds for analysis were not met (as shown in the MOU in Appendix A), so further freeway analysis was not necessary.

State of California Senate Bill No. 743

State of California Senate Bill 743¹, requires the Governor’s Office of Planning and Research to change the California Environmental Quality Act (CEQA) guidelines regarding transportation impact analysis. Under SB 743, the focus of transportation analysis will shift

¹ SB 743(Steinberg, 2013).

from driver delay – typically measured by traffic level of service (LOS) – to a new measurement that better addresses the state’s goals on reduction of greenhouse gas emission (GHG), creation of multimodal transportation and promotion of mixed-use developments. Since 2014, the Governor’s Office of Planning and Research has been developing guidelines and has recommended that vehicle-miles traveled (VMT) replace LOS as the primary measure of transportation impacts. Fully implemented guidelines were originally scheduled to be in place by January 1, 2016. However, an extension has allowed cities more time to establish an analysis methodology. The City of Los Angeles is currently in the process of updating its travel demand model, impact evaluation methodology and transportation impact thresholds based on VMT, and has not yet adopted a methodology or guidelines. Caltrans is also pursuing VMT as a metric of Project impacts to better align with the State’s multimodal transportation and environmental actions goals, which is outlined in an interim guide¹, but has no specific adopted methodology. The transportation analysis in this study is therefore based on currently adopted rules and policies based on level of service.

1.4 Organization of this Report

This report is organized as follows. Chapter 2 describes the existing transportation conditions in the area of the Project. Chapter 3 provides a description of the Proposed Project and its transportation characteristics, including trip generation, distribution of project trips, and vehicular access. Chapter 4 analyzes potential transportation impacts for the Existing With Project conditions. Chapter 5 addresses the Future Without Project conditions (year 2025) and sets the future cumulative baseline for analysis of Project impacts at buildout. Chapter 6 addresses the Future With Project Conditions and analyzes the potential transportation impacts of the Project including: traffic conditions at intersections; and a Congestion Management Program analysis including freeway and arterial monitoring locations and transit. Chapter 7 identifies proposed transportation measures to mitigate any identified significant impacts caused by the Project. Appendices provide backup technical information, including the LADOT MOU, intersection configuration details, the Caltrans Freeway Threshold check, traffic counts, and intersection level of service calculations.

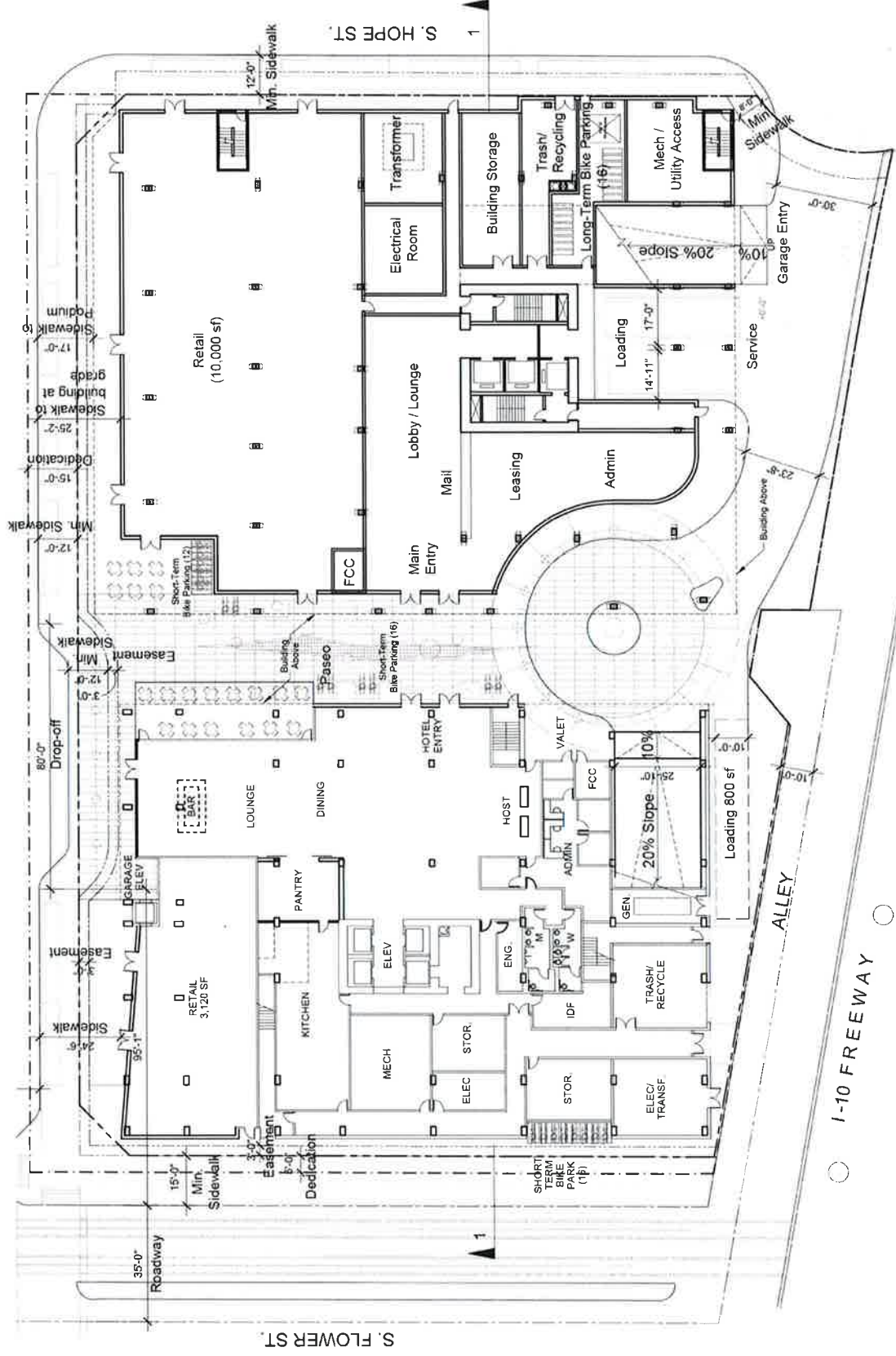
¹ Local Development – Intergovernmental Review Program Interim Guide (Caltrans Approved September 2016).



Figure 1.1
Project Location

South Park Towers Project

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Source: Venice Hope Group, LLC. 6/11/18

9/15/18

Figure 1.2
Project Site Plan

2. Existing Conditions

2.1 Roadway System

The Project Site is bounded by Flower Street to the west, Hope Street to the east, Venice Boulevard to the north, and existing properties to the south. Regional access to the site is provided primarily by the Santa Monica Freeway (I-10) and the Harbor/Pasadena Freeway (I-110/SR-110). The Harbor/Pasadena Freeway runs north-south west of the site, and the Santa Monica Freeway runs in an east-west direction south of the Project Site. These two facilities also provide access to the Hollywood (US-101) and Golden State (I-5) freeways to the north, to the San Bernardino (I-10) and Pomona (SR-60) freeways to the east, and to the Santa Ana (I-5) freeway to the south.

The Project Site is served by a comprehensive grid system of downtown surface streets, with multiple access points to the freeway system. The key surface streets serving the area of the Project are described below, and shown in Figure 2.1. All street classifications are from the City's Mobility Plan 2035.

North-South Streets

Hope Street: Hope Street is a two-way street located immediately to the east of the Project Site. In the City's Mobility Plan 2035, it is classified as an Avenue II north of Venice Boulevard, and as a Collector between Venice Boulevard and 17th Street. In the vicinity of the Project Site, Hope Street provides one-travel lane in each direction with a center two-way left-turn lane, and on-street metered parking is provided on either side of the street with some restrictions. Hope Street as a two-way street terminates at the I-10 Freeway adjacent to the Project Site. However, it connects eastwards to Grand Avenue as 17th Street and is a one-way westbound street as shown in Figure 2.1.

Flower Street: Flower Street is a one-way southbound street located immediately to the west of the Project Site. In the City's Mobility Plan 2035, it is classified as a Modified Avenue II between 6th Street and 11th Street, and a Modified Avenue I south of 11th Street. In the vicinity of the Project Site, Flower Street provides three southbound travel lanes with left turn lanes at intersections, and on-street parking is provided during off-peak hours on the west side of the street with some restrictions. The Metro light rail tracks run at grade on the east side of Flower Street and serve the Metro Blue Line and Metro Expo Line.

Figueroa Street: Figueroa Street is a two-way street south of Olympic Boulevard located to the west of the Project Site. In the City's Mobility Plan 2035, it is classified as an Avenue I between

7th Street and 9th Street, a Modified Avenue I between 9th Street and Olympic Boulevard, and a Modified Boulevard II south of Olympic Boulevard. South of Olympic Boulevard and in the vicinity of the Project Site, Figueroa Street provides three northbound travel lanes and two southbound travel lanes with left-turn and/or right-turn lanes at intersections. North of Olympic Boulevard, Figueroa Street generally provides four northbound travel lanes and a peak period bus lane. On-street metered parking is provided during off-peak hours at certain locations with some restrictions. The MyFig Project was implemented in early September 2018 as described in Chapter 5. However, the travel lane configurations described above at the time the traffic counts were conducted (May 2018) have been used in the Existing Condition analysis.

L.A. Live Way: L.A. Live Way is a two-way street located to the west of the Project Site. In the City's Mobility Plan 2035, it is classified as a Collector. In the vicinity of the Project Site, L.A. Live Way provides two travel lanes in each direction and on-street parking is generally restricted on either side of the street.

Grand Avenue: Grand Avenue is a one-way southbound street north of 18th Street located to the east of the Project Site. In the City's Mobility Plan 2035, it is classified as a Modified Avenue II. North of 18th Street, Grand Avenue provides four southbound travel lanes and a buffered bike lane. Between 18th Street and Washington Boulevard, it provides one northbound right-turn lane and two southbound travel lanes. South of Washington Boulevard, it provides one travel lane with left-turn lanes at intersections and a bike lane in each direction. On-street metered parking is provided on either side of the street with some restrictions.

Olive Street: Olive Street is a one-way northbound street located to the east of the Project Site. In the City's Mobility Plan 2035, it is classified as a Modified Avenue II. In the vicinity of the Project Site, it provides three travel lanes and a buffered bike lane, and on-street metered parking is provided with some restrictions.

Hill Street: Hill Street is a two-way street located to the east of the Project Site. In the City's Mobility Plan 2035, it is classified as a Modified Avenue II. In the vicinity of the Project Site, Hill Street generally provides two travel lanes in each direction, and on-street metered parking is provided with some restrictions.

Broadway: Broadway is a two-way street located to the east of the Project Site. In the City's Mobility Plan 2035, it is classified as a Modified Avenue II. In the vicinity of the Project Site, it provides two travel lanes in each direction with left turn lanes at some locations, and on-street parking is generally provided on east side of the street with some restrictions.

East-West Streets

Venice Boulevard: Venice Boulevard is a two-way street located immediately north of the Project Site. In the City's Mobility Plan 2035, it is classified as a Modified Avenue II. In the vicinity of the Project Site, Venice Boulevard provides two travel lanes in each direction, and on-street parking is generally provided in off-peak periods with some restrictions.

17th Street: 17th Street is a one-way westbound street located to the south of the Project Site, and immediately north of I-10. In the City's Mobility Plan 2035, it is classified as a Collector. In the vicinity of the Project Site, 17th Street provides two travel lanes. On-street non-metered parking is provided in some locations between Hope Street and Broadway with some restrictions. East of Broadway, on-metered parking is provided on both sides of the street.

18th Street: 18th Street is a one-way eastbound street located to the south of the Project Site. In the City's Mobility Plan 2035, it is classified as a Local Street – Standard. In the vicinity of the Project Site, it provides three travel lanes, and on-street parking is generally restricted on both sides of the street.

Washington Boulevard: Washington Boulevard is a two-way street located to the south of the Project Site. In the City's Mobility Plan 2035, it is classified as a Boulevard II. East of Flower Street, Washington Boulevard provides two travel lanes in each direction with left turn lanes at intersections. West of Flower Street, it provides three travel lanes in each directions with left-turn lanes at intersections. On-street metered parking is provided with some restrictions. East of Flower Street, the Metro Blue Line tracks run at grade in the center of Washington Boulevard.

Pico Boulevard: Pico Boulevard is a two-way street located to the north of the Project Site. In the City's Mobility Plan 2035, it is classified as an Avenue I. In the vicinity of the Project Site, Pico Boulevard provides two travel lanes in each direction, and on-street metered parking is provided during off-peak hours on both sides of the street with some restrictions.

2.2 Study Intersections

A total of twenty seven study intersections were identified, in conjunction with LADOT staff, for inclusion in the traffic analysis. The analyzed locations are shown in Figure 2.1 and were identified as locations where the majority of trips associated with the Project would be focused based on the estimated trip distribution for the Project. These locations consist of the intersections through which Project trips would travel before dispersing to multiple routes and therefore were the locations where potential traffic impacts were most likely to occur. The intersections identified for analysis are as follows:

1. LA Live Way & Pico Boulevard
2. LA Live Way & Bond Street
3. Venice Boulevard & Convention Centre Drive
4. Figueroa Street & Pico Boulevard
5. Figueroa Street & Venice Boulevard
6. Figueroa Street & 18th Street
7. Figueroa Street & Washington Boulevard
8. Flower Street & Pico Boulevard

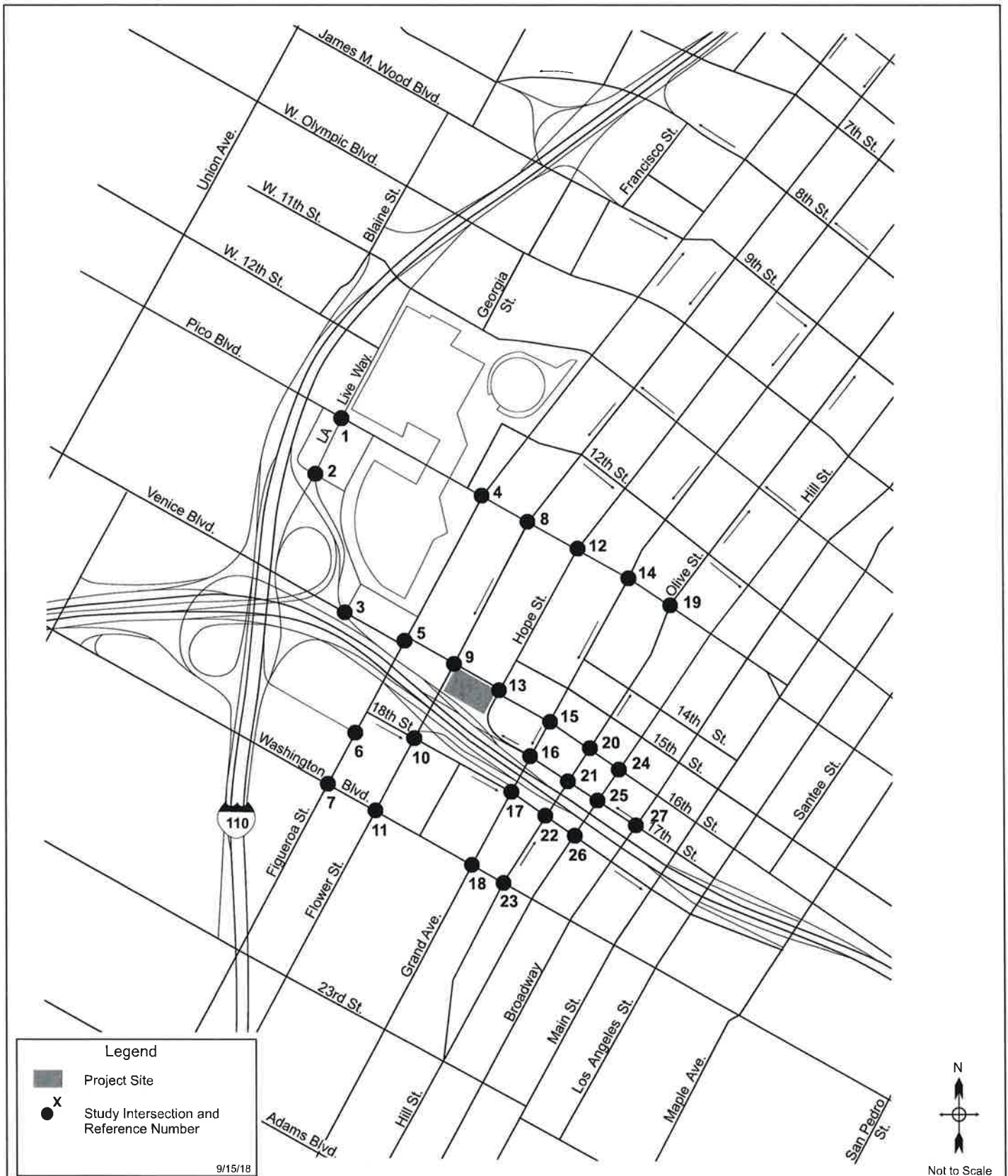


Figure 2.1
Proposed Study Intersections

South Park Towers Project

9. Flower Street & Venice Boulevard
10. Flower Street & 18th Street
11. Flower Street & Washington Boulevard
12. Hope Street & Pico Boulevard
13. Hope Street & Venice Boulevard
14. Grand Avenue & Pico Boulevard
15. Grand Avenue & 16th Street
16. Grand Avenue & 17th Street
17. Grand Avenue & 18th Street
18. Grand Avenue & Washington Boulevard
19. Olive Street & Pico Boulevard
20. Olive Street & 16th Street
21. Olive Street & 17th Street
22. Olive Street & 18th Street
23. Olive Street & Washington Boulevard
24. Hill Street & 16th Street
25. Hill Street & 17th Street
26. Hill Street & 18th Street
27. Broadway & 17th Street

All of these intersections are signalized. The existing lane configurations for these twenty seven analyzed intersections are shown in Figure 2.2.

All study intersections are signalized and currently operate under the City's ATSAC system (Automated Traffic Surveillance and Control) which is a centralized control system that provides for the coordination of traffic signal timing to maximize the street capacities and to minimize traffic delays on City streets. All of these signalized intersections also operate under the City's second generation ATCS (Adaptive Traffic Control System) which utilizes enhanced surveillance and control technologies to adapt traffic signal timings to respond to actual traffic conditions on the ground to further improve the effectiveness of the ATSAC system. LADOT estimates that the effect of the ATSAC system is to improve intersection capacity by an average of 7%, and that the effect of the ATCS system is an additional increase in capacity of 3%. As all intersections in the study area operate under both ATSAC and ATCS, in accordance with LADOT procedures a capacity increase of 10% was applied to all intersections in the analysis and is reflected in the level of service calculations.

2.3 Existing Intersection Conditions

Existing Traffic Volumes

Recent traffic counts were used for all of the analyzed intersections. AM and PM peak period

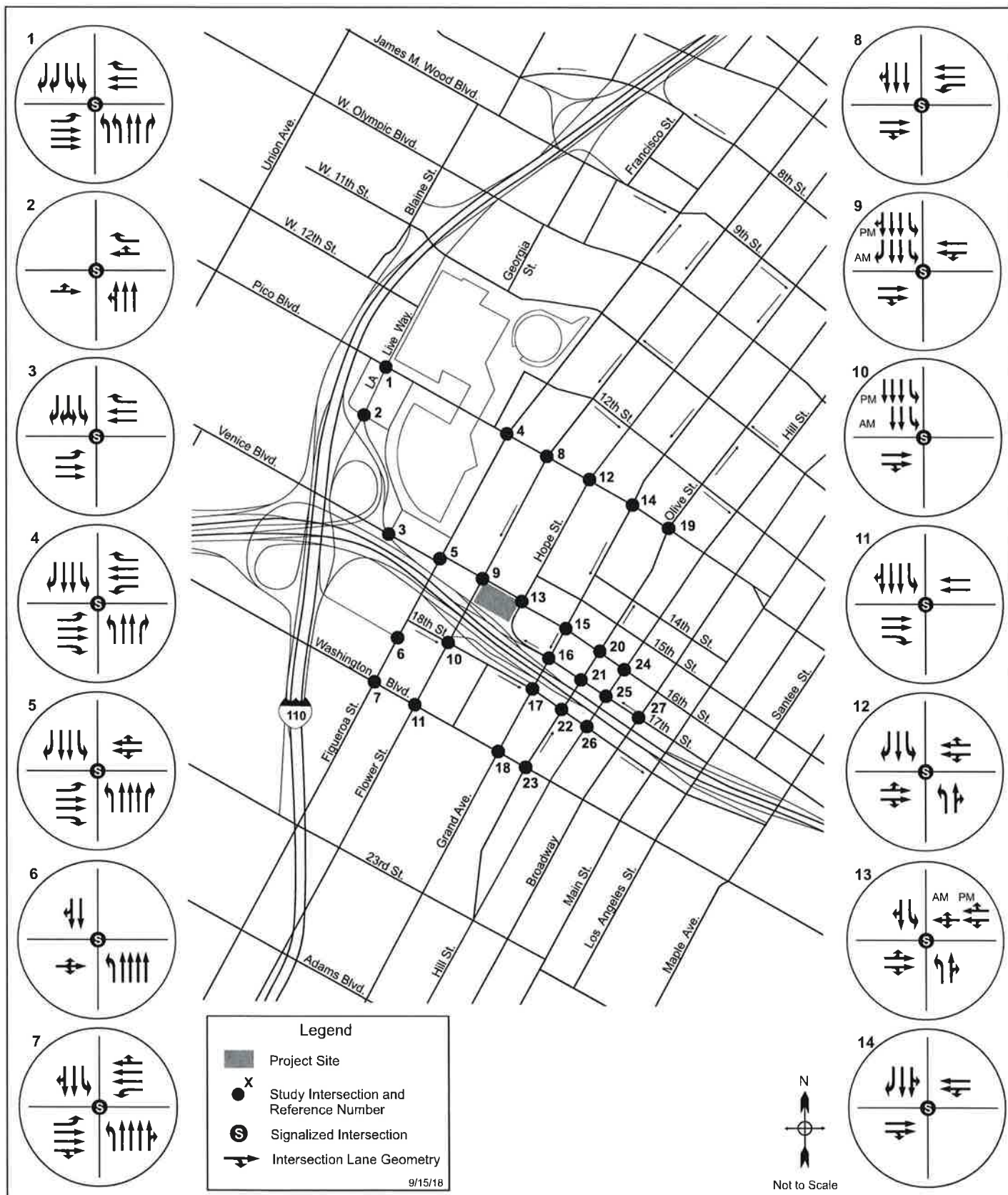


Figure 2.2
Configuration of Analyzed Intersections (1-14)

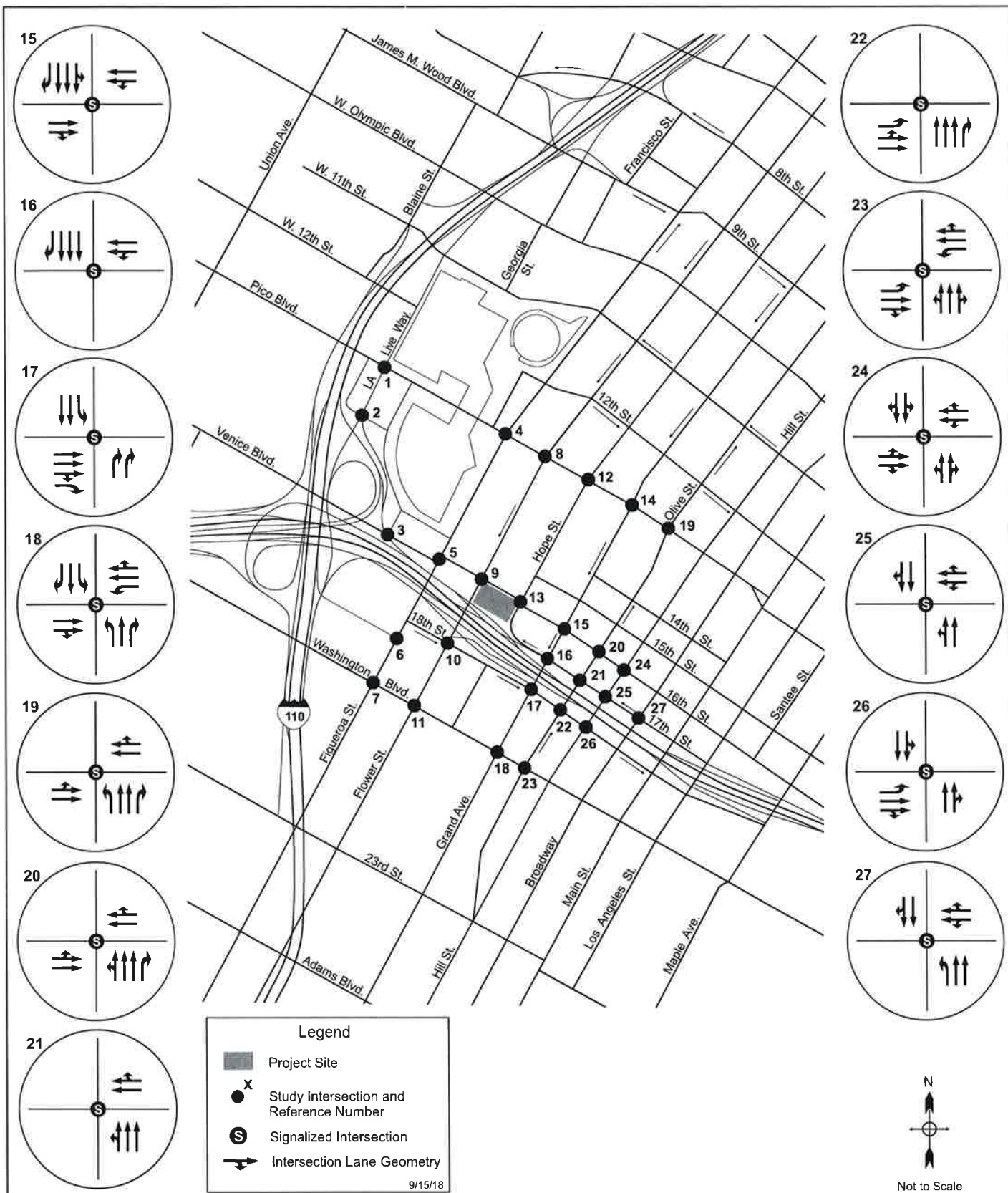


Figure 2.2
Configuration of Analyzed Intersections (15-27)

traffic counts were conducted in May 2018. As required by LADOT, counts were collected during the hours of 7:00 – 10:00 AM for the morning peak period and 3:00 – 6:00 PM for the PM peak period, and were conducted when schools were in session and outside of holiday periods. The existing peak hour traffic volumes are illustrated in Figures 2.3 and 2.4 for the AM and PM peak hours respectively.

Level of Service Methodology

Level of service (LOS) is a qualitative measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F, with each level defined by a range of volume/capacity (V/C) ratios. Table 2.1 defines the ranges of V/C ratios and their corresponding levels of service for signalized intersections. Intersection analysis was conducted using the “Critical Movement Analysis (Planning Method)” as described in “Transportation Research Circular 212, Transportation Research Board, Washington D.C. 1980”, and as required by LADOT’s Traffic Study Policy and Procedures, to obtain volume/capacity (V/C) ratios for each intersection.

Existing Peak Hour Levels of Service

Table 2.2 summarizes the existing AM and PM peak hour V/C ratios and corresponding levels of service at the analyzed intersections.

AM Peak Hour

All of the studied intersections currently operate at LOS A during the AM peak hour.

PM Peak Hour

All of the studied intersections currently operate at LOS C or better during the PM peak hour.

2.4 Existing Transit Service

The Project Site is well served by transit. It is located in downtown Los Angeles, which is the hub of the regional transit system in the Los Angeles area. The Project Site is one block from the Pico Station at Flower Street & 12th Street/Pico Boulevard which serves the Metro Blue Line and the Metro Expo Line. It is also one block from the Grand/LATCC Station at Grand Avenue & Washington Boulevard which serves the Metro Blue Line. The Project Area (within approximately one quarter mile of the Project) is currently served by a total of eight local and inter-city transit operators. Metro operates two rail lines (Metro Blue and Metro Expo lines at the Pico & Flower Station), the Silver Line, three Rapid bus lines, two Express lines and twenty-one local lines in the Project Area. Additional transit lines include four LADOT Commuter Express lines, three LADOT DASH bus lines (DASH D, DASH F and DASH PUEP), two Orange County Transportation Authority bus lines, one Big Blue Bus line and one Torrance

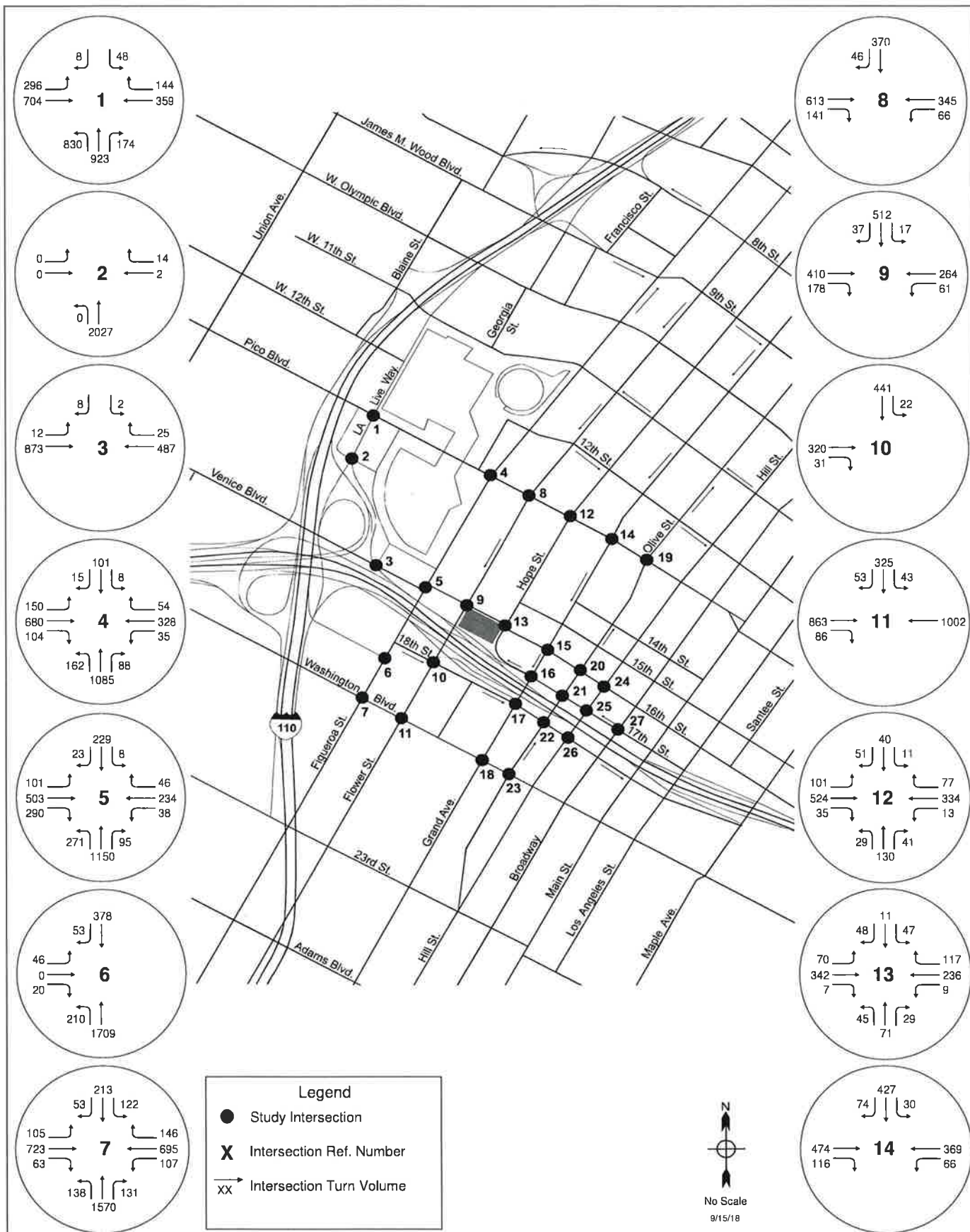


Figure 2.3
Existing Traffic Volumes - AM Peak Hour (1-14)

South Park Towers Project

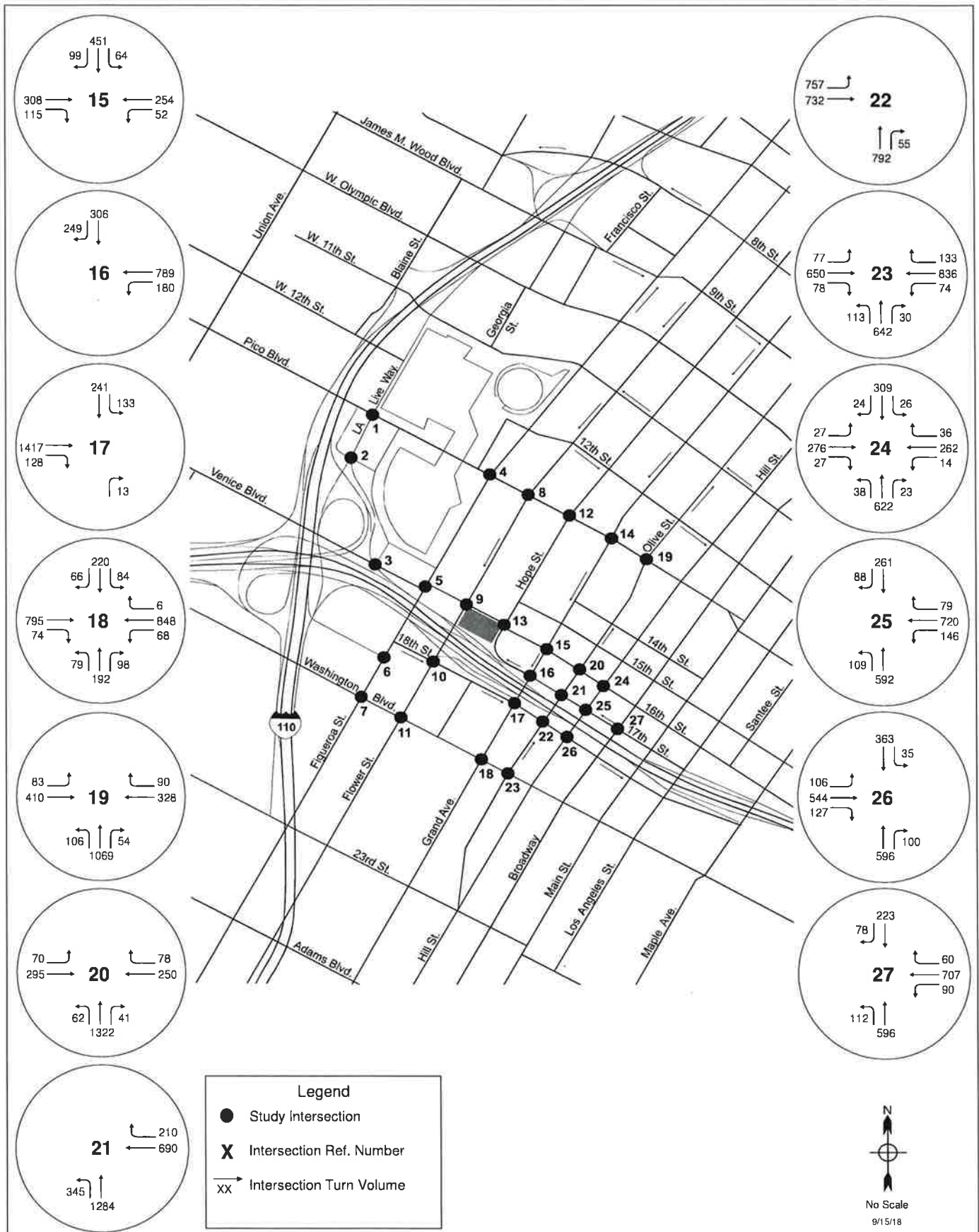


Figure 2.3
Existing Traffic Volumes - AM Peak Hour (15-17)

South Park Towers Project

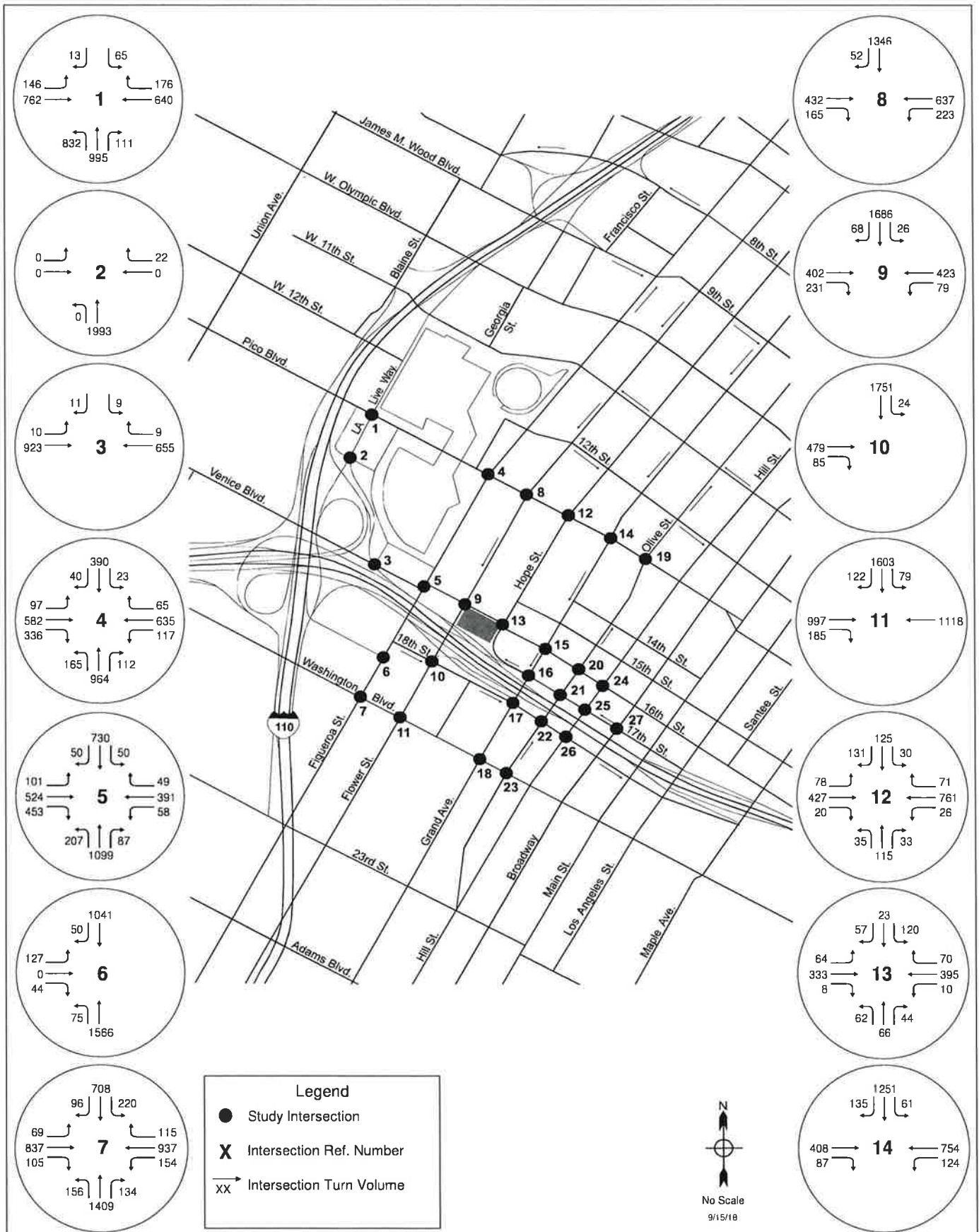


Figure 2.4
Existing Traffic Volumes - PM Peak Hour (1-14)

South Park Towers Project

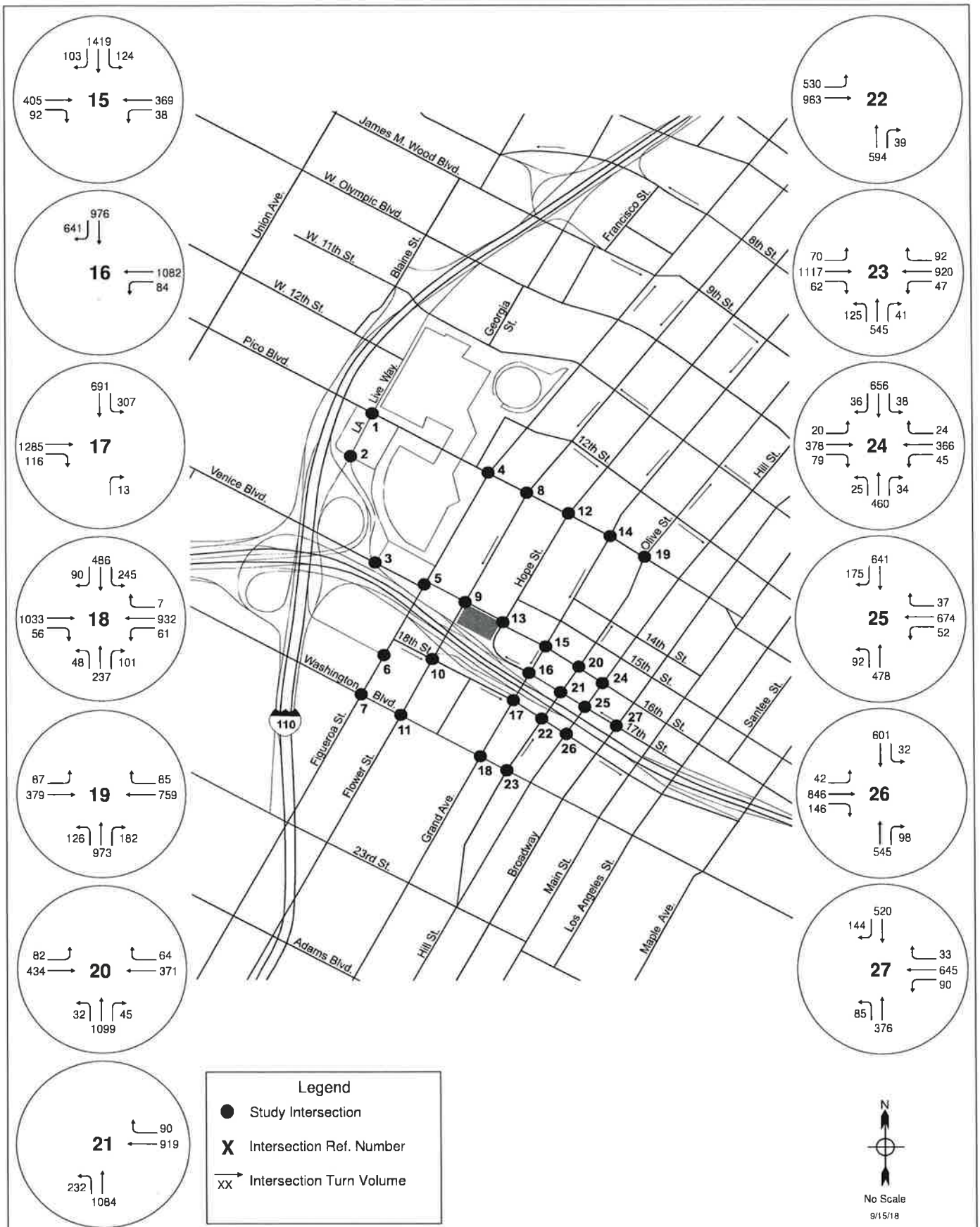


Figure 2.4
Existing Traffic Volumes - PM Peak Hour (15-17)

South Park Towers Project

Table 2.1 Level of Service Definitions for Signalized Intersections

Level of Service	Description	Volume to Capacity Ratio
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	<0.600
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	0.601 – 0.700
C	Good operation. Occasionally drivers may have to wait for more than 60 seconds, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted.	0.701 – 0.800
D	Fair operation. Cars are sometimes required to wait for more than 60 seconds during short peaks. There is no long-standing traffic queues. This level is typically associated with design practice for peak periods.	0.801 – 0.900
E	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.	0.901 – 1.000
F	Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersections approach lanes; therefore, volumes carried are not predictable. Potential for stop-and-go type traffic flow.	Over 1.000

Source: *Highway Capacity Manual*, Special Report 209, Transportation Research Board, Washington, D.C., 1985 and *Interim Materials on Highway Capacity*, MCHRP Circular 212, 1982.

Table 2.2 Existing Conditions - Intersection Level of Service

11/7/2018

No.	Intersection	Existing Conditions			
		AM Peak Hour		PM Peak Hour	
		V/C	LOS	V/C	LOS
1	La Live Way & Pico Boulevard	0.576	A	0.602	B
2	SR-110 NB off-ramp/LA Live Way & Bond Street	0.356	A	0.350	A
3	Convention Center Dr & Venice Boulevard	0.194	A	0.213	A
4	Figueroa Street & Pico Boulevard	0.517	A	0.513	A
5	Figueroa Street & Venice Boulevard	0.415	A	0.634	B
6	Figueroa Street & 18th Street	0.229	A	0.428	A
7	Figueroa Street & Washington Boulevard	0.578	A	0.681	B
8	Flower Street & Pico Boulevard	0.308	A	0.593	A
9	Flower Street & Venice Boulevard	0.329	A	0.588	A
10	Flower Street & 18th Street	0.179	A	0.508	A
11	Flower Street & Washington Boulevard	0.340	A	0.696	B
12	Hope Street & Pico Boulevard	0.284	A	0.365	A
13	Hope Street & Venice Boulevard	0.286	A	0.258	A
14	Grand Avenue & Pico Boulevard	0.293	A	0.671	B
15	Grand Avenue & Venice Boulevard	0.191	A	0.434	A
16	Grand Avenue & 17th Street	0.389	A	0.716	C
17	Grand Avenue & 18th Street	0.329	A	0.443	A
18	Grand Avenue & Washington Boulevard	0.463	A	0.700	C
19	Olive Street & Pico Boulevard	0.451	A	0.564	A
20	Olive Street & 16th Street	0.363	A	0.351	A
21	Olive Street & 17th Street	0.562	A	0.529	A
22	Olive Street & 18th Street	0.407	A	0.364	A
23	Olive Street & Washington Boulevard	0.478	A	0.513	A
24	Hill Street & Venice Boulevard	0.285	A	0.369	A
25	Hill Street & 17th Street	0.485	A	0.488	A
26	Hill Street & 18th Street	0.379	A	0.474	A
27	Broadway & 17th Street	0.385	A	0.434	A

bus line operating in the Project Area. Figure 2.5 shows transit service provided in the Project Area. Table 2.3 lists the individual rail and bus lines serving the Project Area, and indicates the frequency of service (headways) during the AM and PM peak periods.

Summary of Transit Service on Major Streets in the Project Vicinity

Flower Street

Located adjacent to the Project Site, Flower Street carries the Metro Blue Line, the Metro Exposition Line, the Metro Silver Line (910, 950X), two Commuter Express lines (CE 438 and CE 448), two Orange County Transportation Authority lines (OC701, OC721), and one Torrance Bus line (T4X).

Figueroa Street

Located one block west of the Project Site, Figueroa Street carries Metro Silver Line (910, 950X), two Metro Express lines (442, 460) one Metro Local Bus line (81), two Commuter Express lines (CE 438 and CE 448), one LADOT DASH (LDF), two Orange County Transportation Authority lines (OC701, OC721), and one Torrance Bus line (T4X).

Grand Avenue / Olive Street

Located one to two blocks east of the Project Site, Olive Street and Grand Avenue operate as a one-way couplet and carry one Metro Rapid Bus line (770), eight Metro Bus lines (14, 70, 71, 76, 78, 79, 96, 378), two Commuter Express lines (CE 431, CE 437), one LADOT DASH line (LDD), and one Santa Monica Big Blue Bus (BBBR 10).

Hill Street

Located three blocks east of the Project Site, Hill Street carries one Metro Rapid Bus line (794), eight Metro Bus lines (2, 4, 37, 83, 90, 91, 94, 302), and one Montebello bus line (M50).

Venice Boulevard

Located adjacent to the Project Site, Venice Boulevard carries one Metro Rapid line (733) and one Metro Bus line (33) in an east-west direction.

Pico Boulevard

Located one block north of the Project Site, Pico Boulevard carries one Metro Local line (30/330) in an east-west direction.



9/15/18

Figure 2.5
Existing Transit Service

South Park Towers Project

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Table 2.3 Existing Public Transit Services

6/4/2018

Provider, Routes and Service Area	Street	Service Type	Hours of Operation	Average Headway (minutes)			
				AM Peak Hour		PM Peak Hour	
				NB/EB	SB/WB	NB/EB	SB/WB
Metro Rail							
Blue Line - Long Beach - Downtown Los Angeles	Flower - 7th	Rail	4:45 AM - 1:15 AM (NB) 4:50 AM - 1:35 AM (SB)	6	6	6	6
Expo Line - Santa Monica - Downtown Los Angeles	Flower - 7th	Rail	4:05 AM - 1:40 AM (EB) 4:05 AM - 1:55 AM (WB)	6	6	6	6
Metro Busway							
Silver Line 910	Figueroa - 6th / Wilshire - Flower	Busway	5:20 AM - 4:30 AM (NB) 3:55 AM - 2:55 AM (SB)	4	5	5	5
Silver Express 950x	Figueroa - 6th / Wilshire - Flower	Busway	5:20 AM - 4:30 AM (NB) 3:55 AM - 2:55 AM (SB)	4	5	5	5
Metro Bus Service							
733 - Santa Monica - Downtown Los Angeles	Venice - Main	Rapid	5:40 AM - 1:00 AM (EB) 5:15 AM - 11:20 PM (WB)	15	15	15	20
770 - Los Angeles - El Monte	17th - Olive / Grand - Venice	Rapid	5:00 AM - 8:00 PM (EB) 5:55 AM - 9:00 PM (WB)	15	15	15	15
794 - Sylmar - Downtown Los Angeles	Hill	Rapid	4:35 AM - 8:10 PM (NB) 6:20 AM - 8:45 PM (SB)	20	20	30	20
442 - Downtown Los Angeles - Hawthorne	Figueroa / Flower	Express	6:25 AM - 8:20 AM (NB) 4:15 PM - 6:30 PM (SB)	60	N/A	N/A	60
460 - Downtown Los Angeles - Anaheim	Figueroa / Flower	Express	5:40 AM - 2:00 AM (NB) 4:00 AM - 10:30 PM (SB)	20	20	20	30
2/302 - Pacific Palisades - Downtown Los Angeles	Broadway / Hill	Local	5:55 AM - 2:30 AM (EB) 4:45 AM - 2:15 PM (WB)	30	15	12	30
4 - Santa Monica - Los Angeles	Broadway / Hill	Local	24 Hour	10	12	9	20

Table 2.3 Existing Public Transit Services

6/4/2018

Provider, Routes and Service Area	Street	Service Type	Hours of Operation	Average Headway (minutes)			
				AM Peak Hour		PM Peak Hour	
				NB/EB	SB/WB	NB/EB	SB/WB
14 - Beverly Hills - Downtown Los Angeles	Olive / Grand	Local	5:45 AM - 1:15 AM (EB) 4:50 AM - 12:00 AM (WB)	6	9	7	9
30/330 - West Hollywood - East Los Angeles	Pico - Broadway / Main - Pico	Local	4:00 AM - 3:00 AM (EB) 4:15 AM - 3:15 AM (WB)	9	9	8	6
33 - Santa Monica - Downtown Los Angeles	Venice - Main	Local	6:05 AM - 5:40 AM (EB) 4:10 AM - 3:05 AM (WB)	20	15	10	20
35 - Los Angeles - Downtown Los Angeles	Washington - Broadway	Local	4:55 AM - 11:50 PM (EB) 4:15 AM - 12:15 AM (WB)	10	12	12	12
37 - Los Angeles - Downtown Los Angeles	Olive / Grand	Local	4:50 AM - 12:00 AM (EB) 5:45 AM - 12:15 AM (WB)	9	10	9	7
70 - Los Angeles - El Monte	17th - Olive / Grand - Venice	Local	4:50 AM - 4:10 AM (EB) 5:10 AM - 4:05 AM (WB)	15	10	15	15
71 - Los Angeles - Cal State LA Station	17th - Olive / Grand - Venice	Local	5:55 AM - 10:00 AM (EB) 6:15 AM - 8:55 PM (WB)	15	15	N/A	N/A
76 - Downtown Los Angeles - El Monte	Olive / Grand	Local	5:05 AM - 9:00 PM (EB) 4:50 AM - 8:20 PM (WB)	12	12	15	20
78/79/378 - Downtown Los Angeles - Arcadia	Olive / Grand	Local	5:00 AM - 1:15 AM (EB) 5:10 AM - 1:05 AM (WB)	15	8	8	10
81 - South Los Angeles - Eagle Rock	Figueroa	Local	5:20 AM - 1:00 AM (NB) 5:20 AM - 1:05 AM (SB)	9	10	10	10
83 - Downtown Los Angeles - Eagle Rock	Hill / Main	Local	4:55 AM - 8:20 PM (NB) 4:35 AM - 9:05 PM (SB)	60	20	30	30
90/91 - Downtown Los Angeles - Sylmar	Hill	Local	4:50 AM - 8:20 PM (NB) 5:25 AM - 9:25 PM (SB)	30	15	15	15
94 - Downtown Los Angeles - Sun Valley	Hill	Local	4:20 AM - 12:00 AM (NB) 5:50 AM - 2:45 AM (SB)	20	30	30	20
96 - Downtown Los Angeles - Burbank	Olive / Grand	Local	4:20 AM - 8:00 PM (NB) 5:45 AM - 9:20 PM (SB)	30	30	30	30

Table 2.3 Existing Public Transit Services

6/4/2018

Provider, Routes and Service Area	Street	Service Type	Hours of Operation	Average Headway (minutes)			
				AM Peak Hour		PM Peak Hour	
				NB/EB	SB/WB	NB/EB	SB/WB
Commuter Express							
CE 431 - Downtown Los Angeles - Westwood	Olive / Grand	Express	7:00 AM - 8:30 AM (EB) 4:45 PM - 6:20 PM (WB)	30	N/A	N/A	30
CE 437 - Downtown Los Angeles - Culver City	Olive / Grand	Express	6:30 AM - 8:35 AM (EB) 3:45 PM - 6:25 PM (WB)	30	N/A	N/A	30
CE 438 - Downtown Los Angeles - Redondo Beach	Figueroa / Flower	Express	6:30 AM - 8:35 AM (NB) 4:00 PM - 6:30 PM (SB)	12	N/A	N/A	9
CE 448 - Downtown Los Angeles - Rancho Palos Verdes	Figueroa / Flower	Express	6:25 AM - 8:20 AM (NB) 4:05 PM - 5:55 PM (SB)	30	N/A	N/A	20
Montebello Bus							
50 - Montebello - Downtown Los Angeles	Hill	Local	5:25 AM - 9:45 PM (EB) 4:30 AM - 8:50 PM (WB)	30	30	60	30
DASH							
D - Union Station - South Park	Olive / Grand	DASH	5:50 AM - 7:00 PM	5	5	5	5
F - Financial District - Exposition Park/USC	Figueroa	DASH	6:30 AM - 6:30 PM	10	10	10	10
PUEP - Pico Union/Echo Park	Washington	DASH	5:00 AM - 9:35 PM (NB) 5:55 AM - 10:30 PM (SB)	14	14	10	10
Orange County Transportation Authority							
OC 701 - Huntington Beach - Los Angeles	Figueroa	Express	6:35 - 7:45 AM (NB) 4:30 - 5:20 PM (SB)	N/A	N/A	N/A	60
OC 721 - Fullerton - Los Angeles	Figueroa/ Flower	Express	5:50 - 9:10 AM, 5:35 PM (NB) 6:15 - 7:15 AM, 3:20 - 6:10 PM (SB)	60	N/A	60	60

Table 2.3 Existing Public Transit Services

6/4/2018

Provider, Routes and Service Area	Street	Service Type	Hours of Operation	Average Headway (minutes)			
				AM Peak Hour		PM Peak Hour	
				NB/EB	SB/WB	NB/EB	SB/WB
Big Blue Bus							
R10 - Downtown Santa Monica to Downtown Los Angeles	Olive / Grand	Rapid	6:15 AM - 8:30 PM (EB) 5:55 AM - 9:00 PM (WB)	20	30	20	20
Torrance Bus							
T4 - Torrance - Downtown Los Angeles	Figuerroa / Flower	Express	6:00 AM - 9:05 AM, 3:10 PM - 5:40 PM (NB) 7:20 AM - 10:00 AM, 4:05 PM - 7:05 PM (SB)	30	30	30	30

Washington Boulevard

Located two blocks south of the Project Site, Washington Boulevard carries the Metro Blue Line, one Metro Local Bus line (35), and one LADOT DASH (Pico Union/Echo Park (PUEP)).

Bus Stops within one Block of the Project

There are no bus stops adjacent to the Project. Within two blocks of the Project Site, there are twenty three bus stops, which are located at the following locations and shown in Figure 2.6:

- Hope Street - north of Venice Boulevard
- Flower Street - north of Venice Boulevard
- Grand Avenue - north of Venice Boulevard
- Figueroa Street - south of Venice Boulevard
- Venice Boulevard - west of Figueroa Street (2 bus stops)
- Figueroa Street – north of Washington Boulevard (2 bus stops)
- Washington Boulevard – west of Figueroa Street
- Washington Boulevard – west of Flower Street
- Flower Street – north of Washington Boulevard
- Flower Street – south of Washington Boulevard
- Washington Boulevard & Hope Street
- Grand/LATTC Station - Washington Boulevard between Figueroa Street & Flower Street
- Grand Avenue – south of Washington Boulevard
- Figueroa Street – south of Pico Boulevard
- Pico Boulevard – west of Figueroa Street
- Pico Boulevard – between Figueroa Street & Flower Street
- Pico Station – Flower Street north of Pico Boulevard
- Flower Street – south of Pico Boulevard
- Grand Avenue – north of Pico Boulevard
- Grand Avenue – south of Pico Boulevard
- Grand Avenue at 14th Street

2.4 Bicycle Facilities

Bicycle Facilities

The Mobility Plan 2035 designates a network of bicycle lanes (Tier 1, Tier 2 and Tier 3) and bicycle paths in the area of project.

Tier 1 Bicycle Lanes are bicycle facilities on arterial roadways with physical separation.



Figure 2.6
Bus Stops Within One Block of the Project

South Park Towers Project

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Tier 2 and Tier 3 Bicycle Lanes are bicycle facilities on arterial roadways with striped separation.

Bicycle Paths are facilities outside of the roadway.

Bicycle Routes are identified routes for bikes and are streets signed to alert drivers to bicyclists sharing the roadway spaces – often with the use of “sharrow” symbols painted on the street.

Existing bicycle facilities in the project area comprise a Bicycle Lane or Bicycle Route on the following streets, as shown in Figure 2.7:

- Figueroa Street, south of Olympic Boulevard – bicycle route
- Grand Avenue – bicycle lane
- Olive Street, north of Washington Boulevard – bicycle lane
- Broadway, north of 11th Street – bicycle route
- Main Street, north of 16th Street – bicycle lane
- 7th Street west of Main Street – bicycle lane
- 11th Street, between Broadway and Maple Avenue – bicycle lane

The MyFig Project was recently completed, as described in Chapter 5 and included in analysis of all future conditions. The Mobility Plan 2035 also identifies designated bicycle facilities planned for implementation over the longer term. For the area of the Project, these are discussed in Chapter 5 under Future Conditions.

Metro Bike Share Facilities

There are thirteen existing Metro Bike Share stations in the in the area of the project, with a total of 163 bike-share docks, at the following approximate locations, as shown in Figure 2.7:

- Figueroa Street and 8th Street
- Figueroa and 9th Street
- Grand Avenue and Olympic Boulevard
- Hope Street and Olympic Boulevard
- Hope Street and 11th Street
- 12th Street and Hill Street
- Pico Boulevard and Flower Street
- Figueroa Street and Pico Boulevard
- Grand Avenue and 14th Street
- 18th Street and Figueroa Street
- Grand Avenue and Washington Boulevard
- Hill Street and Washington Boulevard
- Grand Avenue and LATTC



Figure 2.7
Existing Bicycle Facilities

South Park Towers Project

2.5 Pedestrian Facilities

The Project Site is located in an area with well-developed pedestrian facilities, including sidewalks on all streets and crosswalks at all intersections. On the west half side of the Project Site, there is currently a 10-foot sidewalk on Venice Boulevard adjacent to the Project site, and on the east half side of the Project Site, there is a 15-foot sidewalk on Venice Boulevard. There is currently a thirteen-foot sidewalk on Flower Street adjacent to and west of the Project site, and a twelve-foot sidewalk on Hope Street adjacent to and east of the Project Site.

According to Walkscore.com¹, the area of the Project has a walkability score of 82 (out of 100) – which is described as a “very walkable” where ‘most errands can be accomplished on foot’. (Walkscore also allocates a transit score of 97 - ‘riders paradise, world class public transportation’, and a bike score of 77 – very bikeable, flat as pancake, some bike lanes’) to the area of the Project.

Vision Zero

The City of Los Angeles Department of Transportation is implementing a program called Vision Zero Los Angeles², which represents a citywide effort to eliminate traffic deaths in the City of Los Angeles by 2025. Vision Zero has two goals: a 20% reduction in traffic deaths by 2017 and zero traffic deaths by 2025. In order to achieve these goals, LADOT identified a network of streets, called the High Injury Network (HIN), which has a higher incidence of severe and fatal collisions, and where LADOT has determined that pedestrian enhancement improvements will be most effective in meeting these goals. The HIN is comprised of 386 corridors that represent 6% of Los Angeles’ street miles, and 65% of all deaths and severe injuries involving people walking and biking occur on these 6% of streets.

This Project is not located in the High Injury Network (HIN). Streets in the vicinity of the Project Site that are located on the High Injury Network are shown in Figure 2.8 and listed below:

- Figueroa Street
- 16th Street – between Olive Street and Main Street
- Washington Boulevard – east of Figueroa Street
- Pico Boulevard – between Grand Avenue and Broadway
- Olive Street – between Pico Boulevard and 12th Street

¹ Walk Score is a large-scale, public access walkability index that assigns a numerical walkability score to any address in the United States, Canada, and Australia. Walk Score is based on analysis of walking routes to nearby amenities, as well as measuring pedestrian friendliness by analyzing population density and road metrics such as block length and intersection density.

² Vision Zero Los Angeles 2015-2025 – Action Plan, January 2017.



Figure 2.8
High Injury Network

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2.6 On-Street Parking

There is no on-street parking on Flower Street adjacent to the Project due to the Metro rail tracks. On the west side of Hope Street adjacent to the Project Site there are six unmarked spaces that are not metered.

On the south side of Venice Boulevard adjacent to the Project, parking is prohibited between 9 AM and 4 PM and there is No Stopping posted 7 – 9 AM and 4-6 PM. Parking is therefore only available outside of these hours.

On the north side of Venice Boulevard opposite the Project Site, parking is prohibited between the Hope Street and the alley. Between the alley and Flower Street, parking is available with a 1-hour time restriction between 9 AM and 4 PM (with room for five cars in unmarked and unmetered spaces), but prohibited 7 - 9 AM and 4 - 6PM with No Stopping posted.

3. Project Description & Transportation Characteristics

This report section provides a description of, and identifies the transportation characteristics of, the Proposed Project including trip generation totals and trip distribution characteristics.

3.1 Project Description

The Proposed Project is located at 426 and 440 W. Venice Boulevard in South Park in Downtown Los Angeles. The Project Site is bounded by Flower Street to the west, Venice Boulevard to the north, Hope Street to the east and the I-10 freeway to the south. The Project Site is currently developed and utilized as retail and office land uses of approximately 89,510 square feet.

The Proposed Project will consist of 250 dwelling units, a 300 room hotel and 13,120 square feet of commercial space. In order to prepare a conservative analysis the commercial space will be analyzed as restaurant use. Up to 288 vehicle parking spaces will be provided.

Vehicle access to the Project Site will be provided by a single driveway on Hope Street. An existing alley runs along the south side of the Project Site from Flower Street to the mid point of the Site. Access from Flower Street to the west end of the Project Site would be allowed via the existing alley only for trucks to service the electrical supply and trash pick-up. These trucks would then exit at Hope Street. Otherwise there would be no vehicular access to the Project Site from Flower Street via the alley.

Project Trip Generation

The trip generation estimates for the Project are shown in Table 3.1. These are based on trip rates found in *ITE Trip Generation 10th Edition* (Institute of Transportation Engineers, 2017), and adjustment factors considered appropriate to the type and location of the proposed Project which were developed in conjunction with, and with the approval of, LADOT. Table 3.1 summarizes the trip generation estimates for the daily, AM peak & PM peak hour periods respectively.

Background

The Project is located in an area where transit, walk and bike trips will occur due to the following factors. The Project is located in the densely developed downtown core area of Los Angeles, with many employment, retail and entertainment land uses in close proximity and within easy walking distance.

The project is located within one-quarter mile of numerous transit lines, including the Metro Blue and Exposition Lines, three Metro Rapid Bus Lines; two Metro Express Bus Lines; four LADOT Express Bus Lines; twenty-one Metro Local Lines; and three DASH shuttle routes, as well as other regional transit operator services.

Trip Estimates for This Study

ITE trip rates from Trip Generation, 10th Edition were used in the analysis, with the adjustments described below. The recently released 10th Edition includes numerous updates and enhancements to the trip rate information in the 9th Edition. The ITE 10th Edition no longer has separate trip rates for condominiums and apartments. Instead it has rates for multifamily housing. It also lists rates for high rise buildings, by location – “General Urban/Suburban”, “Dense Multi-Use Urban”, and “Center City Core”, thereby providing more accurate trip rates for the type (low rise or high rise) and location of the building. Although the 10th Edition provides residential trip rates for a “Center City Core” location (such as the Proposed Project), it is an extremely small sample size, so is not used for this study. Instead the trip generation rates for “Dense Multi-Use Urban” are applied to the residential units as the next most appropriate category. Because the 10th Edition trip rates are based on the type and location of building, they already account for higher walking, bicycling, and transit use in dense urban areas. Therefore, no further adjustment factors for use of these modes were applied.

For the commercial land uses, in the ITE 10th Edition either no trip rates are available for the “Dense Multi-Use Urban” or “Center City Core” categories, or the sample sizes are small for those categories, so trip rates for the “General Urban/Suburban” category were used. These rates were adjusted to reflect the Project’s type and location. These adjustments, approved by LADOT and shown in Table 3.1, reflect the synergy of mixed uses in the Project and that some trips to the restaurants would come from residents of the building, that the proximity to transit would result in some residents and visitors using transit, that the proximity of the Project to other nearby destination land uses would lead to walk and bicycle trips, as well as LADOT approved reductions for pass-by trips (trips already on the road system).

As also shown in Table 3.1, the Project would generate net totals of 1,778 new daily vehicle trips, 168 new AM peak hour vehicle trips and 91 new PM peak hour vehicle trips.

Trip Distribution

The likely distribution of Project trips was identified based on the type of land uses in the Project, the likely destinations of Project residents based on the local and regional distributions of employment and commercial destinations, the likely origins of commercial visitors based on the local distribution of population, existing traffic volumes, and the characteristics of the street system in the area of the Project. The general trip distribution pattern was developed in consultation with LADOT and the following distribution was assumed:

Table 3.1 South Park Towers Project - Trip Generation Estimates

11/5/2018

Daily Trips

Land Use Assumptions	Source ¹ & Code	Quantity	Units	Daily			
					Trip Rate		Total Trips
<u>Existing Uses</u>							
Retail ^{2,3}	ITE 820	87,731	SF		37.75		-3,312
(Reduction for transit trips) - 15%							497
(Reduction for walk/bike trips) - 5%							166
(Reduction for pass-by trips) - 40%							1,060
Net Retail							-1,589
Office ^{2,4}	ITE 710	1,779	SF		9.74		-17
(Reduction for transit trips) - 15%							3
(Reduction for walk/bike trips) - 5%							1
Net Office							-13
Total Existing							-1,602
<u>Proposed Uses</u>							
Apartments (High-Rise) ^{2,5}	ITE 222	250	DU		2.07		518
(Reduction for transit trips) - 0%							0
(Reduction for walk/bike trips) - 0%							0
Net Apartments (High-Rise)							518
Hotel ^{2,6}	ITE 310	300	RMS		9.87		2,960
(Reduction for internal trips) - 0%							0
(Reduction for walk/bike trips) - 5%							-148
(Reduction for transit trips) - 15%							-444
Net Hotel							2,368
High-Turnover Restaurant ^{2,7}	ITE 932	3,120	SF		112.18		350
(Reduction for internal trips) - 5%							-18
(Reduction for transit trips) - 15%							-50
(Reduction for walk/bike trips) - 5%							-17
(Reduction for pass-by trips) - 20%							-53
Net High-Turnover Restaurant							212
Medical Office ^{2,8}	ITE 720	10,000	SF		34.80		348
(Reduction for internal trips) - 0%							0
(Reduction for transit trips) - 10%							-35
(Reduction for walk/bike trips) - 0%							0
(Reduction for pass-by trips) - 10%							-31
Net Medical Office							282
Total Proposed							3,380
Total Net							1,778

Table 3.1 South Park Towers Project - Trip Generation Estimates

11/5/2018

AM Peak

Land Use Assumptions	Source ¹ & Code	Quantity	Units	AM Peak Hour					
				Trip Rate			Total Trips		
				In	Out	Total	In	Out	Total
Existing Uses									
Retail ^{2,3}	ITE 820	87,731	SF	0.58	0.36	0.94	-51	-31	-82
(Reduction for transit trips) - 15%							8	4	12
(Reduction for walk/bike trips) - 5%							2	2	4
(Reduction for pass-by trips) - 40%							16	10	26
Net Retail							-25	-15	-40
Office ^{2,4}	ITE 710	1,779	SF	1.00	0.16	1.16	-2	0	-2
(Reduction for transit trips) - 15%							0	0	0
(Reduction for walk/bike trips) - 5%							0	0	0
Net Office							-2	0	-2
Total Existing							-27	-15	-42
Proposed Uses									
Apartments (High-Rise) ^{2,5}	ITE 222	250	DU	0.03	0.18	0.21	8	45	53
(Reduction for transit trips) - 0%							0	0	0
(Reduction for walk/bike trips) - 0%							0	0	0
Net Apartments (High-Rise)							8	45	53
Hotel ^{2,6}	ITE 310	300	RMS	0.28	0.20	0.48	85	60	145
(Reduction for internal trips) - 0%							0	0	0
(Reduction for walk/bike trips) - 5%							-4	-3	-7
(Reduction for transit trips) - 15%							-13	-9	-22
Net Hotel							68	48	116
High-Turnover Restaurant ^{2,7}	ITE 932	3,120	SF	5.47	4.47	9.94	17	14	31
(Reduction for internal trips) - 5%							-1	-1	-2
(Reduction for transit trips) - 15%							-2	-2	-4
(Reduction for walk/bike trips) - 5%							-1	0	-1
(Reduction for pass-by trips) - 20%							-3	-2	-5
Net High-Turnover Restaurant							10	9	19
Medical Office ^{2,8}	ITE 720	10,000	SF	2.17	0.61	2.78	22	6	28
(Reduction for internal trips) - 0%							0	0	0
(Reduction for transit trips) - 10%							-2	-1	-3
(Reduction for walk/bike trips) - 0%							0	0	0
(Reduction for pass-by trips) - 10%							-2	-1	-3
Net Medical Office							18	4	22
Total Proposed							104	106	210
Total Net.							77	91	168

11/5/2018

Land Use Assumptions	Source ¹ & Code	Quantity	Units	PM Peak Hour					
				Trip Rate			Total Trips		
				In	Out	Total	In	Out	Total
Existing Uses									
Retail ^{2,3}	ITE 820	87,731	SF	1.83	1.98	3.81	-161	-173	-334
(Reduction for transit trips) - 15%							24	26	50
(Reduction for walk/bike trips) - 5%							7	10	17
(Reduction for pass-by trips) - 40%							52	55	107
Net Retail							-78	-82	-160
Office ^{2,4}	ITE 710	1,779	SF	0.18	0.97	1.15	0	-2	-2
(Reduction for transit trips) - 15%							0	0	0
(Reduction for walk/bike trips) - 5%							0	0	0
Net Office							0	-2	-2
Total Existing							-78	-84	-162
Proposed Uses									
Apartments (High-Rise) ^{2,5}	ITE 222	250	DU	0.13	0.06	0.19	33	15	48
(Reduction for transit trips) - 0%							0	0	0
(Reduction for walk/bike trips) - 0%							0	0	0
Net Apartments (High-Rise)							33	15	48
Hotel ^{2,6}	ITE 310	300	RMS	0.34	0.33	0.66	101	98	199
(Reduction for internal trips) - 0%							0	0	0
(Reduction for walk/bike trips) - 5%							-5	-5	-10
(Reduction for transit trips) - 15%							-15	-15	-30
Net Hotel							81	78	159
High-Turnover Restaurant ^{2,7}	ITE 932	3,120	SF	6.06	3.71	9.77	19	11	30
(Reduction for internal trips) - 5%							-1	-1	-2
(Reduction for transit trips) - 15%							-3	-1	-4
(Reduction for walk/bike trips) - 5%							-1	0	-1
(Reduction for pass-by trips) - 20%							-3	-2	-5
Net High-Turnover Restaurant							11	7	18
Medical Office ^{2,8}	ITE 720	10,000	SF	0.97	2.49	3.46	10	25	35
(Reduction for internal trips) - 0%							0	0	0
(Reduction for transit trips) - 10%							-1	-3	-4
(Reduction for walk/bike trips) - 0%							0	0	0
(Reduction for pass-by trips) - 10%							-1	-2	-3
Net Medical Office							8	20	28
Total Proposed							133	120	253
Total Net							55	36	91

Table 3.1 South Park Towers Project - Trip Generation Estimates

11/5/2018

Notes:

1. ITE Rates from Trip Generation, 10th Edition, Institute of Transportation Engineers, Washington, DC, 2017, except otherwise noted.
2. Trip rate reductions were applied per LADOT's Transportation Impact Study Guidelines, December 2016.
3. Trip rates from ITE 820 Shopping Center (General Urban/Suburban location).
4. Trip rates from ITE 710 Office (General Urban/Suburban location).
5. Trip rates from ITE 222 Multifamily Housing (High-Rise) (Dense Multi-Use Urban location).
6. Equation from ITE 310 Hotel (General Urban/Suburban location). Trip rates shown were derived from trip estimates.
Daily: $T=11.29(X)-426.97$; AM Peak Hour: $T=0.5(X)-5.34$; PM Peak Hour: $T=0.75(X)-26.02$
7. Trip rates from ITE 932 High-Turnover Restaurant (General Urban/Suburban location).
8. Trip rates from ITE 720 Medical-Dental Office Building (General Urban/Suburban location).

Note : Some numbers may not add up precisely due to rounding.

- 25% of the trips towards the north
- 20% of the trips towards the south
- 20% of the trips towards the east
- 35% of the trips towards the west

3.2 Project Traffic Projections

Project traffic was assigned to the roadway network on the basis of the parameters described above. The Proposed Project traffic volumes forecast on the roadway network are shown in Figure 3.1 for the AM peak hour, and in Figure 3.2 for the PM peak hour.

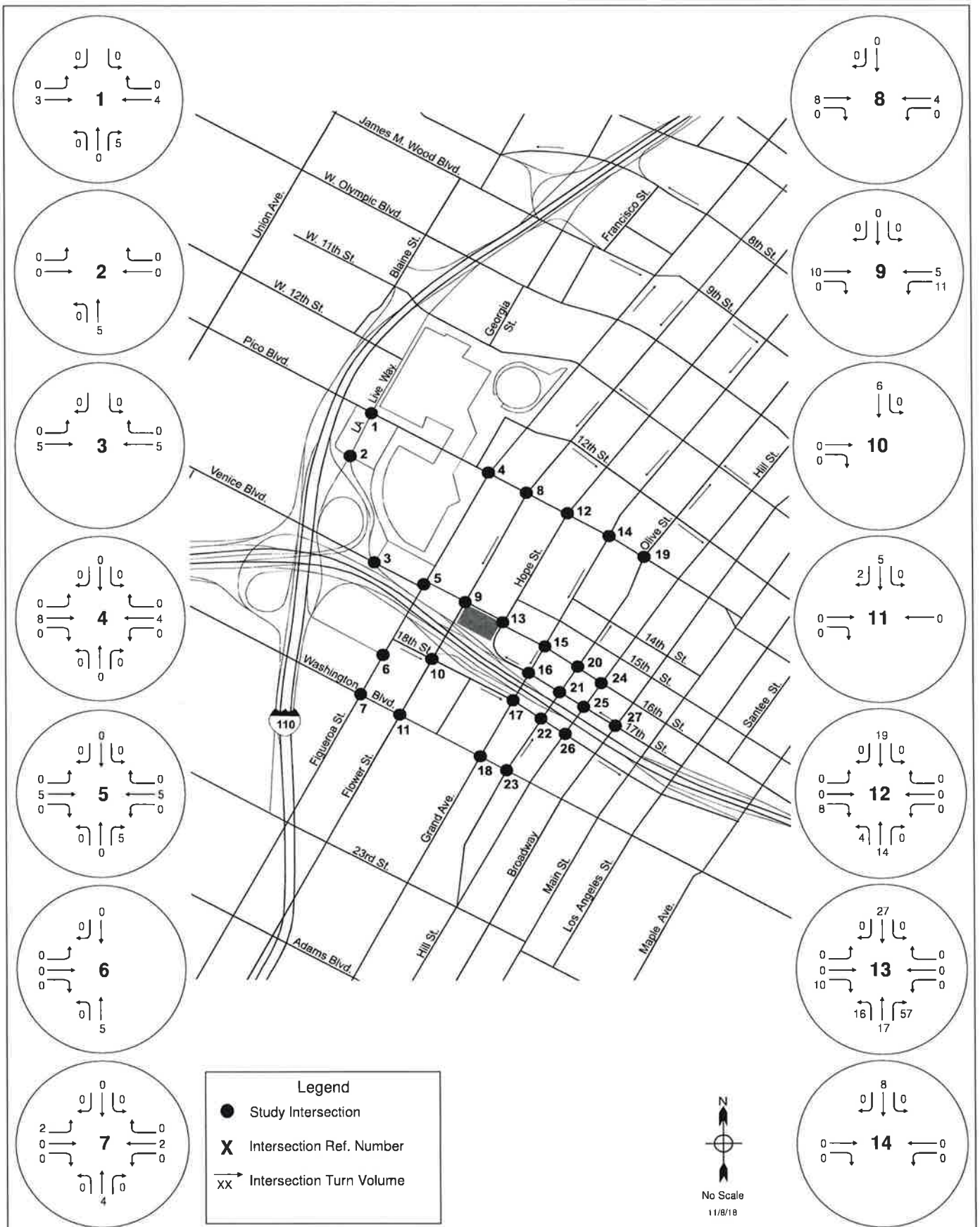


Figure 3.1
Project Only Traffic Volumes - AM Peak Hour (1-14)

South Park Towers Project

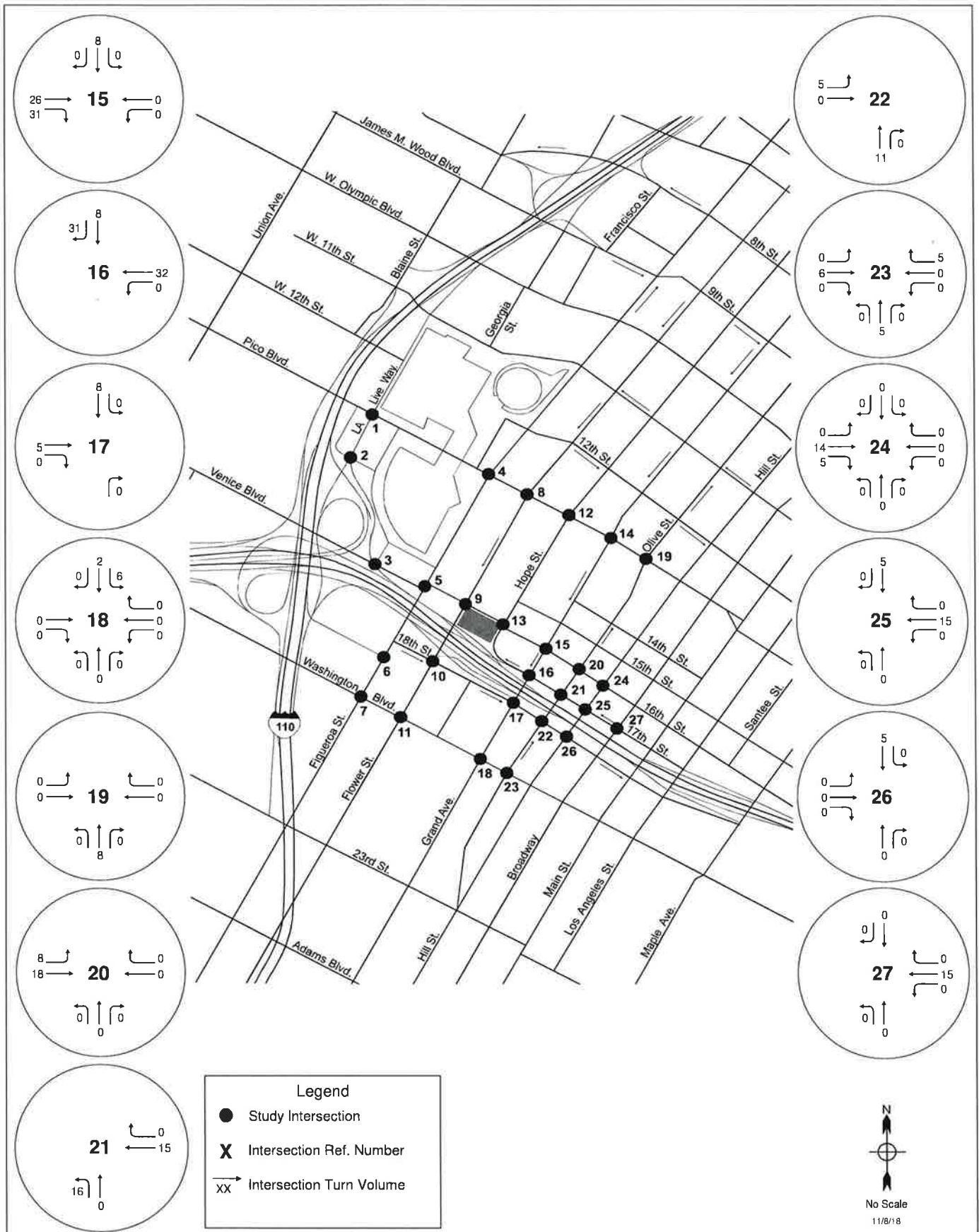


Figure 3.1
Project Only Traffic Volumes - AM Peak Hour (15-27)

South Park Towers Project

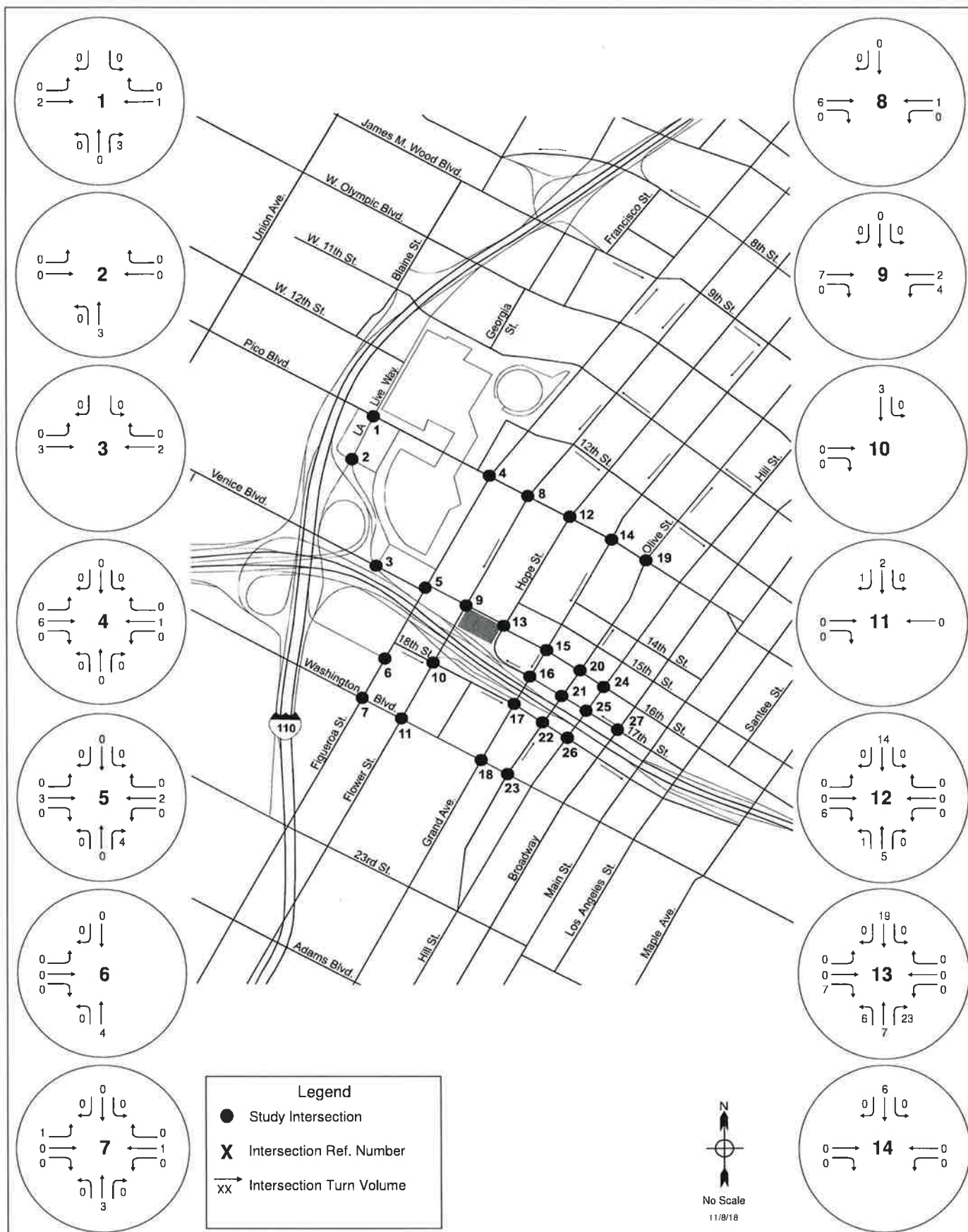


Figure 3.2
Project Only Traffic Volumes - PM Peak Hour (1-14)

South Park Towers Project

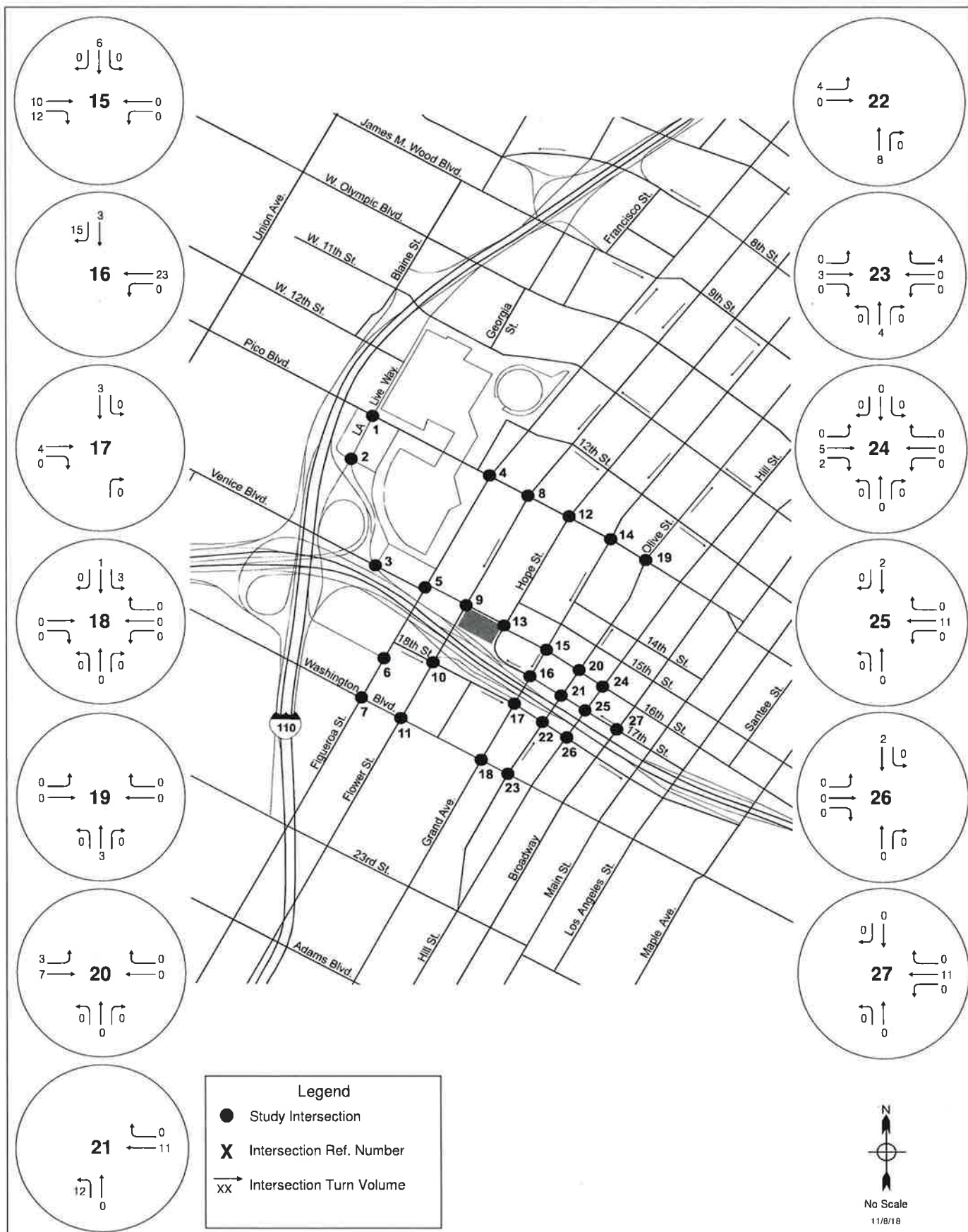


Figure 3.2
Project Only Traffic Volumes - PM Peak Hour (15-27)

South Park Towers Project

4. Existing With Project Conditions

This section of the report documents the analysis of potential Project traffic impacts in the study area for the Existing With Project conditions. Project traffic was added to existing traffic volumes and the potential for impacts evaluated. The total Existing With Project Conditions peak hour traffic volumes are illustrated in Figures 4.1 and 4.2 for the AM and PM peak hours respectively.

4.1 Project Impacts - Intersections

Significant Impact Thresholds

LADOT has established criteria to determine if project impacts are significant at an intersection. These criteria are shown below.

Definition of Significant Impact at Intersection

With Project Traffic		Project-Related Increase in V/C Ratio
LOS	V/C Ratio	
C	0.701 – 0.800	equal to or greater than 0.040
D	0.801 – 0.900	equal to or greater than 0.020
E, F	> 0.900	equal to or greater than 0.010

Using these criteria, for example, a project would not have a significant impact at an intersection if it is operating at LOS C after the addition of project traffic and the incremental change in the volume/capacity (V/C) ratio is less than 0.040. However, in another example, if the intersection is operating at LOS E or LOS F and the incremental change in V/C ratio is 0.010 or greater, then the project would be considered to have a significant impact at that location.

Existing With Project Intersection Level of Service

The total Existing With Project conditions peak hour traffic volumes are illustrated in Figures 4.1 and 4.2 for the AM and PM peak hours. Tables 4.1 and 4.2 summarize the level of service for the Existing With Project conditions at the analyzed intersections for the AM and PM peak hours respectively, as well as the increase in V/C ratio at each intersection, and identify if the increase constitutes a significant impact.

AM Peak Hour

The analysis summarized in Table 4.1 indicates that for the AM peak hour, the addition of project traffic would not cause the level of service to change at any of the study intersections. All increases in volume/capacity (V/C) ratios would be less than the threshold for a significant impact to occur. It is therefore concluded that the Project would cause no significant traffic impacts in the AM peak hour.

PM Peak Hour

The analysis summarized in Table 4.2 indicates that for the PM peak hour, the addition of project traffic would not cause the level of service to change at any of the study intersections. All increases in volume/capacity (V/C) ratios would be less than the threshold for a significant impact to occur. It is therefore concluded that the Project would cause no significant traffic impacts in the PM peak hour.

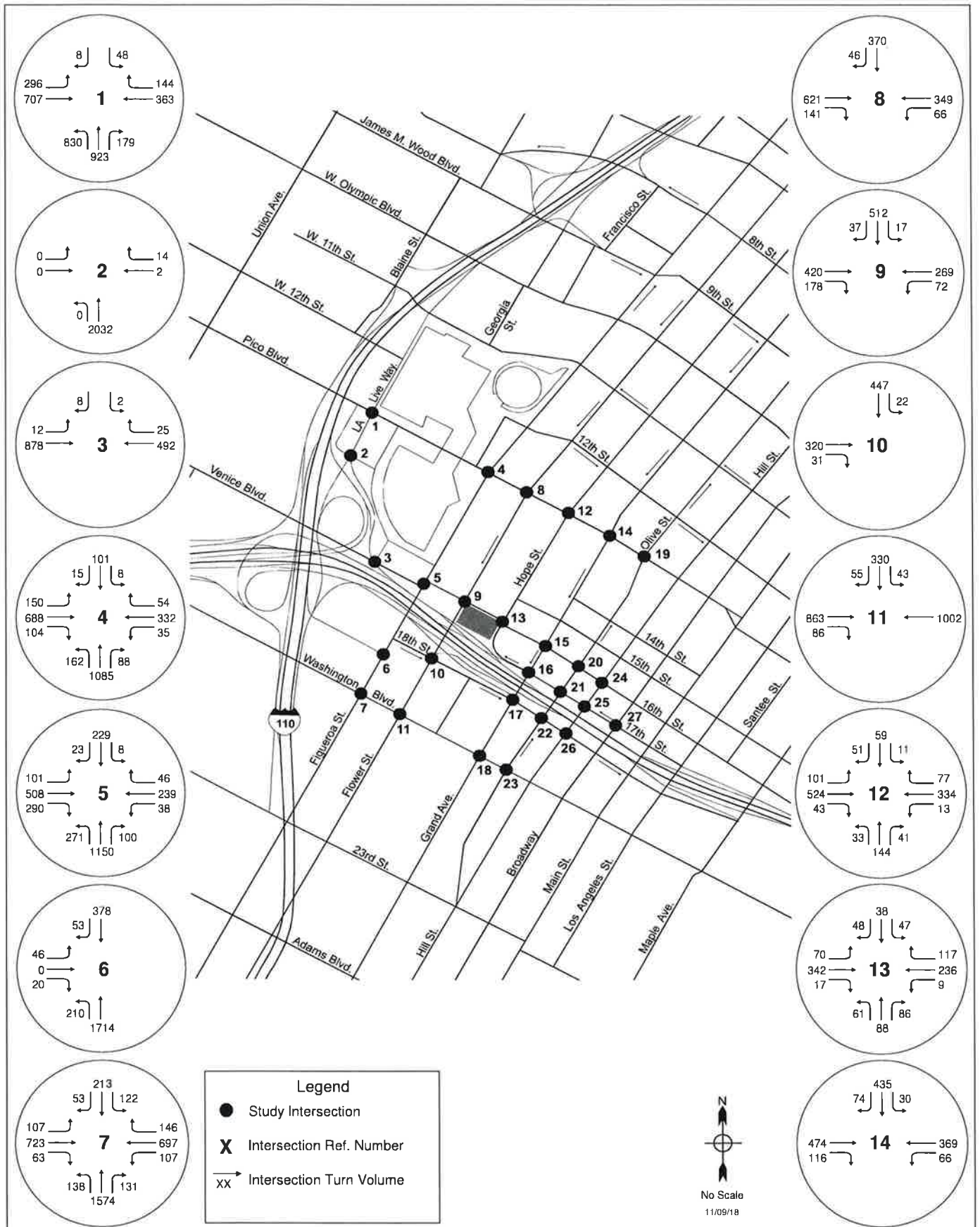


Figure 4.1
Existing with Project Traffic Volumes - AM Peak Hour (1-14)

South Park Towers Project

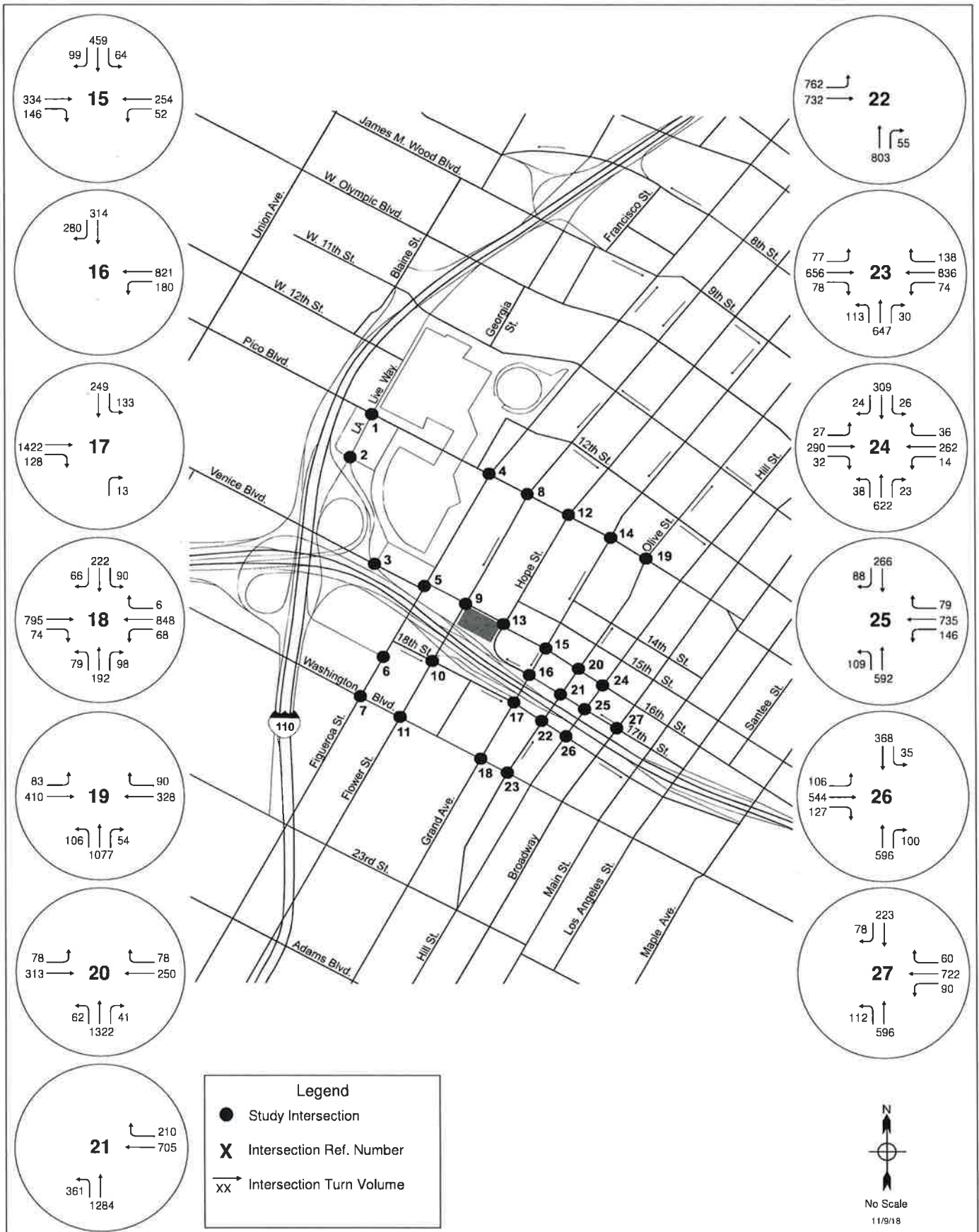


Figure 4.1
Existing with Project Traffic Volumes - AM Peak Hour (15-27)

South Park Towers Project

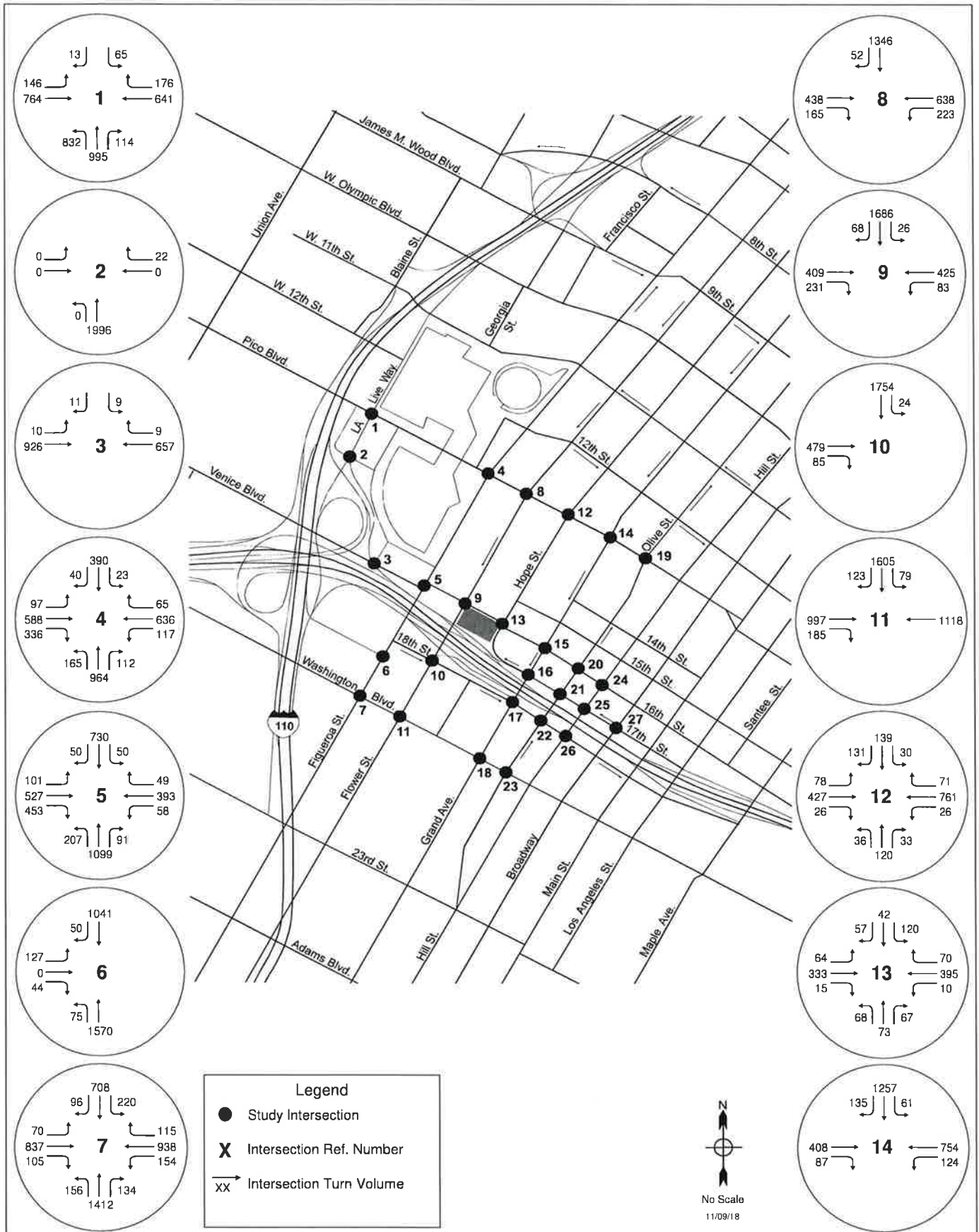


Figure 4.2
Existing with Project Traffic Volumes - PM Peak Hour (1-14)

South Park Towers Project

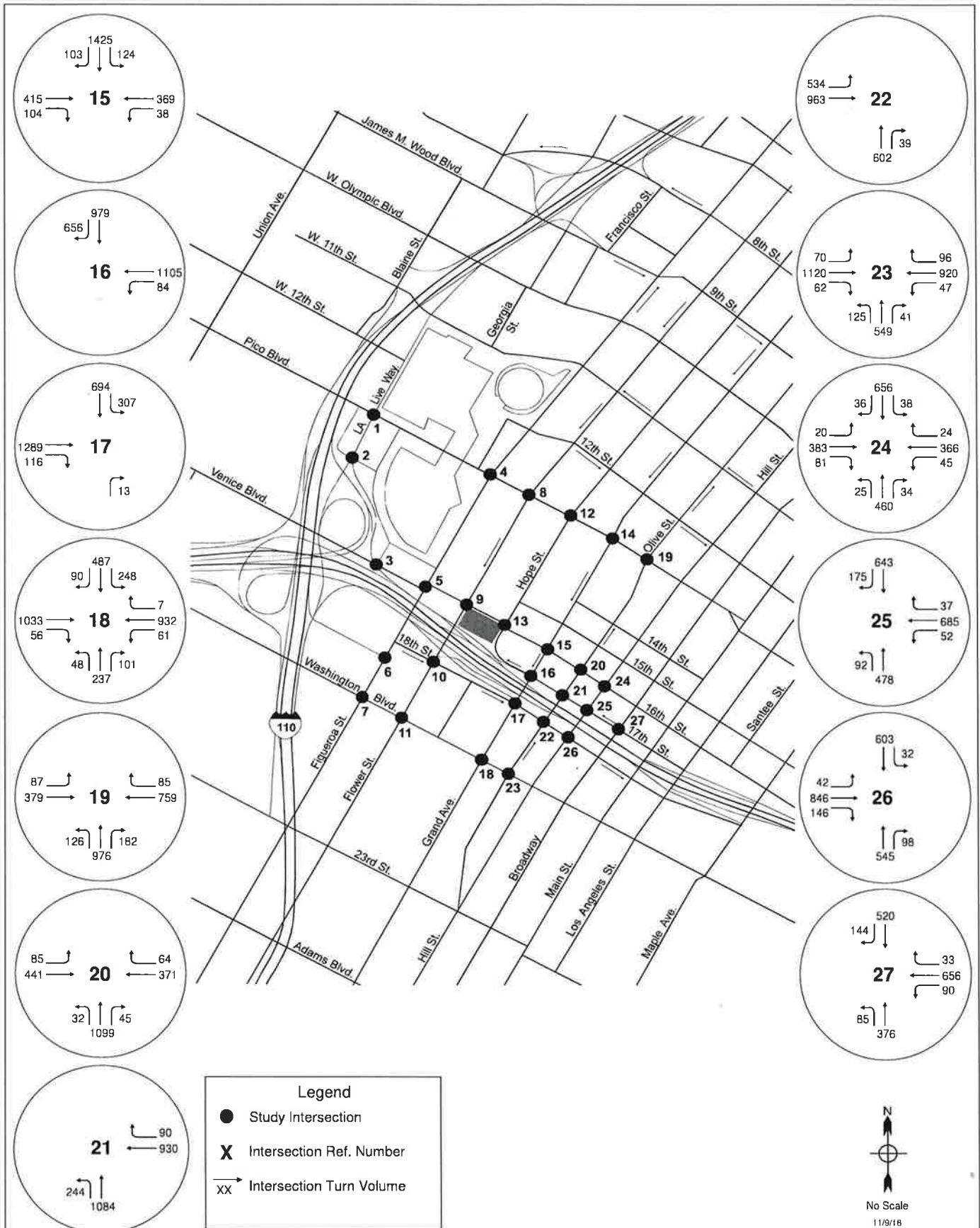


Figure 4.2
Existing with Project Traffic Volumes - PM Peak Hour (15-17)

South Park Towers Project

**Table 4.1 Existing With Project - Intersection Level of Service
AM Peak Hour**

11/7/2018

No.	Intersection	Existing Conditions		Existing With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS		
1	La Live Way & Pico Boulevard	0.576	A	0.578	A	0.002	No
2	SR-110 NB off-ramp/LA Live Way & Bond Street	0.356	A	0.357	A	0.001	No
3	Convention Center Dr & Venice Boulevard	0.194	A	0.195	A	0.001	No
4	Figueroa Street & Pico Boulevard	0.517	A	0.520	A	0.003	No
5	Figueroa Street & Venice Boulevard	0.415	A	0.417	A	0.002	No
6	Figueroa Street & 18th Street	0.229	A	0.230	A	0.001	No
7	Figueroa Street & Washington Boulevard	0.578	A	0.581	A	0.003	No
8	Flower Street & Pico Boulevard	0.308	A	0.311	A	0.003	No
9	Flower Street & Venice Boulevard	0.329	A	0.340	A	0.011	No
10	Flower Street & 18th Street	0.179	A	0.181	A	0.002	No
11	Flower Street & Washington Boulevard	0.340	A	0.341	A	0.001	No
12	Hope Street & Pico Boulevard	0.284	A	0.296	A	0.012	No
13	Hope Street & Venice Boulevard	0.286	A	0.335	A	0.049	No
14	Grand Avenue & Pico Boulevard	0.293	A	0.296	A	0.003	No
15	Grand Avenue & Venice Boulevard	0.191	A	0.211	A	0.020	No
16	Grand Avenue & 17th Street	0.389	A	0.421	A	0.032	No
17	Grand Avenue & 18th Street	0.329	A	0.331	A	0.002	No
18	Grand Avenue & Washington Boulevard	0.463	A	0.464	A	0.001	No
19	Olive Street & Pico Boulevard	0.451	A	0.454	A	0.003	No
20	Olive Street & 16th Street	0.363	A	0.369	A	0.006	No
21	Olive Street & 17th Street	0.562	A	0.571	A	0.009	No
22	Olive Street & 18th Street	0.407	A	0.411	A	0.004	No
23	Olive Street & Washington Boulevard	0.478	A	0.480	A	0.002	No
24	Hill Street & Venice Boulevard	0.285	A	0.285	A	0.000	No
25	Hill Street & 17th Street	0.485	A	0.490	A	0.005	No
26	Hill Street & 18th Street	0.379	A	0.379	A	0.000	No
27	Broadway & 17th Street	0.385	A	0.389	A	0.004	No

**Table 4.2 Existing With Project - Intersection Level of Service
PM Peak Hour**

11/7/2018

No.	Intersection	Existing Conditions		Existing With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS		
1	La Live Way & Pico Boulevard	0.602	B	0.602	B	0.000	No
2	SR-110 NB off-ramp/LA Live Way & Bond Street	0.350	A	0.351	A	0.001	No
3	Convention Center Dr & Venice Boulevard	0.213	A	0.213	A	0.000	No
4	Figueroa Street & Pico Boulevard	0.513	A	0.513	A	0.000	No
5	Figueroa Street & Venice Boulevard	0.634	B	0.635	B	0.001	No
6	Figueroa Street & 18th Street	0.428	A	0.428	A	0.000	No
7	Figueroa Street & Washington Boulevard	0.681	B	0.682	B	0.001	No
8	Flower Street & Pico Boulevard	0.593	A	0.595	A	0.002	No
9	Flower Street & Venice Boulevard	0.588	A	0.593	A	0.005	No
10	Flower Street & 18th Street	0.508	A	0.508	A	0.000	No
11	Flower Street & Washington Boulevard	0.696	B	0.696	B	0.000	No
12	Hope street & Pico Boulevard	0.365	A	0.369	A	0.004	No
13	Hope street & Venice Boulevard	0.258	A	0.278	A	0.020	No
14	Grand Avenue & Pico Boulevard	0.671	B	0.673	B	0.002	No
15	Grand Avenue & Venice Boulevard	0.434	A	0.443	A	0.009	No
16	Grand Avenue & 17th Street	0.716	C	0.734	C	0.018	No
17	Grand Avenue & 18th Street	0.443	A	0.445	A	0.002	No
18	Grand Avenue & Washington Boulevard	0.700	C	0.701	C	0.001	No
19	Olive Street & Pico Boulevard	0.564	A	0.565	A	0.001	No
20	Olive Street & 16th Street	0.351	A	0.355	A	0.004	No
21	Olive Street & 17th Street	0.529	A	0.535	A	0.006	No
22	Olive Street & 18th Street	0.364	A	0.367	A	0.003	No
23	Olive Street & Washington Boulevard	0.513	A	0.515	A	0.002	No
24	Hill Street & Venice Boulevard	0.369	A	0.371	A	0.002	No
25	Hill Street & 17th Street	0.488	A	0.492	A	0.004	No
26	Hill Street & 18th Street	0.474	A	0.475	A	0.001	No
27	Broadway & 17th Street	0.434	A	0.438	A	0.004	No

5. Future Conditions Without The Project

5.1 Traffic Forecasts

In order to evaluate the potential traffic impacts of the Project, it was necessary to first estimate and then analyze future traffic conditions without the Project. The year selected for this analysis was 2025, which is the expected year of completion of the Project.

Future traffic forecasts were estimated by forecasting two separate components of traffic growth in the study area.

The first component is the ambient growth that represents a general growth in traffic volumes due to minor new developments in the Project Area, and regional growth and development outside the study area. A growth rate of 1.0 percent per year was applied for this ambient traffic growth based on historical trends and in conjunction with LADOT¹. The existing traffic counts were therefore adjusted upward by a total of 1.0 percent a year for seven years to represent the ambient growth to the Project completion year.

The second component of future growth relates to specific development projects located in the study area. These developments are projects located within an approximately 1.5-mile radius from the Project Site that are currently under construction, have received formal approval, or are under formal planning consideration and potentially could be in place by the year 2025 when the Project will be completed, and that could add traffic growth to the roadways in the study area. The following section of this chapter describes the process of estimating traffic from these related projects.

This approach is consistent with procedures outlined in Section 15130 of the CEQA Guidelines which provide two options for developing future traffic forecasts:

“(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the [lead] agency, or

“(B) A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions

¹ It is noted that the CMP provides growth factors based on regional modeling. For the Central Los Angeles area the CMP estimates an average ambient growth factor of approximately 0.2% per year between the years of 2018 and 2025 (Exhibit D-1 of the CMP). However, an ambient growth factor of 1% per year, compounded annually, was conservatively used to adjust the existing traffic volumes to reflect the effects of the regional growth and development by year 2025, following agreement with LADOT through the MOU process. The total ambient growth adjustment applied over the seven-year period was 7.2%.

contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency.”

As described above and further below, the methodology used in this study incorporates both Option A – through the incorporation of a related project list, and Option B – through the incorporation of an ambient growth factor. This approach is conservative because the analysis includes both a list of specific related projects and a general background growth factor, and also in that not all of the related projects may be ultimately built, and not all may be built by 2025 (the buildout year of the Project). The analysis therefore likely overstates the future growth in traffic for the horizon year without the Project.

5.2 Related Projects

Project List

A list of proposed development projects that could affect traffic conditions in the Project Area by adding traffic volumes to study area intersections was prepared based on information obtained from LADOT, Department of City Planning, other studies and reports, and field verification and field observations. A total of 153 potential development projects were identified, the locations of which are shown in Figure 5.1 and are listed in Appendix B. This list was verified and approved by the Department of City Planning and LADOT.

It should also be noted that, again for purposes of preparing a conservative analysis, no potential street improvements or transportation mitigation measures that might be associated with any of the related projects were included in the future conditions traffic analysis (with the exception of the MyFig Project discussed later).

Project Trip Generation and Distribution

Trip generation estimates for the related projects were prepared, as shown in Appendix B. These were generally taken from the lists provided by the City, and from environmental and/or traffic studies prepared for the individual projects. Where the information was not available from previous reports, the trip generation was estimated using standard trip rates. These estimates are considered conservative in that they do not account for trip interaction between projects, and they do not in every case account for the possible use of non-auto modes such as transit, walk and bicycling.

Similarly, trip distribution estimates were also taken from the environmental/traffic studies conducted for the individual projects where available or were estimated based on an

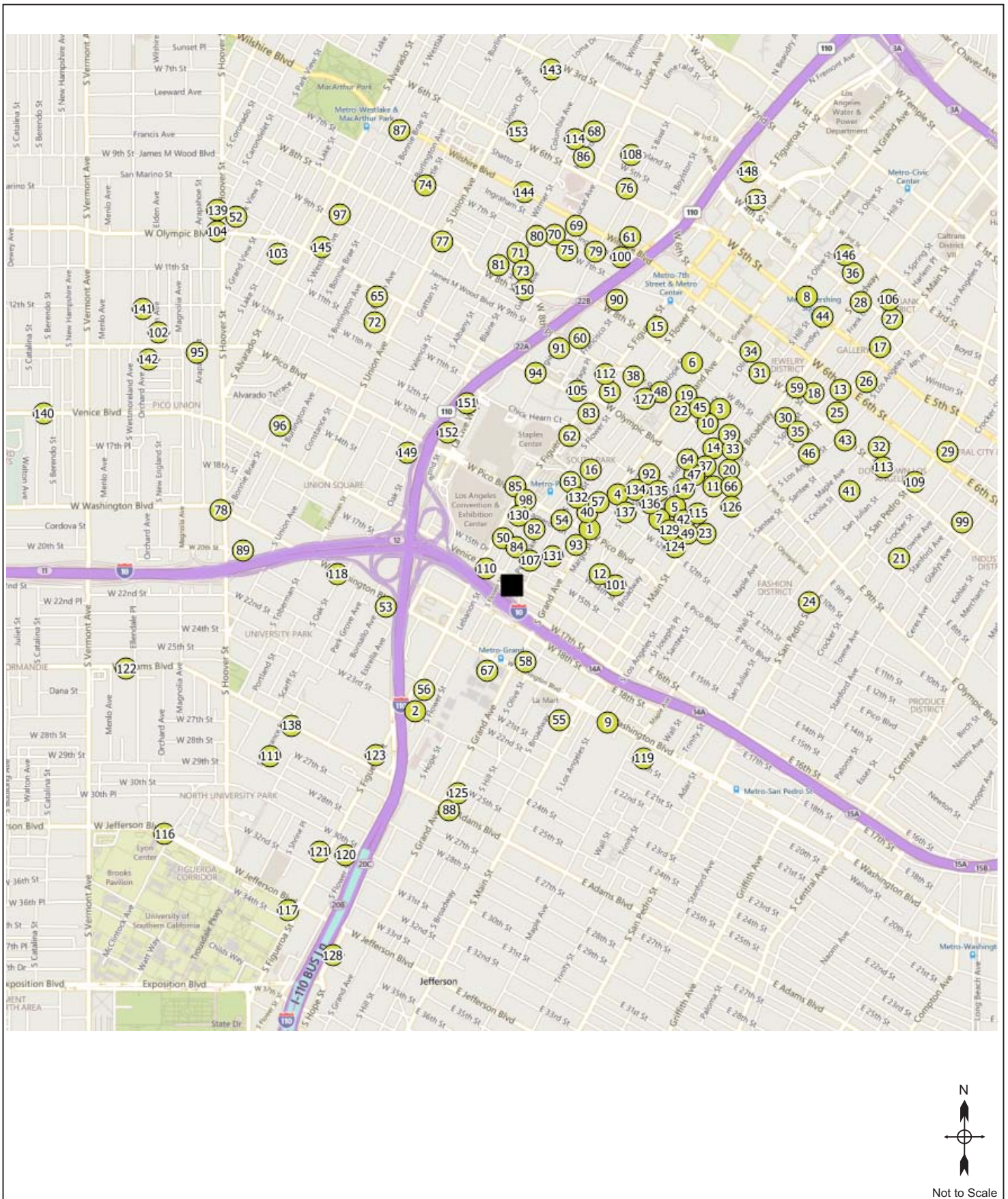


Figure 5.1
Location of Related Projects

South Park Towers Project

The Mobility Group
Transportation Strategies & Solutions

understanding of the type of the project, its location, the geographic distribution of population and employment from which project trips may be drawn, and the surrounding roadway and circulation system. It should be noted that because of the large geographic distribution of these projects, that not all of the related project trips would travel through the study area and traverse the study intersections.

Future Traffic Forecasts for 2025 Without Project Condition

The trip estimates shown in Appendix B were then added to the roadway network and combined with existing volumes and ambient traffic growth (described earlier) to provide forecasts of future baseline traffic conditions in the study area in 2025, for both the AM and PM peak periods, representing the Future Without Project conditions.

The Future Without Project peak hour traffic volumes are illustrated in Figures 5.2 and 5.3 for the AM and PM peak hours respectively.

Transportation System Changes

Figueroa Corridor Streetscape Project (MyFig)

The Figueroa Streetscape (MyFig) project extends on Figueroa Street from 41st Drive to 7th Street, and on 11th Street between Broadway and Figueroa Street, and includes streetscape improvements and installation of bike lanes and a bus lane. At the start of the Traffic Study, and when the existing condition traffic counts were collected, the MyFig Project was not completed. It was subsequently completed in September, 2018 so the roadway modifications and any changes in lane configurations at intersections along Figueroa Street have been incorporated in the future conditions analysis. These changes are shown in Appendix C. In the vicinity of the Proposed Project, the MyFig Project installed a buffered bicycle lane in both directions and a northbound bus lane on Figueroa Street. In general, this resulted in the loss of one northbound and one southbound through lane along Figueroa Street although the specific modifications vary by intersection location.

Planned Bicycle Facilities

As shown in Figure 5.4, the Mobility Plan 2035 designates approximately 1,200 miles of streets in the City's Bicycle Network that includes a Bicycle Enhanced Network and a Bicycle Lane Network. The Bicycle Enhanced Network consists of Bicycle Paths, Tier 1 Bicycle Lane (Protected Bicycle Lane) and Neighborhood Enhanced Network. The Bicycle Lane Network consists of Tier 2 and Tier 3 Bicycle Lanes (see definitions in Section 2.4 earlier).

In the area of the Project, the Mobility Plan 2035 recommends Tier 1 bike lanes along Figueroa Street south of 7th Street, on Grand Avenue north of Washington Boulevard, on Olive Street between 7th Street and Washington Boulevard, on Main Street, on 11th Street between Figueroa

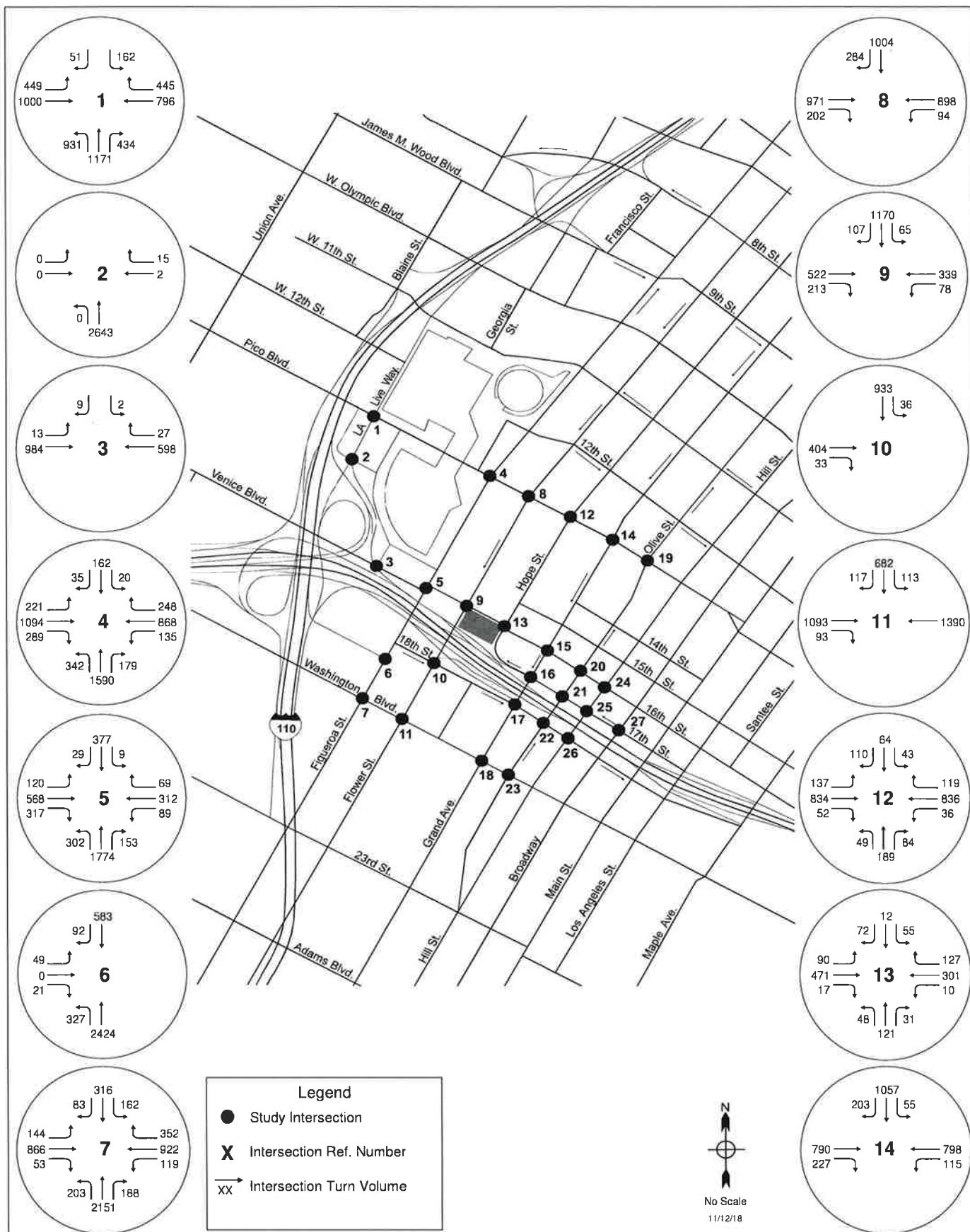


Figure 5.2
Future Without Project Traffic Volumes - AM Peak Hour (1-14)

South Park Towers Project

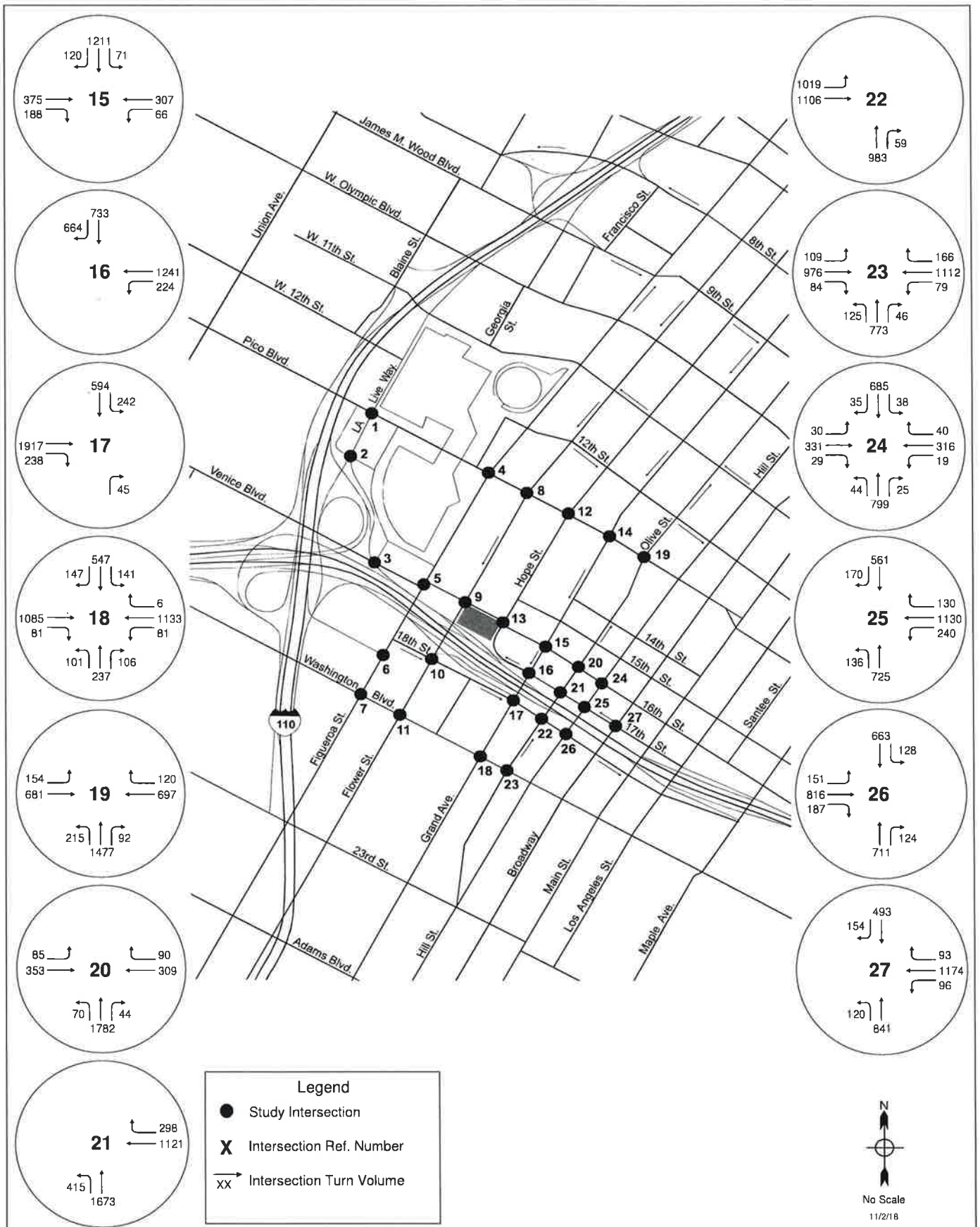


Figure 5.2
Future Without Project Traffic Volumes - AM Peak Hour (15-27)

South Park Towers Project

The Mobility Group
Transportation Strategies & Solutions

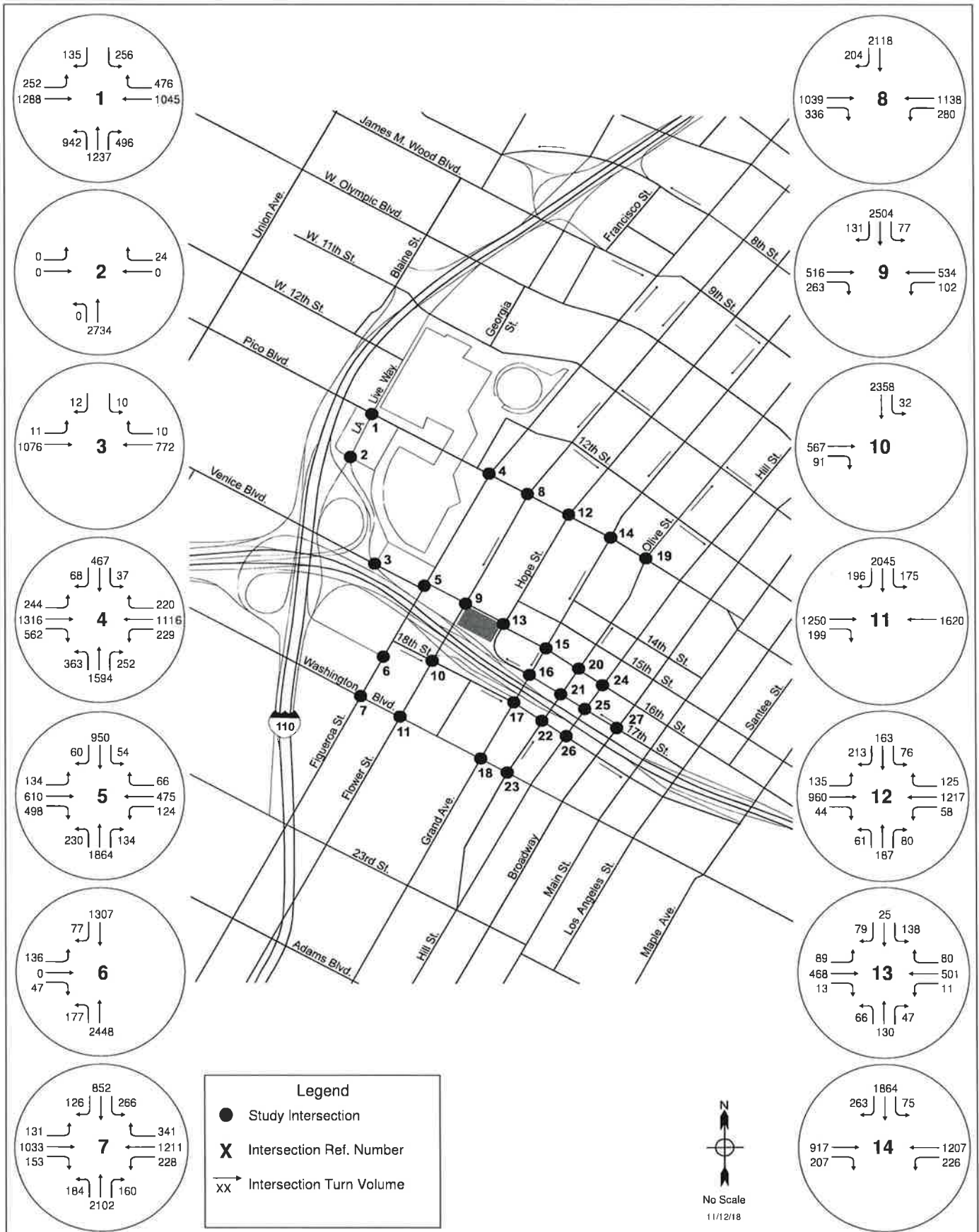


Figure 5.3
Future Without Project Traffic Volumes - PM Peak Hour (1-14)

South Park Towers Project

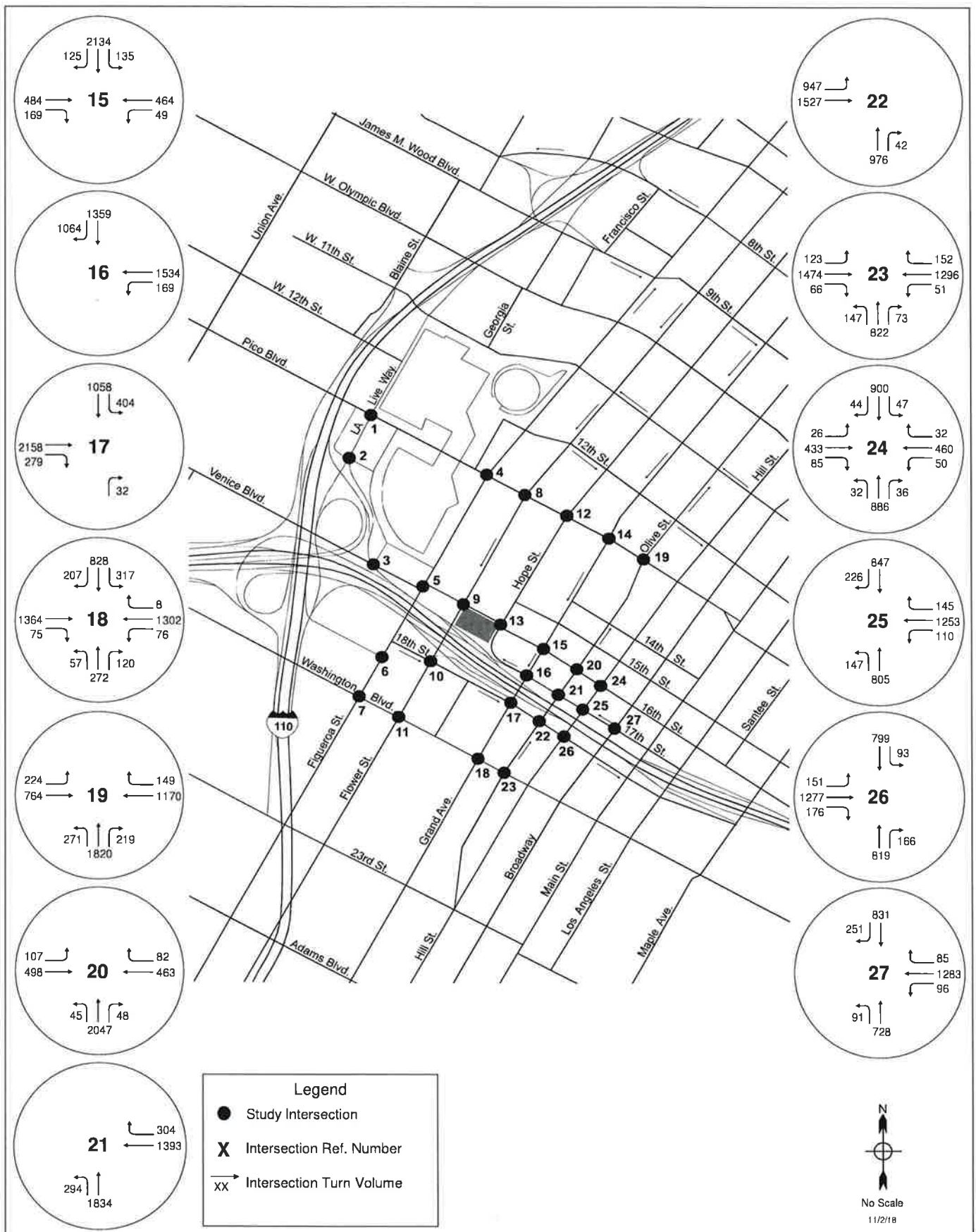


Figure 5.3
Future Without Project Traffic Volumes - PM Peak Hour (15-27)

South Park Towers Project



Figure 5.4
Designated Bicycle Facilities

South Park Towers Project

Street and Main Street, and on 7th Street; Tier 2 bike lanes along Venice Boulevard / 16th Street, on Grand Avenue south of Washington Boulevard, on Figueroa Street north of 7th Street, and on 11th Street east of Main Street; Tier 3 bike lanes on Flower Street, on Hill Street north of 23rd Street, on Pico Boulevard, and on Washington Boulevard.

Several facilities have already been implemented, including bike lanes on Olive Street, Grand Avenue, Main Street, and 7th Street. These facilities are therefore all included in the Existing Conditions analysis prepared in Chapter 2.

For the remaining facilities, the Mobility Plan 2035 will implement the overall list of improvements in phases over many years, and in many cases the proposals are conceptual and the plan does not identify the specific street configurations or geometries that will be necessary to accommodate the proposed bike lanes on those streets – which are details to be worked out in the future.

At the time of preparing this report, with the exception of the MyFig Project and the facilities identified above, none of the designated planned facilities in the area as identified above and shown in Figure 5.4 are programmed for completion before the Project design year of 2025 so there are no definitive details on roadway layouts to accommodate the improvements, and so they are not included in the following analysis. These facilities will be evaluated by LADOT over time as the Mobility Plan 2035 is implemented in future phases.

*Los Angeles Streetcar (Restoration of Historic Streetcar Service in Downtown Los Angeles)
(CRA/Metro/Los Angeles Streetcar Inc)*

The Streetcar Project is located in downtown Los Angeles and would consist of a 3.8-mile project alignment that would run along 1st Street, Broadway, 11th Street, Figueroa Street, 7th Street, and Hill Street. The streetcar system would run within existing traffic lanes and would consist of a fleet of electric-powered vehicles utilizing a track and roadway configuration allowing for mixed-flow operations of streetcar vehicles and automobiles.

An Environmental Impact Report (EIR) has been certified for this project. The adopted alignment is as follows:

- Construct and implement streetcar service along a one-way loop that would run from 1st Street on the north, travel south through downtown Los Angeles to 11th Street, turn west along 11th Street and continue to Figueroa Street, turn north on Figueroa Street and continue to 7th Street, turn along 7th Street and continue to Hill Street and turn north on Hill Street back to 1st Street.

The streetcar is planned to run in street in mixed flow traffic. As such, no changes or modifications to the street system in the area of the Project are planned. While the introduction of the streetcar could potentially reduce traffic volumes by providing an increase in transit

options and service, no such reduction was included in the impact analysis for this project in order to prepare a conservative analysis.

Metro Regional Connector

The Regional Connector Transit Corridor is a 1.9 mile fully underground light-rail transit line that will connect the Metro Gold Line to the Metro Blue Line and the Metro Expo Line. The line will run north from 7th Street/Metro Center Station to 2nd Street where it will turn east and connect with the Gold Line in Little Tokyo and then to Union Station. Metro is constructing stations will be located at 2nd Street/Hope Place, at 2nd Street/ Broadway, and at 1st Street/Central Avenue. This will enable the provision of continuous service between the Blue/Exposition Lines and the Gold Line through Downtown. From the Metro Gold Line, passengers will be able to travel from Azusa to Long Beach and from East Los Angeles to Santa Monica without transferring lines. This project will improve the connectivity of the regional transit system and improve access to Downtown from the region. Metro expects completion of this project by 2020. As the line is entirely underground it will not alter the configuration of any intersections along its alignment, which is to the north of the Project study area. While the introduction of the regional connector could potentially reduce traffic volumes in downtown by providing an increase in transit options and service, no such reduction was included in the impact analysis for this project in order to prepare a conservative analysis.

Pedestrian Network

The Mobility Plan 2035 defines Pedestrian Enhanced Districts to identify “where pedestrian improvements on arterial streets could be prioritized to provide better walking connections to/from major destinations within communities.” The Mobility Plan 2035 aims to promote walking and reduce reliance on other modes for shorter trips by providing more attractive and wider sidewalks, and adding pedestrian signalization, street trees, and other design features that encourage people to take trips on foot instead of by car.

The Mobility Plan 2035, in identifying Pedestrian Enhanced Districts, has also designated Pedestrian Street Segments. In the area of the Project, the following arterial streets are Pedestrian Street Segments:

- Figueroa Street
- Flower Street
- Hope Street
- Grand Avenue
- Olive Street
- Hill Street
- Broadway
- Main Street
- Olympic Boulevard
- Pico Boulevard

- Venice Boulevard
- Washington Boulevard

5.3 Future Intersection Conditions Without the Project

Future Without Project Intersection Level of Service

The Future Without Project traffic forecasts were evaluated to determine the V/C ratio and LOS for the analyzed intersections for both the AM peak hour and the PM peak hour. The results are shown in Table 5.2 and Table 5.3, which summarize the intersection levels of service calculated for the Future Without Project conditions, and compares them to existing conditions levels of service.

AM Peak Hour

All studied intersections would operate at LOS D or better during the AM peak hour, except the following three intersections that would operate at LOS E or LOS F:

1.	LA Live Way & Pico Boulevard	LOS E
5.	Figueria Street & Venice Boulevard	LOS E
7.	Figueria Street & Washington Boulevard	LOS F

PM Peak Hour

Fourteen of the studied intersections would operate at LOS D or better during the PM peak hour. The remaining thirteen intersections would operate at LOS E or LOS F:

1.	LA Live Way & Pico Boulevard	LOS E
6.	Figueria Street & 18th Street	LOS E
11.	Flower Street & Washington Boulevard	LOS E
21.	Olive Street & 17th Street	LOS E
25.	Hill Street & 17th Street	LOS E
4.	Figueria Street & Pico Boulevard	LOS F
5.	Figueria Street & Venice Boulevard	LOS F
7.	Figueria Street & Washington Boulevard	LOS F
8.	Flower Street & Pico Boulevard	LOS F
14.	Grand Avenue & Pico Boulevard	LOS F
16.	Grand Avenue & 17th Street	LOS F
18.	Grand Avenue & Washington Boulevard	LOS F
19.	Olive Street & Pico Boulevard	LOS F

**Table 5.1 Future Without Project - Intersection Level of Service
AM Peak Hour**

11/7/2018

No.	Intersection	Existing Conditions		Future Without Project Conditions	
		V/C	LOS	V/C	LOS
1	La Live Way & Pico Boulevard	0.576	A	0.968	E
2	SR-110 NB off-ramp/LA Live Way & Bond Street	0.356	A	0.493	A
3	Convention Center Dr & Venice Boulevard	0.194	A	0.231	A
4	Figueroa Street & Pico Boulevard	0.517	A	0.898	D
5	Figueroa Street & Venice Boulevard	0.415	A	0.907	E
6	Figueroa Street & 18th Street	0.229	A	0.755	C
7	Figueroa Street & Washington Boulevard	0.578	A	1.214	F
8	Flower Street & Pico Boulevard	0.308	A	0.679	B
9	Flower Street & Venice Boulevard	0.329	A	0.624	B
10	Flower Street & 18th Street	0.179	A	0.381	A
11	Flower Street & Washington Boulevard	0.340	A	0.574	A
12	Hope Street & Pico Boulevard	0.284	A	0.613	B
13	Hope Street & Venice Boulevard	0.286	A	0.390	A
14	Grand Avenue & Pico Boulevard	0.293	A	0.767	C
15	Grand Avenue & Venice Boulevard	0.191	A	0.417	A
16	Grand Avenue & 17th Street	0.389	A	0.831	D
17	Grand Avenue & 18th Street	0.329	A	0.557	A
18	Grand Avenue & Washington Boulevard	0.463	A	0.821	D
19	Olive Street & Pico Boulevard	0.451	A	0.825	D
20	Olive Street & 16th Street	0.363	A	0.501	A
21	Olive Street & 17th Street	0.562	A	0.837	D
22	Olive Street & 18th Street	0.407	A	0.591	A
23	Olive Street & Washington Boulevard	0.478	A	0.646	B
24	Hill Street & Venice Boulevard	0.285	A	0.411	A
25	Hill Street & 17th Street	0.485	A	0.823	D
26	Hill Street & 18th Street	0.379	A	0.627	B
27	Broadway & 17th Street	0.385	A	0.651	B

**Table 5.2 Future Without Project - Intersection Level of Service
PM Peak Hour**

11/7/2018

No.	Intersection	Existing Conditions		Future Without Project Conditions	
		V/C	LOS	V/C	LOS
1	La Live Way & Pico Boulevard	0.602	B	0.977	E
2	SR-110 NB off-ramp/LA Live Way & Bond Street	0.350	A	0.515	A
3	Convention Center Dr & Venice Boulevard	0.213	A	0.263	A
4	Figueroa Street & Pico Boulevard	0.513	A	1.047	F
5	Figueroa Street & Venice Boulevard	0.634	B	1.249	F
6	Figueroa Street & 18th Street	0.428	A	1.011	F
7	Figueroa Street & Washington Boulevard	0.681	B	1.329	F
8	Flower Street & Pico Boulevard	0.593	A	1.122	F
9	Flower Street & Venice Boulevard	0.588	A	0.861	D
10	Flower Street & 18th Street	0.508	A	0.682	B
11	Flower Street & Washington Boulevard	0.696	B	0.993	E
12	Hope street & Pico Boulevard	0.365	A	0.782	C
13	Hope street & Venice Boulevard	0.258	A	0.371	A
14	Grand Avenue & Pico Boulevard	0.671	B	1.351	F
15	Grand Avenue & Venice Boulevard	0.434	A	0.655	B
16	Grand Avenue & 17th Street	0.716	C	1.177	F
17	Grand Avenue & 18th Street	0.443	A	0.776	C
18	Grand Avenue & Washington Boulevard	0.700	C	1.080	F
19	Olive Street & Pico Boulevard	0.564	A	1.096	F
20	Olive Street & 16th Street	0.351	A	0.618	B
21	Olive Street & 17th Street	0.529	A	0.939	E
22	Olive Street & 18th Street	0.364	A	0.667	B
23	Olive Street & Washington Boulevard	0.513	A	0.738	C
24	Hill Street & Venice Boulevard	0.369	A	0.522	A
25	Hill Street & 17th Street	0.488	A	0.939	E
26	Hill Street & 18th Street	0.474	A	0.775	C
27	Broadway & 17th Street	0.434	A	0.809	D

6. Future With Project Conditions

This section of the report documents the analysis of potential Project traffic impacts in the study area for the Future With Project conditions. Traffic generated by the Project was added to the Future Without Project traffic volumes and the potential for impacts evaluated. The total Future With Project conditions peak hour traffic volumes are illustrated in Figures 6.1 and 6.2 for the AM and PM peak hours, respectively. These traffic forecasts were then used to evaluate potential Project traffic impacts, as described in the following sections.

6.1 Project Impacts - Intersections

Significant Impact Thresholds

LADOT has established criteria to determine if project impacts are significant at an intersection. These criteria are shown below.

Definition of Significant Impact at Intersection

With Project Traffic		Project-Related Increase in V/C Ratio
LOS	V/C Ratio	
C	0.701 – 0.800	equal to or greater than 0.040
D	0.801 – 0.900	equal to or greater than 0.020
E, F	> 0.900	equal to or greater than 0.010

Using these criteria, for example, a project would not have a significant impact at an intersection if it is operating at LOS C after the addition of project traffic and the incremental change in the volume/capacity (V/C) ratio is less than 0.040. However, in another example, if the intersection is operating at LOS E or LOS F and the incremental change in V/C ratio is 0.010 or greater, then the project would be considered to have a significant impact at that location.

Project Impact Analysis - Future With Project Intersection Level of Service

The intersection level of service analysis for the Future With Project conditions is summarized in Table 6.1 for the AM peak hour and in Table 6.2 for the PM peak hour. These tables also compare the level of service for Without Project and With Project conditions, show the increase in V/C ratios at each intersection due to the Project, and identify if the increase constitutes a significant impact.

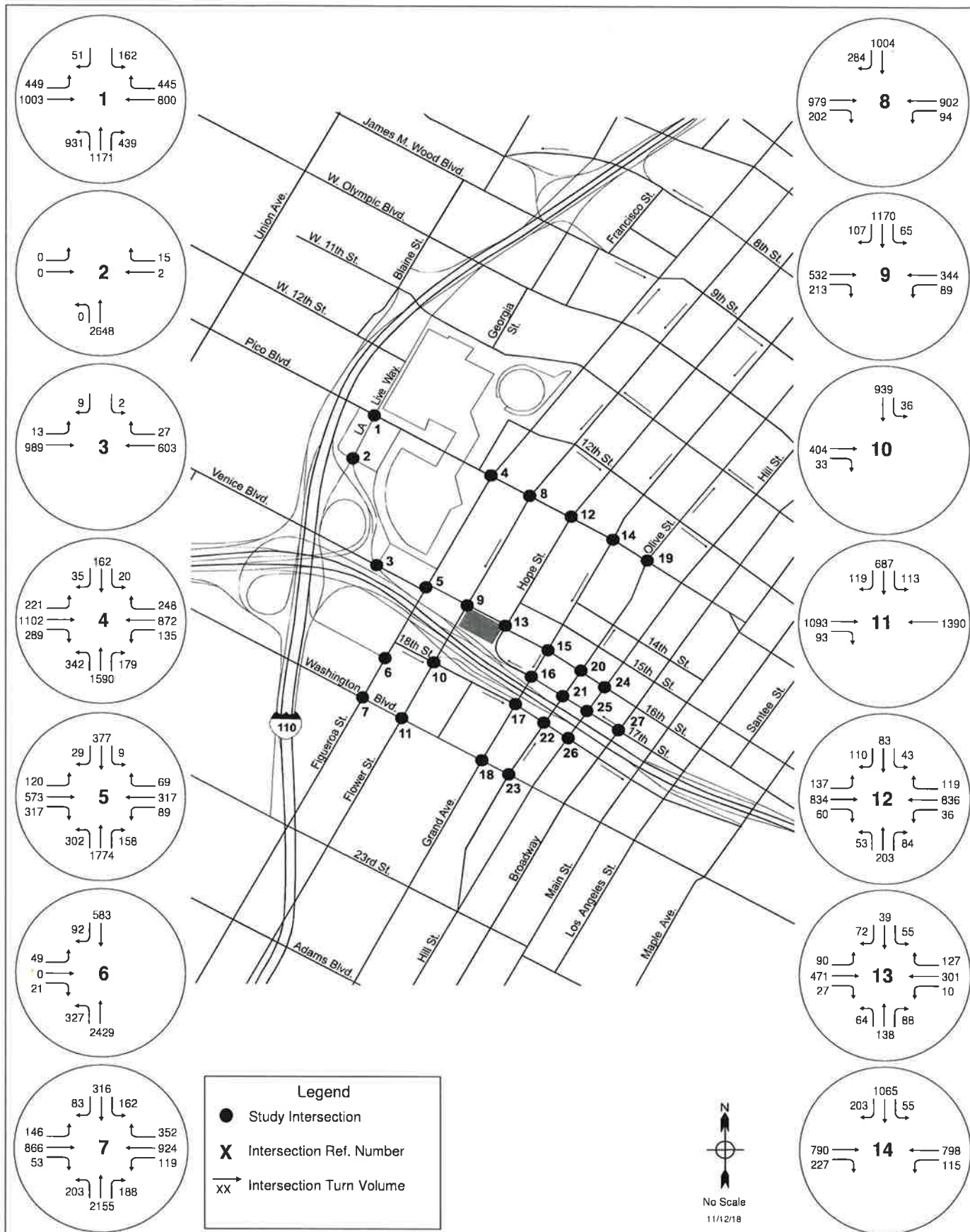


Figure 6.1
Future With Project Traffic Volumes - AM Peak Hour (1-14)

South Park Towers Project

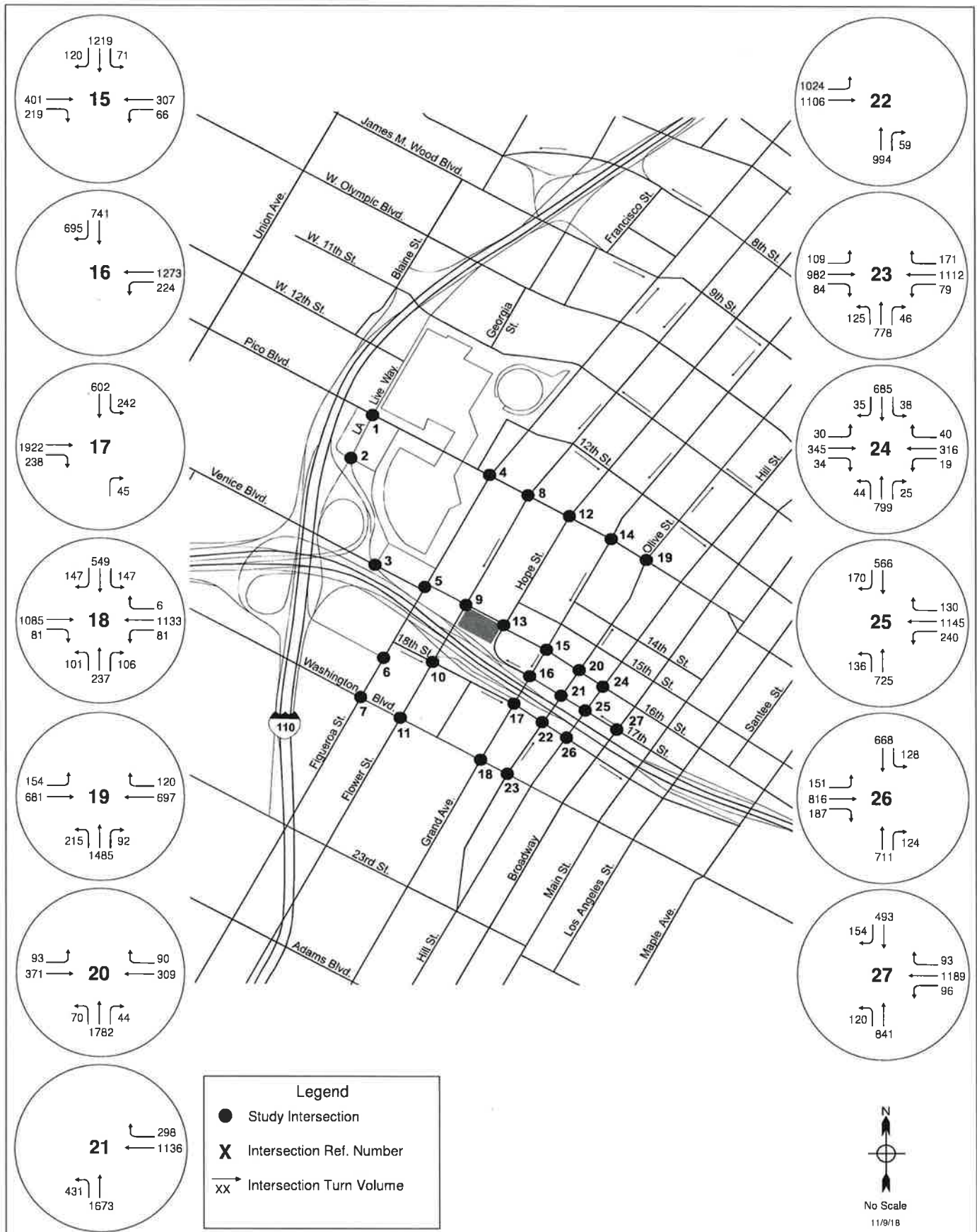


Figure 6.1
Future With Project Traffic Volumes - AM Peak Hour (15-27)

South Park Towers Project

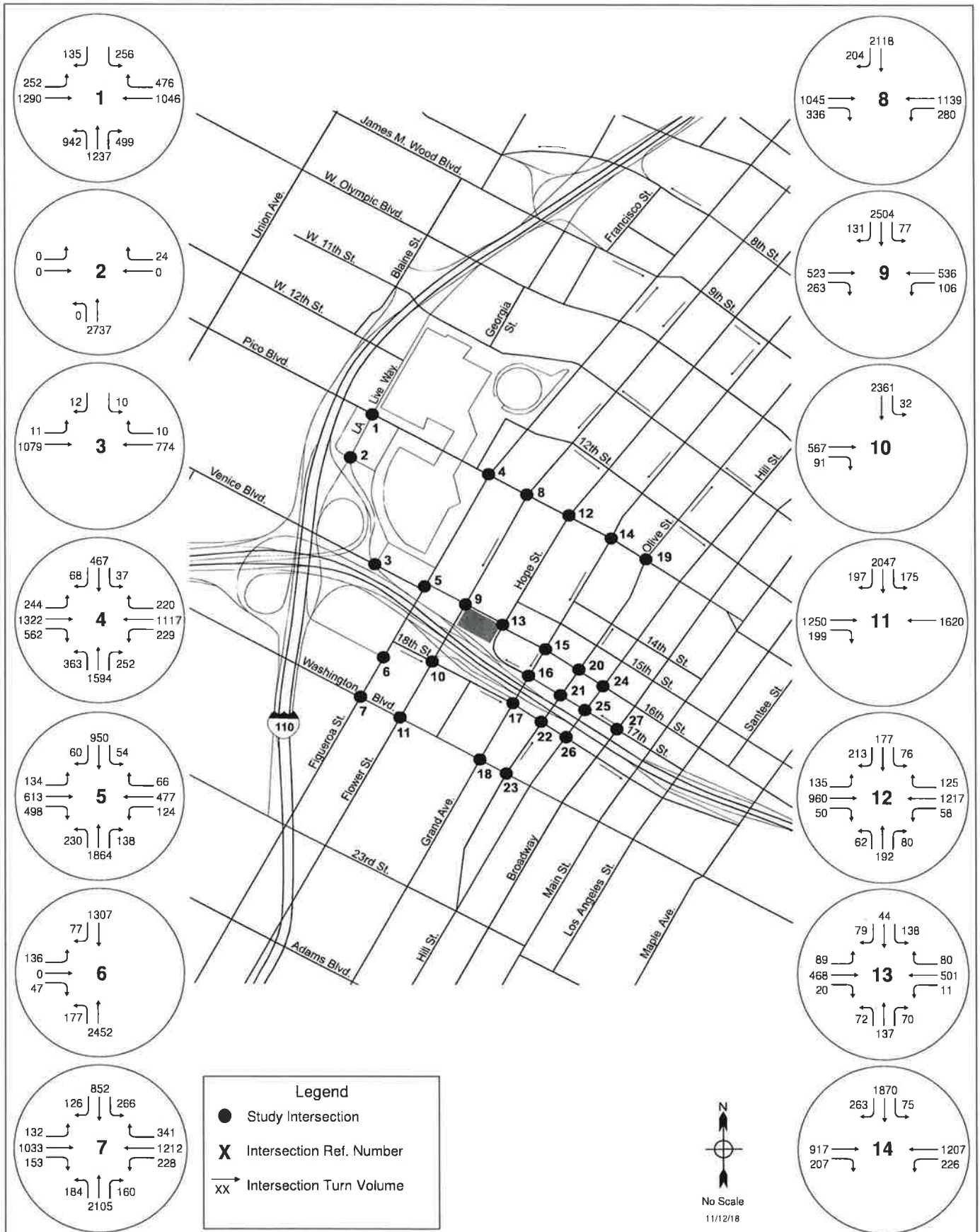


Figure 6.2
 Future With Project Traffic Volumes - PM Peak Hour (1-14)
South Park Towers Project

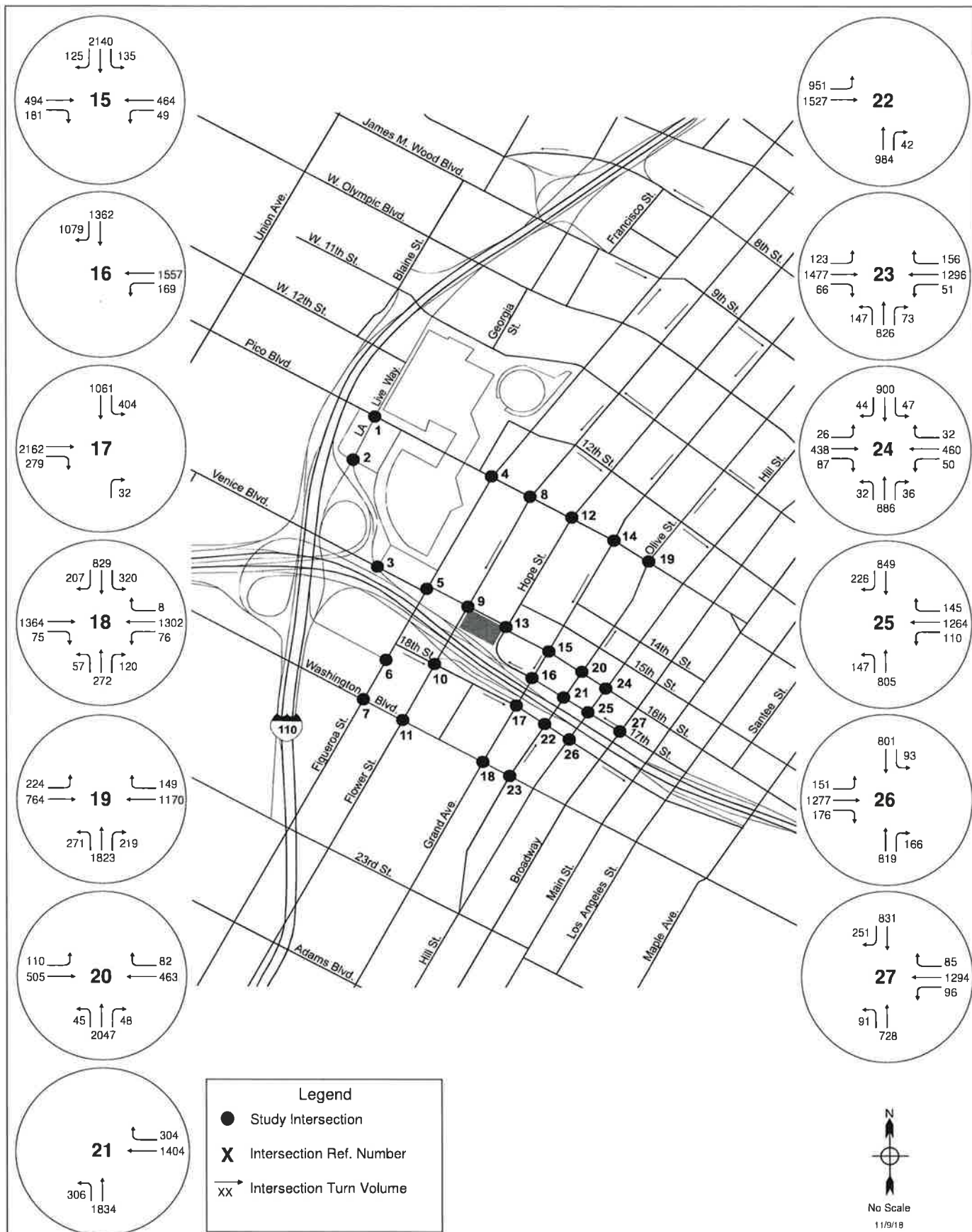


Figure 6.2
Future With Project Traffic Volumes - PM Peak Hour (15-27)

South Park Towers Project

**Table 6.1 Future With Project - Intersection Level of Service
AM Peak Hour**

11/7/2018

No.	Intersection	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS		
1	La Live Way & Pico Boulevard	0.968	E	0.969	E	0.001	No
2	SR-110 NB off-ramp/LA Live Way & Bond Street	0.493	A	0.495	A	0.002	No
3	Convention Center Dr & Venice Boulevard	0.231	A	0.233	A	0.002	No
4	Figueroa Street & Pico Boulevard	0.898	D	0.901	E	0.003	No
5	Figueroa Street & Venice Boulevard	0.907	E	0.909	E	0.002	No
6	Figueroa Street & 18th Street	0.755	C	0.757	C	0.002	No
7	Figueroa Street & Washington Boulevard	1.214	F	1.217	F	0.003	No
8	Flower Street & Pico Boulevard	0.679	B	0.682	B	0.003	No
9	Flower Street & Venice Boulevard	0.624	B	0.635	B	0.011	No
10	Flower Street & 18th Street	0.381	A	0.384	A	0.003	No
11	Flower Street & Washington Boulevard	0.574	A	0.576	A	0.002	No
12	Hope Street & Pico Boulevard	0.613	B	0.625	B	0.012	No
13	Hope Street & Venice Boulevard	0.390	A	0.439	A	0.049	No
14	Grand Avenue & Pico Boulevard	0.767	C	0.769	C	0.002	No
15	Grand Avenue & Venice Boulevard	0.417	A	0.437	A	0.020	No
16	Grand Avenue & 17th Street	0.831	D	0.863	D	0.032	Yes
17	Grand Avenue & 18th Street	0.557	A	0.561	A	0.004	No
18	Grand Avenue & Washington Boulevard	0.821	D	0.822	D	0.001	No
19	Olive Street & Pico Boulevard	0.825	D	0.828	D	0.003	No
20	Olive Street & 16th Street	0.501	A	0.507	A	0.006	No
21	Olive Street & 17th Street	0.837	D	0.845	D	0.008	No
22	Olive Street & 18th Street	0.591	A	0.594	A	0.003	No
23	Olive Street & Washington Boulevard	0.646	B	0.649	B	0.003	No
24	Hill Street & Venice Boulevard	0.411	A	0.418	A	0.007	No
25	Hill Street & 17th Street	0.823	D	0.829	D	0.006	No
26	Hill Street & 18th Street	0.627	B	0.628	B	0.001	No
27	Broadway & 17th Street	0.651	B	0.655	B	0.004	No

**Table 6.2 Future With Project - Intersection Level of Service
PM Peak Hour**

11/7/2018

No.	Intersection	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS		
1	La Live Way & Pico Boulevard	0.977	E	0.977	E	0.000	No
2	SR-110 NB off-ramp/LA Live Way & Bond Street	0.515	A	0.516	A	0.001	No
3	Convention Center Dr & Venice Boulevard	0.263	A	0.265	A	0.002	No
4	Figueroa Street & Pico Boulevard	1.047	F	1.049	F	0.002	No
5	Figueroa Street & Venice Boulevard	1.249	F	1.251	F	0.002	No
6	Figueroa Street & 18th Street	1.011	F	1.011	F	0.000	No
7	Figueroa Street & Washington Boulevard	1.329	F	1.332	F	0.003	No
8	Flower Street & Pico Boulevard	1.122	F	1.125	F	0.003	No
9	Flower Street & Venice Boulevard	0.861	D	0.866	D	0.005	No
10	Flower Street & 18th Street	0.682	B	0.683	B	0.001	No
11	Flower Street & Washington Boulevard	0.993	E	0.993	E	0.000	No
12	Hope street & Pico Boulevard	0.782	C	0.785	C	0.003	No
13	Hope street & Venice Boulevard	0.371	A	0.391	A	0.020	No
14	Grand Avenue & Pico Boulevard	1.351	F	1.353	F	0.002	No
15	Grand Avenue & Venice Boulevard	0.655	B	0.663	B	0.008	No
16	Grand Avenue & 17th Street	1.177	F	1.195	F	0.018	Yes
17	Grand Avenue & 18th Street	0.776	C	0.779	C	0.003	No
18	Grand Avenue & Washington Boulevard	1.080	F	1.080	F	0.000	No
19	Olive Street & Pico Boulevard	1.096	F	1.097	F	0.001	No
20	Olive Street & 16th Street	0.618	B	0.620	B	0.002	No
21	Olive Street & 17th Street	0.939	E	0.945	E	0.006	No
22	Olive Street & 18th Street	0.667	B	0.669	B	0.002	No
23	Olive Street & Washington Boulevard	0.738	C	0.741	C	0.003	No
24	Hill Street & Venice Boulevard	0.522	A	0.525	A	0.003	No
25	Hill Street & 17th Street	0.939	E	0.943	E	0.004	No
26	Hill Street & 18th Street	0.775	C	0.776	C	0.001	No
27	Broadway & 17th Street	0.809	D	0.813	D	0.004	No

AM Peak Hour

As shown in Table 6.1 and in the following table, the number of intersections operating at LOS D or better, LOS E, and LOS F would be very similar between the Future Without Project and Future With Project conditions. Under the Future Without Project conditions, 24 intersections would operate at LOS D or better, two intersections would operate at LOS E, and one intersection operates at LOS F. With the Project, 23 intersections would continue to operate at LOS D or better, three intersections would operate at LOS E, and one intersection would continue to operate at LOS F.

Intersection Level of Service Summary – AM Peak Hour

<i>LOS</i>	<i>AM Peak Hour</i>		
	<i>Future Without Project</i>	<i>Future With Project</i>	<i>No. of Impacts</i>
≤D	24	23	1
E	2	3	0
F	1	1	0
Total	27	27	1

The analysis summarized in Table 6.1 indicates that for the AM peak hour, all increases in volume/capacity (V/C) ratios would be less than the threshold for a significant impact to occur, except at one location where the increase would be sufficient to cause a significant impact, as listed below:

16. Grand Avenue & 17th Street

LOS E

It is therefore concluded that the Project would cause 1 significant impact in the AM peak hour.

PM Peak Hour

As shown in Table 6.2 and the following table, the number of intersections operating at LOS D or better, LOS E, and LOS F would not change between the Future Without Project and Future With Project conditions. Under the Future Without Project conditions, 14 intersections would operate at LOS D or better, five intersections would operate at LOS E, and eight intersections would operate at LOS F. With the Project, 14 intersections would continue to operate at LOS D or better, five intersections would operate at LOS E, and eight intersections would operate at LOS F.

The analysis summarized in Table 6.2 indicates that for the PM peak hour, all increases in volume/capacity (V/C) ratios would be less than the threshold for a significant impact to occur,

Intersection Level of Service Summary – PM Peak Hour

<i>LOS</i>	<i>PM Peak Hour</i>		
	<i>Future Without Project</i>	<i>Future With Project</i>	<i>No. of Impacts</i>
≤D	14	14	0
E	4	4	0
F	9	9	1
Total	27	27	1

except at 1 location where the increase would be sufficient to cause a significant impact, as listed below:

16. Grand Avenue & 17th Street

LOS F

The significantly impacted intersection would also operate at LOS F without the Project.

It is therefore concluded that the Project would cause 1 significant impact in the PM peak hour.

6.2 Project Impacts – CMP Analysis

The Los Angeles County Congestion Management Program (CMP) requires that new development projects analyze potential project impacts on CMP monitoring locations if an EIR is prepared for the Project. When a CMP analysis is needed, the CMP methodology requires that the Traffic Study analyze traffic conditions at all CMP arterial monitoring intersections where the Project will add 50 or more trips during either the AM or PM weekday peak hours of adjacent street traffic. The CMP also requires that traffic studies analyze mainline freeway monitoring stations where the Project will add 150 or more trips in either direction during either AM or PM weekday peak hours. If, based on these criteria, the Traffic Study identifies no facilities for study then no further traffic analysis is required.

CMP Arterial Monitoring Locations

A review of the 2010 CMP indicated the following arterial monitoring stations that are closest to the Project Site:

- Wilshire Boulevard & Alvarado Street
- Wilshire Boulevard & Western Avenue

- Western Avenue & 9th Street
- Alameda Street & Washington Boulevard
- Sunset Boulevard & Alvarado Street

The additional trips added by Project at these intersections are shown Table 6.3 below.

Table 6.3 CMP Arterial Analysis – Number of Trips added by Project

<i>Location</i>	<i>No. of Trips Added by Project</i>	
	<i>AM</i>	<i>PM</i>
Wilshire Blvd. & Alvarado St.	2	1
Wilshire Blvd. & Western Ave.	2	1
Western Ave. & 9th St.	2	1
Alameda St. & Washington Blvd.	12	6
Sunset Blvd. & Alvarado St.	2	1

These CMP monitoring locations are between approximately 2.3 and 4.3 miles from the Project Site. Based on the trip generation and trip distribution characteristics of the Project as described earlier, the maximum number of trips that the Project would add to any station would be 12 trips in the AM peak hour. Many project trips will disperse onto numerous roadways away from the site before reaching these locations.

Because the Project will not add more than 50 trips to any CMP monitoring location, it is therefore concluded that the Project would not exceed the threshold to require analysis and would not create any significant traffic impacts at any CMP arterial monitoring locations.

CMP Freeway Monitoring Stations

A review of the 2010 CMP also indicated the following freeway monitoring stations that are closest to the Project Site.

- I-10 at Budlong Avenue
- I-10 at East LA City Limit
- SR 60 East of Indiana Street
- SR-110 South of US-101
- SR-110 at Alpine Street
- I-110 at Slauson Avenue
- US-101 North of Vignes Street
- US-101 South of Santa Monica Boulevard

The monitoring locations are located between 2.2 and 6.5 miles from the site. The number of Project vehicle trips expected to pass through these stations was estimated based on the Project trip distribution and the Project trip generation. The additional trips added by Project at these locations are shown in Table 6.4 below.

The maximum number of one-way Project trips that would be added to these freeway segments would be 11 AM trips and 7 PM peak hour trips at the SR-110 south of US-101 station. These low incremental volumes are well below the CMP threshold of 150 trips. It is therefore concluded that the Project would not exceed the threshold to require analysis, and that the Project would not cause any significant impacts at CMP freeway monitoring locations.

Table 6.4 CMP Freeway Analysis – Number of Trips added by Project

<i>Location</i>	<i>Direction</i>	<i>No. of Trips Added by Project</i>	
		<i>AM</i>	<i>PM</i>
I-10 at Budlong Avenue	EB	5	4
	WB	6	3
I-10 at East LA City Limit	EB	3	1
	WB	2	2
SR 60 East of Indiana Street	EB	4	2
	WB	3	2
SR-110 South of US-101	NB	11	4
	SB	9	7
SR-110 at Alpine Street	NB	6	2
	SB	5	4
I-110 at Slauson Avenue	NB	5	3
	SB	6	2
US-101 North of Vignes Street	NB	0	0
	SB	0	0
US-101 South of Santa Monica Boulevard	NB	5	2
	SB	4	3

CMP Transit Impact Analysis

An analysis of potential Project impacts on the transit system was also performed, per the CMP requirements and guidelines.

Significant Impact Thresholds

Based on factors in the “*L.A. CEQA Thresholds Guide*,” City of Los Angeles (2006), the following criterion was established to determine if there would be any significant transit impacts due to the Project:

- The capacity of the transit system serving the Project area would be substantially exceeded.

Transit Analysis

The number of transit trips that would be generated by the Project was estimated based on the trip generation methodology described in Chapter 3. The estimate of base vehicle trips (unadjusted) for each Project land use (from Table 3.1) was converted to person trips by applying a conversion factor of 1.4, as per CMP guidelines. The person trip numbers were then multiplied by the estimated percent taking transit for each land use, as previously determined and discussed earlier in Chapter 3. These numbers are project specific and more appropriate than the default countywide guidelines in the CMP as they reflect the estimated transit use that would occur for the Project because of its location near numerous transit lines.

The estimated number of transit trips for the CMP analysis is shown in Table 6.5. The two directional peak capacity of the transit system serving the Project Site (based on transit service information in Table 2.3) is approximately 29,544 persons during the AM peak hour and 29,424 persons during the PM peak hour. The highest total volume of peak hour trips added by the Project would be 37 trips, which would represent approximately 0.13% of the total transit capacity during the peak hour. It is concluded that the Project would not cause the capacity of the transit system to be substantially exceeded, and therefore that the Project would not create a significant impact on the transit systems serving the Project area.

6.3 Driveway and Site Circulation

[This section needs review by team and possible editing]

As shown in Figure 1.2, vehicle access to the Project Site will be provided by a single driveway on Hope Street at the southern edge of the property. This will accommodate all vehicles including trucks. Cars will access either of the on-site parking garages as well as the on-site porte-cochere. Trucks will access the truck loading docks on-site.

Table 6.5 Transit Trips Generated by The Project

11/7/2018

Land Use	Base (Unadjusted) ¹ Vehicle Trips		Person Trips ²		% By Transit ³		Transit Trips					
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour			PM Peak Hour		
							Total	In ⁴	Out ⁴	Total	In ⁴	Out ⁴
<u>Existing Uses</u> Retail Office	-82	-334	-115	-468	15%	15%	-17	-10	-7	-70	-34	-36
	-2	-2	-3	-3	15%	15%	0	0	0	0	0	0
	66	60	92	84	15%	15%	14	2	12	13	9	4
	145	199	203	279	15%	15%	30	18	12	42	21	21
Proposed Uses Apartments ⁶ Hotel High-Turnover Restaurant Medical Office	29	28	41	39	15%	15%	6	3	3	6	4	2
	28	35	39	49	10%	10%	4	3	1	5	1	4
Total	184	-14	257	-20			37	16	21	-4	1	-5

1. From Table 3.1 - Trip Generation Estimates. Excludes internal trips.

2. Person trips excludes trips that would stay internal to the Project.

3. Conversion factor of 1.4 from vehicle trips to person trips, per CMP guidelines.

4. Transit percentage from Table 3.1 - Trip Generation Estimates.

5. In/out distribution from Table 3.1 - Trip Generation Estimates.

6. Table 3.1 shows trips for apartments for Dense Multi-Use Urban that already takes account of and excludes non-vehicle trips. ITE provides no information on transit and walk trips. Based on LADOT, total transit and walk adjustment for apartments in downtown is typically 20% (15% transit and 5% walk). So ITE Dense Multi-Use Urban trips in Table 3.1 factored up by 20% to get the total vehicle trips. Then transit trips estimated as 15% of total trips.

There is currently a public alley at the south edge of the property that extends from Flower Street to the mid-point of the Project Site, but does not connect to either Hope Street or to Venice Boulevard. Access to the alley is from Flower Street, and requires crossing the Metro rail tracks on the east side of Flower Street (a dedicated southbound left turn currently exists to accommodate this movement). The alley is immediately adjacent to a Caltrans property that extends under the I-10 Freeway, and that is also accessed from Flower Street. The Project will not cause any changes to the access to the Caltrans property which will remain as is. The Project intends to seek a revocable permit to close the public alley for public use (as it's only current purpose is to serve the Project Site). This would provide the room necessary on-site to enable trucks needing to access the Project's trash pick-up and electrical vault (at the west end of the Project Site) to do so from Hope Street – such that no Project traffic would access from Flower Street and cross the Metro tracks. If the revocable permit is not obtained, then a very small number of truck trips would access the Project Site from Flower Street (to access trash pick-up and to maintain the electrical vault) and would exit via Hope Street. The number of vehicles crossing the Metro tracks to access the site would therefore be zero, or very minimal.

A pull-out area is proposed on Venice Boulevard mid-block to provide a passenger loading zone (drop-offs and picks-ups) for the hotel. This would provide a safe place for drop-offs and picks-ups to occur without blocking traffic lanes on Venice Boulevard.

6.4 Street Widening and Dedication

The Project will comply with the requirements of the Mobility Plan 2035. It will widen Venice Boulevard by 13 feet to provide the required 45 feet half roadway width, and will dedicate 15 feet to provide the required half-right-of-way width. The Project will also provide the required 3-foot easement. The widened street will allow for two eastbound traffic lanes (as today) as well as the addition of on-street parking adjacent to the Project Site. [Daniel to confirm]

6.5 Pedestrian Circulation

Through dedication, easement, and building setback, the Project will provide an approximate 24.5 foot sidewalk including a 3 foot easement and a building setback along the west half of the Project frontage on Venice Boulevard, except for the area adjacent to the drop-off, where a 15 foot sidewalk will be provided, and a 17 foot sidewalk including 3 foot easement and 2 foot setback on the east half of the Project frontage on Venice Boulevard. The Project will provide a 18 foot sidewalk along Flower Street and a 12 foot sidewalk along Hope Street [to be confirmed]. This will provide an enhanced pedestrian environment along these sidewalks. The Project will install improvements for pedestrian circulation at the intersection of Flower Street and Venice Boulevard. These will include continental crosswalks at the intersection of Flower Street and Venice Boulevard. [Jade to confirm] The Project also proposes to provide improved signage, both on the ground and in vertical signage, at the Venice Boulevard crossing of the Metro rail tracks on Flower Street, to facilitate pedestrian visibility of the tracks and enhance a

safe pedestrian crossing environment of the tracks. [info to be added after further discussion with City staff]

6.6 Freeway Analysis

An MOU between LADOT and Caltrans (Agreement Between the City of Los Angeles and Caltrans District 7 on Freeway Impact Analysis Procedures, December 2015) sets forth criteria for when a freeway impact analysis should be conducted. This requires an initial evaluation of freeway mainline segments and freeway off-ramps to determine if Project volumes exceed certain thresholds that would require further analysis of the freeway system. A freeway evaluation of Project volumes against these thresholds was conducted according to the procedures in the MOU and is included in the MOU in Appendix A. The initial evaluation concluded that neither the freeway mainline thresholds nor the freeway off-ramp thresholds were met by Project traffic volumes, so no further analysis of the freeway system was necessary.

6.7 Construction Impacts

[This section to follow – pending information to be supplied by Jade]

7. Mitigation Measures

This report Chapter addresses an evaluation of feasible mitigation measures to address the potential significant impacts identified for the Project.

7.1 Review of Significant Impacts

Existing With Project Conditions

In both AM and PM peak hours, the Proposed Project would not cause any significant impacts.

Future With Project Conditions

In the AM peak hour, the Proposed Project would cause one significant impact at the following intersection.

16. Grand Avenue & 17th Street	LOS E
--------------------------------	-------

In the PM peak hour, the Proposed Project would result in one significant impact at the following intersection.

16. Grand Avenue & 17th Street	LOS F
--------------------------------	-------

This intersection would also operate at LOS F without the Project.

7.2 Review of Potential Mitigations

Physical Improvement Measures

The Project is located in a dense urban area in downtown Los Angeles, where the street system is essentially fully built out, and is already typically configured for the maximum traffic capacity and operational effectiveness within the available right-of-way. The feasibility of physical roadway/intersection improvements was nonetheless investigated for the intersection locations where the Project would cause significant traffic impacts.

This evaluation, which was conducted in conjunction with LADOT staff, looked at the feasibility of re-striping traffic lanes and/or adding traffic lanes to modify intersection lane configurations, roadway widenings, and potential changes to signal timing and phasing.

Roadway widenings were generally not feasible (due to the lack of available right-of-way because of existing buildings or conflicts with the Mobility Plan 2035, an element of the City's General Plan).

A feasible physical improvement was however identified at the significantly impacted intersection of Grand Avenue & 17th Street.

Grand Avenue & 17th Street: At this intersection, one additional westbound lane could be achieved through restriping. This would modify the existing configuration of one thru lane and one shared thru-left lane to two thru lanes and one shared thru-left lane. There is an existing parking garage on the north side of 17th Street and a parking lot on the south side of 17th Street. There are already red curbs also on both sides of 17th Street with a No Parking sign 7am-5pm for approximately 60 feet on the south side. There are therefore only two non-metered parking spaces at this block. This measure would require the no parking sign to be extended to 7am-6pm. There would therefore be a negligible change to the on-street parking supply due to this measure. A 40-scale plan of this improvement is shown in Appendix D. This improvement was previously approved for the Convention Center Modernization and Farmers Field Project EIR. [Note: subject to review and re-approval by LADOT]

7.3 Project Design Features [Daniel to review]

The Project includes the following features to improve pedestrian facilities and to provide a safe and walkable pedestrian environment, to increase the number of walking trips, and provide for on-site facilities to reduce the need to make vehicle trips off-site.

- Improve sidewalks adjacent to and within the Project.
- Add pedestrian amenities such as: landscaping and setbacks, shade, benches, pedestrian-scale lighting, etc, along the Flower Street and Venice Boulevard edges of the Project Site.
- Provide pedestrian-scale retail commercial uses along street frontages.
- Provide an on-site transit information kiosk.
- Provide on-site concierge service to facilitate use of transit, taxis, shuttles, and transportation network companies.

7.4 Results of Mitigation Measures Analysis – AM and PM Peak Hours

Existing With Project Conditions

As the Project would not cause any significant impacts, no mitigation measures are necessary.

Future With Project Conditions

AM Peak Hour

The results of the mitigation program are summarized in Table 7.1 for the AM peak hour. The mitigation program would fully mitigate the one significant impact and there would be no remaining significant impacts.

PM Peak Hour

The results of the mitigation program are summarized in Tables 7.2 for the PM peak hour. The mitigation program would fully mitigate the one significant impact, and there would be no remaining significant impacts.

Remaining Significant and Unavoidable Traffic Impacts – Future With Project Conditions

With the proposed mitigation program, there would be no remaining significant traffic impacts.

Table 7.1

Future With Project With Mitigation Conditions - Intersection Level of Service - AM Peak Hour

11/7/2018

No.	Intersection	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future With Project With Mitigation		Change in V/C	Significant Impact	Mitigates ?
		V/C	LOS	V/C	LOS			V/C	LOS			
16	Grand Avenue & 17th Street	0.831	D	0.863	D	0.032	Yes	0.785	C	-0.046	No	Fully Mitigates

Table 7.2

Future With Project With Mitigation Conditions - Intersection Level of Service - PM Peak Hour

No.	Intersection	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future With Project With Mitigation		Change in V/C	Significant Impact	Mitigates ?
		V/C	LOS	V/C	LOS			V/C	LOS			
16	Grand Avenue & 17th Street	1.177	F	1.195	F	0.018	Yes	1.105	F	-0.072	No	Fully Mitigates

Appendix A
Memorandum Of Understanding (MOU)



Transportation Impact Study Memorandum of Understanding (MOU)

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

I. PROJECT INFORMATION

Project Name: South Park Towers

Project Address: 1600 S Flower Street, Los Angeles, CA 90015

Project Description: See Attachment A

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

II. TRIP GENERATION

Geographic Distribution: N 25.00 % S 25.00 % E 20.00 % W 30.00 %

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

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

	Yes	No
Transit Usage	☒	☐
Transportation Demand Management	☐	☒
Existing Active Land Use	☒	☐
Previous Land Use	☐	☒
Internal Trip	☒	☐
Pass-By Trip	☒	☐

Source of Trip Generation Rate(s)? ☐ ITE 9th Edition ☒ Other: See Attachment B

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

	<u>IN</u>	<u>OUT</u>	<u>TOTAL</u>
AM Trips	<u>77</u>	<u>91</u>	<u>168</u>
PM Trips	<u>55</u>	<u>36</u>	<u>91</u>

III. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2025 Ambient or CMP Growth Rate: 1.0 % Per Yr.

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

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

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

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



IV. CONTACT INFORMATION

CONSULTANT
Name: The Mobility Group
Address: 18301 Von Karman, Suite 490, Irvine, CA 92612
Phone Number: 949.474.1591
E-Mail: mbates@mobilitygrp.com

DEVELOPER
Daniel Taban
888 S Figueroa St, # 1900, Los Angeles, CA 90017
213.745.5191
daniel@jadeent.com

Approved by:		<u>11-08-18</u>		<u>11/12/18</u>
	Consultant's Representative	Date	LADOT Representative	Date

Attachment A

Project Description & Site Plan

South Park Towers - Project Description

The Proposed Project is located at 1600 S Flower Street in South Park in Downtown Los Angeles. The Project Site is bounded by Flower Street to the west, Venice Boulevard to the north, Hope Street to the east and the I-10 freeway to the south.

The Project Site is currently developed and utilized as retail and office land uses of approximately 89,510 square feet. The Proposed Project will consist of 250 dwelling units, a 300 room hotel and 13,120 square feet of commercial space.

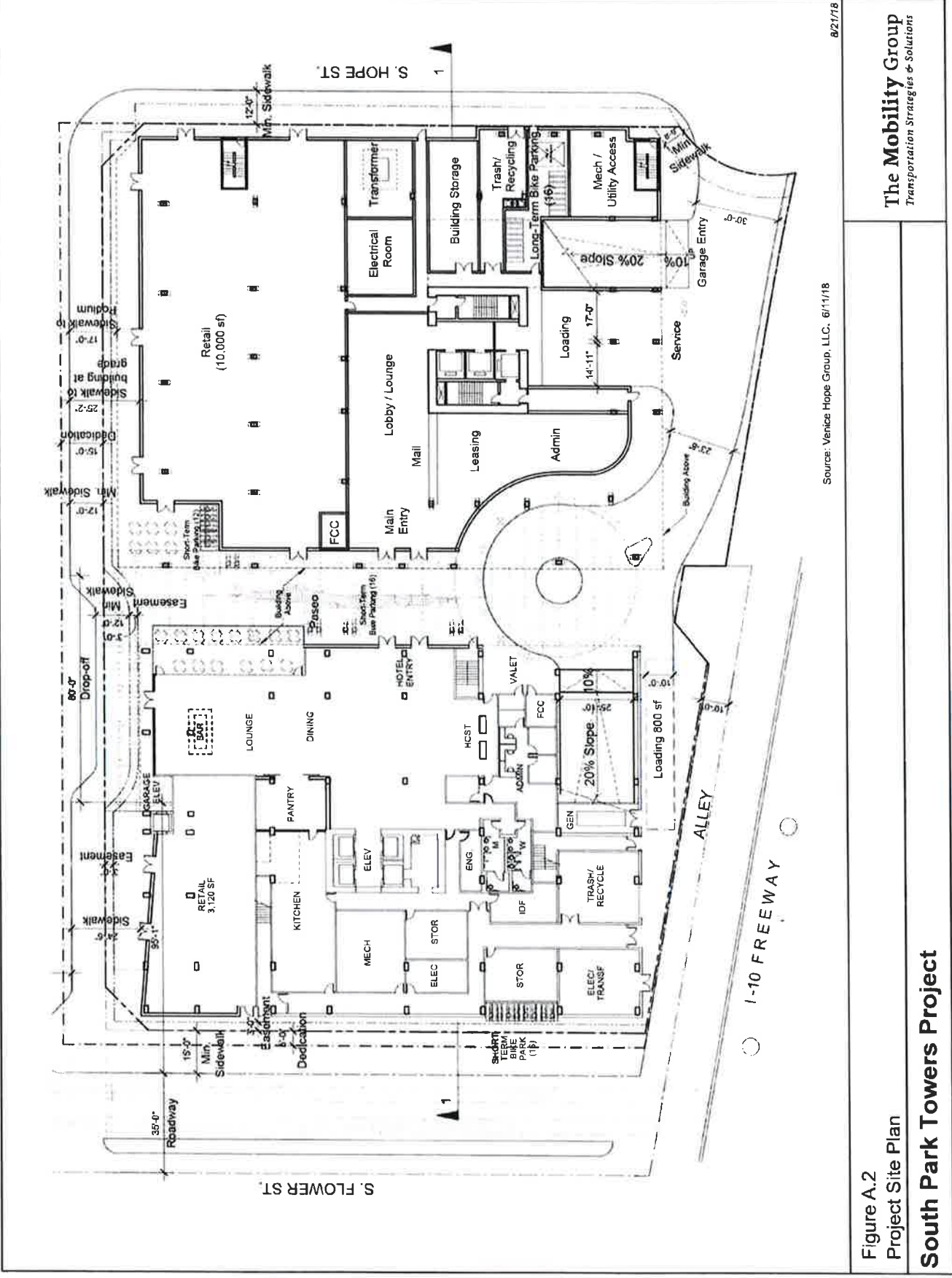
Vehicle access into the Project Site will be provided by a single driveway on Hope Street. Access to the west end of the Project Site would be allowed from Flower Street via the existing alley only for trucks to service the electrical supply and trash pick-up. These trucks would then exit at Hope Street. Otherwise there would be no vehicular access to the Project Site from Flower Street via the alley.



Figure A.1
Project Location

South Park Towers Project

The Mobility Group
Transportation Strategies & Solutions



Source: Venice Hope Group, LLC. 6/11/18

Figure A.2
Project Site Plan
South Park Towers Project

Attachment B

Trip Generation Estimates

South Park Towers – Trip Generation

The proposed trip generation estimates are shown in Table B-1. These are based on trip rates found in *ITE Trip Generation 10th Edition*, and adjustment factors considered appropriate to the type and location of the proposed Project.

Background

The project is located in an area where transit, walk and bike trips will occur due to the following factors.

The project is located within one-quarter mile of numerous transit lines, including the Metro Blue and Exposition Lines; three Metro Rapid Bus lines; two Metro Express Bus Lines; four LADOT Express Bus Lines; twenty-one Metro Local Lines; and three DASH shuttle routes.

Trip Estimates for This Study

ITE trip rates from Trip Generation, 10th Edition were used in the analysis, with the adjustments described below.

The ITE 10th Edition no longer has separate trip rates for condominiums and apartments. Instead it has rates for multifamily housing. It also lists rates for high rise buildings, by location – “General Urban/Suburban”, “Dense Multi-Use Urban”, and “Center City Core”, thereby providing more accurate trip rates for the type (low rise or high rise) and location of the building. Although the 10th Edition provides trip rates for a “Center City Core” location (such as the proposed Project), it is an extremely small size, so will not be used for this study. Instead the trip generation rates for “Dense Multi-Use Urban” will be applied to the residential units as the next most appropriate category. Because the 10th Edition trip rates are based on the type and location of building, they already account for higher walking, bicycling, and transit use in dense urban areas. Therefore, no further adjustment factors for use of these modes were applied.

For other land uses in the Project, trip rates for the “General Urban/Suburban” category were used, as either no trip rates were available for the “Dense Multi-Use Urban” or “Center City Core” categories, or because of the small sample size for those categories.

Table B.1 South Park Towers Project - Trip Generation Estimates

11/5/2018

Daily Trips							
Land Use Assumptions	Source ¹ & Code	Quantity	Units	Daily			
					Trip Rate		Total Trips
Existing Uses							
Retail ^{2,3}	ITE 820	87,731	SF		37.75		-3,312
(Reduction for transit trips) - 15%						497	
(Reduction for walk/bike trips) - 5%						166	
(Reduction for pass-by trips) - 40%						1,060	
Net Retail							-1,589
Office ^{2,4}	ITE 710	1,779	SF		9.74		-17
(Reduction for transit trips) - 15%						3	
(Reduction for walk/bike trips) - 5%						1	
Net Office							-13
Total Existing							-1,602
Proposed Uses							
Apartments (High-Rise) ^{2,5}	ITE 222	250	DU		2.07		518
(Reduction for transit trips) - 0%						0	
(Reduction for walk/bike trips) - 0%						0	
Net Apartments (High-Rise)							518
Hotel ^{2,6}	ITE 310	300	RMS		9.87		2,960
(Reduction for internal trips) - 0%						0	
(Reduction for walk/bike trips) - 5%						-148	
(Reduction for transit trips) - 15%						-444	
Net Hotel							2,368
High-Turnover Restaurant ^{2,7}	ITE 932	3,120	SF		112.18		350
(Reduction for internal trips) - 5%						-18	
(Reduction for transit trips) - 15%						-50	
(Reduction for walk/bike trips) - 5%						-17	
(Reduction for pass-by trips) - 20%						-53	
Net High-Turnover Restaurant							212
Medical Office ^{2,8}	ITE 720	10,000	SF		34.80		348
(Reduction for internal trips) - 0%						0	
(Reduction for transit trips) - 10%						-35	
(Reduction for walk/bike trips) - 0%						0	
(Reduction for pass-by trips) - 10%						-31	
Net Medical Office							282
Total Proposed							3,380
Total Net							1,778

Table B.1 South Park Towers Project - Trip Generation Estimates

11/5/2018

AM Peak

Land Use Assumptions	Source ¹ & Code	Quantity	Units	AM Peak Hour					
				Trip Rate			Total Trips		
				In	Out	Total	In	Out	Total
Existing Uses									
Retail ^{2,3}	ITE 820	87,731	SF	0.58	0.36	0.94	-51	-31	-82
(Reduction for transit trips) - 15%							8	4	12
(Reduction for walk/bike trips) - 5%							2	2	4
(Reduction for pass-by trips) - 40%							16	10	26
Net Retail							-25	-15	-40
Office ^{2,4}	ITE 710	1,779	SF	1.00	0.16	1.16	-2	0	-2
(Reduction for transit trips) - 15%							0	0	0
(Reduction for walk/bike trips) - 5%							0	0	0
Net Office							-2	0	-2
Total Existing							-27	-15	-42
Proposed Uses									
Apartments (High-Rise) ^{2,5}	ITE 222	250	DU	0.03	0.18	0.21	8	45	53
(Reduction for transit trips) - 0%							0	0	0
(Reduction for walk/bike trips) - 0%							0	0	0
Net Apartments (High-Rise)							8	45	53
Hotel ^{2,6}	ITE 310	300	RMS	0.28	0.20	0.48	85	60	145
(Reduction for internal trips) - 0%							0	0	0
(Reduction for walk/bike trips) - 5%							-4	-3	-7
(Reduction for transit trips) - 15%							-13	-9	-22
Net Hotel							68	48	116
High-Turnover Restaurant ^{2,7}	ITE 932	3,120	SF	5.47	4.47	9.94	17	14	31
(Reduction for internal trips) - 5%							-1	-1	-2
(Reduction for transit trips) - 15%							-2	-2	-4
(Reduction for walk/bike trips) - 5%							-1	0	-1
(Reduction for pass-by trips) - 20%							-3	-2	-5
Net High-Turnover Restaurant							10	9	19
Medical Office ^{2,8}	ITE 720	10,000	SF	2.17	0.61	2.78	22	6	28
(Reduction for internal trips) - 0%							0	0	0
(Reduction for transit trips) - 10%							-2	-1	-3
(Reduction for walk/bike trips) - 0%							0	0	0
(Reduction for pass-by trips) - 10%							-2	-1	-3
Net Medical Office							18	4	22
Total Proposed							104	106	210
Total Net							77	91	168

11/5/2018

Land Use Assumptions	Source ¹ & Code	Quantity	Units	PM Peak Hour					
				Trip Rate			Total Trips		
				In	Out	Total	In	Out	Total
Existing Uses									
Retail ^{2,3}	ITE 820	87,731	SF	1.83	1.98	3.81	-161	-173	-334
(Reduction for transit trips) - 15%							24	26	50
(Reduction for walk/bike trips) - 5%							7	10	17
(Reduction for pass-by trips) - 40%							52	55	107
Net Retail							-78	-82	-160
Office ^{2,4}	ITE 710	1,779	SF	0.18	0.97	1.15	0	-2	-2
(Reduction for transit trips) - 15%							0	0	0
(Reduction for walk/bike trips) - 5%							0	0	0
Net Office							0	-2	-2
Total Existing							-78	-84	-162
Proposed Uses									
Apartments (High-Rise) ^{2,5}	ITE 222	250	DU	0.13	0.06	0.19	33	15	48
(Reduction for transit trips) - 0%							0	0	0
(Reduction for walk/bike trips) - 0%							0	0	0
Net Apartments (High-Rise)							33	15	48
Hotel ^{2,6}	ITE 310	300	RMS	0.34	0.33	0.66	101	98	199
(Reduction for internal trips) - 0%							0	0	0
(Reduction for walk/bike trips) - 5%							-5	-5	-10
(Reduction for transit trips) - 15%							-15	-15	-30
Net Hotel							81	78	159
High-Turnover Restaurant ^{2,7}	ITE 932	3,120	SF	6.06	3.71	9.77	19	11	30
(Reduction for internal trips) - 5%							-1	-1	-2
(Reduction for transit trips) - 15%							-3	-1	-4
(Reduction for walk/bike trips) - 5%							-1	0	-1
(Reduction for pass-by trips) - 20%							-3	-2	-5
Net High-Turnover Restaurant							11	7	18
Medical Office ^{2,8}	ITE 720	10,000	SF	0.97	2.49	3.46	10	25	35
(Reduction for internal trips) - 0%							0	0	0
(Reduction for transit trips) - 10%							-1	-3	-4
(Reduction for walk/bike trips) - 0%							0	0	0
(Reduction for pass-by trips) - 10%							-1	-2	-3
Net Medical Office							8	20	28
Total Proposed							133	120	253
Total Net							55	36	91

Table B.1 South Park Towers Project - Trip Generation Estimates

11/5/2018

Notes:

1. ITE Rates from Trip Generation, 10th Edition, Institute of Transportation Engineers, Washington, DC, 2017, except otherwise noted.
2. Trip rate reductions were applied per LADOT's Transportation Impact Study Guidelines, December 2016.
3. Trip rates from ITE 820 Shopping Center (General Urban/Suburban location).
4. Trip rates from ITE 710 Office (General Urban/Suburban location).
5. Trip rates from ITE 222 Multifamily Housing (High-Rise) (Dense Multi-Use Urban location).
6. Equation from ITE 310 Hotel (General Urban/Suburban location). Trip rates shown were derived from trip estimates.
Daily: $T=11.29(X)-426.97$; AM Peak Hour: $T=0.5(X)-5.34$; PM Peak Hour: $T=0.75(X)-26.02$
7. Trip rates from ITE 932 High-Turnover Restaurant (General Urban/Suburban location).
8. Trip rates from ITE 720 Medical-Dental Office Building (General Urban/Suburban location).

Note : Some numbers may not add up precisely due to rounding.

Attachment C
Trip Distribution

South Park Towers – Trip Distribution

The likely distribution of Project trips was identified based on the type of land uses in the Project, the likely origins and destinations of Project users, and the characteristics of the street system in the area of the Project. The following distribution was assumed:

- 25% of the trips towards the north
- 25% of the trips towards the south
- 20% of the trips towards the east
- 30% of the trips towards the west

Attachment D
Related Projects

South Park Towers - Related Projects

The attached list represents the most currently available information (as of July 21st, 2018). The list has been coordinated with LADOT's project list, previous related projects lists from other projects approved by DCP, and with the most current information from DCP regarding project application submittals. It represents a current LADOT project list as of October 25, 2018 and DCP Project Application submittals through October 16, 2018.

The attached list was developed with the following general process:

- Started with the previously approved list for the 1045 S Olive project.
- Added new projects to the list identified in the most recent LADOT list.
- Checked DCP case filing reports and identified new projects to be added to the list (DCP checked through October 16, 2018).
- Checked Curbed LA for projects in the downtown Los Angeles area through June 2018.
- Coordinated with Project Team to obtain inputs.

The following criteria were also followed regarding inclusion of projects in the list:

- Projects within a 1.5 mile radius from the Project Site.
- Only includes projects resulting in a net increase in floor area and which meet/exceed DOT threshold criteria.
- Projects comprising a standalone change of use have not be included, however adaptive reuse projects requiring a planning application have been included.
- Projects comprising a standalone CUB for alcohol have not been included.
- Projects that have been constructed and have a Certificate of Occupancy have not been included.
- Projects that have been withdrawn or terminated have not been included.
- Trip generation has been verified against LADOT's project list. For projects where more recent trip generation data is available, this has been used instead of the trip generation data in LADOT's project list.

The list was coordinated with and reviewed by DCP.

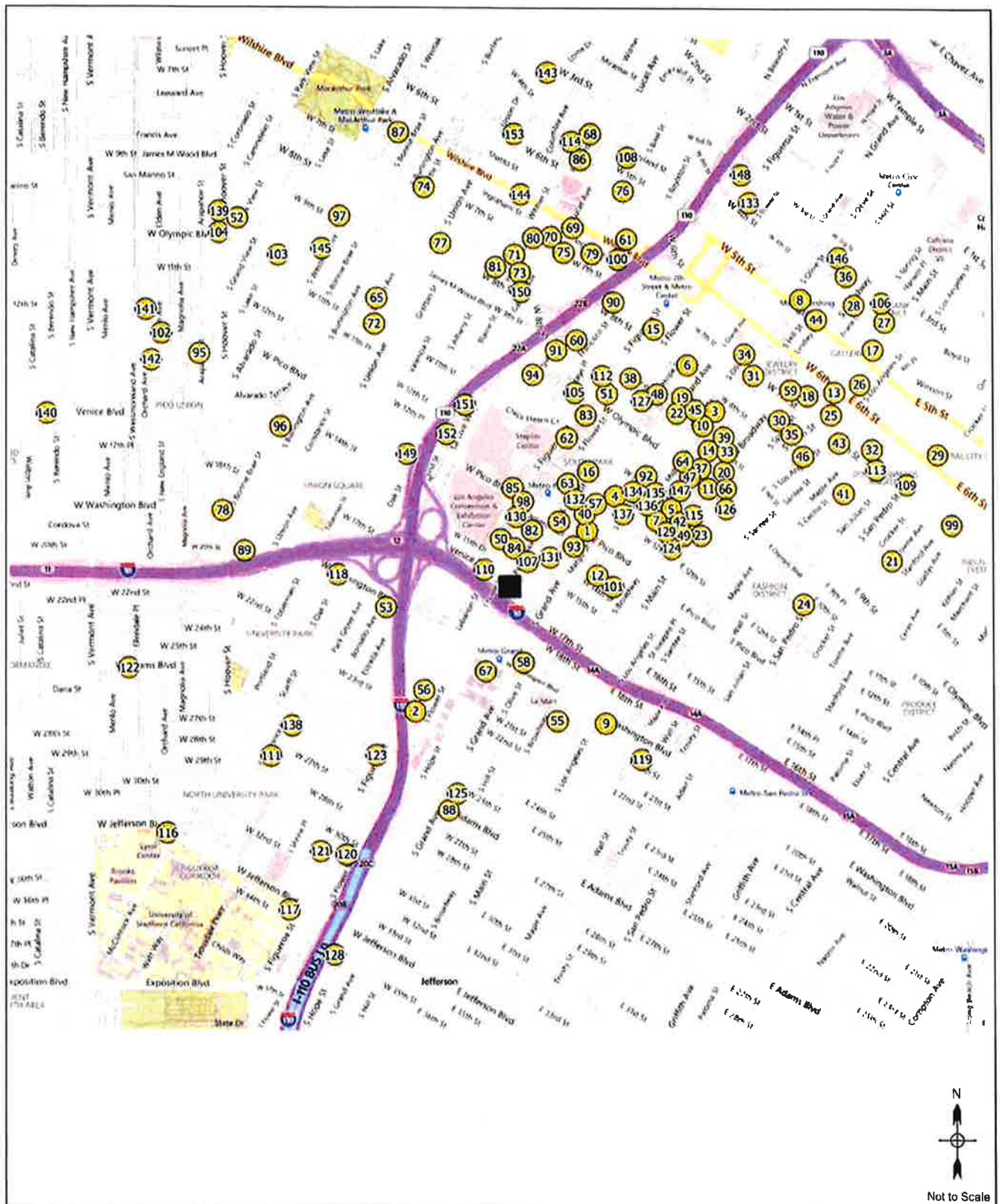


Figure D.1
Location of Related Projects

South Park Towers Project

The Mobility Group
Transportation Strategies & Solutions

Table D-1 South Park Towers Project - Related Project List

11/2/2018

Project ID	Project Name	Location/Address	Project Description	Notes	Daily Trips	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
1	Apartment	1247 S Grand Ave	115 DU 4,610 sf Apartments Commercial		763	10	41	51	42	25	67
2	2222 S Figueroa	2222 S Figueroa St	1,063 DU 18,000 sf Condominium Retail		4,568	60	284	344	273	125	398
3	Mixed-Use	820 S Olive St	589 DU 4,500 sf Apartments Retail		3,309	63	202	265	195	106	301
4	DTLA South Park - Site 1	1120 S Grand Ave	666 DU 20,690 sf High-rise Apt Commercial/Retail		2,730	42	127	169	136	93	229
5	Mixed-Use (Herald Examiner)	146 W 11th St (11th St/Broadway)	391 DU 39,725 sf Apartments Office Retail		5,198	144	176	320	258	274	532
6	8th/Grand/Hope Project	754 S Hope St	547 DU 2,884 sf Apartment Retail School		1,598	98	168	266	91	55	146
7	11th & Hill Project	1115 S Hill St.	172 DU 6,850 sf Condominium Retail	n	543	-45	40	-5	50	-7	43
8	Park/Fifth Project	427 W 5th	615 DU 16,309 sf Apartments Restaurant	o	3,134	42	115	158	164	97	261
9	Washington Bl Opportunity MU (Mercy Hsg)	E Washington Bl/Los Angeles St 220 E Washington Blvd 200 E Washington Blvd	111 DU 1 DU Affordable Housing Apartments Retail		370	18	27	45	16	15	31
10	9th / Olive Project	840/888 S. Olive St.	303 DU 9,680 sf Apartments Retail Restaurant	b	3,071	81	166	247	174	96	270
11	Broadway Mixed	955 S Broadway	1,500 sf 163 D.U Apartments Retail		1,275	21	72	93	74	43	117
12	14th & Olive Project	1340 S Olive St	6,406 sf 154 DU Condominiums Retail		1,700	51	82	133	89	57	146
13	SB OMEGA	601 S Main St.	452 DU 25,000 sf High-rise Condo Retail		2,686	36	144	180	152	87	239
14	Hill Mixed	920 S Hill	239 D.U 5,400 sf Apartments Commercial		1,476	23	84	107	87	50	137
15	8th & Figueroa MU	744 S Figueroa St	436 DU 10,043 sf Apartments Commercial/Retail	c	2,644	37	146	183	158	86	244
16	1133 Hope Street Project	1133 Hope Street	208 D.U 5,069 sf Condominiums Restaurant		1,543	20	74	94	91	50	141
17	433 S Main St	433 S Main	196 DU 5,300 sf Condominiums Retail Restaurant		1,450	32	72	104	61	37	98

Table D-1 South Park Towers Project - Related Project List

Project ID	Project Name	Location/Address	Project Description	Notes	Daily Trips	AM Peak Hour			PM Peak Hour		
18	Spring St. Hotel	633 S Spring	176 Room 1,200 sf 8,400 sf 5,290 sf Bar		2,045	83	33	116	97	99	196
19	Embassy Hotel	831 S Grand Ave. 843-851 S Grand Ave	183 Rooms 3,084 sf 12,780 sf 4,773 sf 2,163 sf 11,840 sf Bar		2,493	57	43	100	130	59	189
20	Mixed-Use	928 S Broadway	652 DU 47,000 sf 11,000 sf 34,824 sf		4,715	21	229	250	272	109	381
21	785 S Town	785 S Town Ave.	60 DU		399	6	25	31	24	13	37
22	Embassy Tower	848 S Grand Ave	420 DU 38,500 sf		3,882	66	144	210	212	165	377
23	Mixed-Use	1100 S Main St	379 DU 25,810 sf		385	9	103	112	78	14	92
24	City Market Project	San Pedro Street b/w 9th St and 12th St 1057 S San Pedro St	1,400 Students 176,733 sf 744 Seats 945 DU 210 Rooms 294,641 sf		16,433	837	434	1,271	632	957	1,589
25	Cecil Hotel Reno.	640 S Main St	299 Rooms 301 DU	e	4,445	124	188	312	212	154	366
26	Mixed-Use	534 S Main St	160 DU 18,000 sf 3,500 sf		2,213	52	75	127	87	58	145
27	Heliman / Banco Building	354 S Spring St.	Fast-food Restaurant Apartments 212 D U		1,410	22	86	108	85	46	131
28	400 S Broadway Mixed-Use Project	400-416 Broadway	450 DU 7,500 sf		2,266	36	147	183	139	73	212
29	Weingard MU Affordable and Housing Project	554 S San Pedro St and 600 S San Pedro St	676 DU 9 DU 5,450 sf 36,130 sf 11,463 sf	d	2,038	120	109	229	91	106	197

Table D-1 South Park Towers Project - Related Project List

11/2/2018

Project ID	Project Name	Location/Address	Project Description	Notes	Daily Trips	AM Peak Hour			PM Peak Hour		
30	Mixed Use	737 S Spring	320 DU 25,000 sf Apartments Pharmacy		3,942	72	141	213	167	116	283
31	Foreman and Clark Building	400, 402 W 7th St., 701, 715 S Hill St	165 DU 11,902 sf Bar 14,032 sf Restaurant	f	2,792	18	57	75	132	127	259
32	Clinic	649 S Wall St.	55 DU 25,000 sf Apartments Clinic		104	24	5	29	3	24	27
33	Northeast Tower	215 W 9th St	210 DU 9,000 sf Condominiums Retail	b	1,140	14	56	70	64	38	102
34	Hotel + Retail	649 S Olive St	241 Rooms Hotel		1,674	65	44	109	63	60	123
35	Mixed Use	732 S Spring St	400 DU 15,000 sf Apartments Pharmacy/Drug Store		3,409	59	152	211	164	104	268
36	Mixed Use	340 S Hill	428 DU 2,630 sf Quality Restaurant 2,980 sf Office		2,253	36	129	165	133	75	208
37	Hill Mixed	940 S Hill	232 D.U 14,000 sf Apartments Retail		1,881	20	80	100	115	53	168
38	Apex Phase II	700 W 9th St.	341 DU 11,687 sf Condominiums Retail	j	1,365	20	77	97	72	48	120
39	Alexan South Broadway	850 S Hill St.	305 DU 3,500 sf Apartments Restaurant 3,499 sf Retail		1,998	29	108	137	117	67	184
40	Grand Residence	1229 S Grand Ave	161 Units 3,000 sf Condominiums Restaurant		1,116	23	62	85	62	33	95
41	Southern California Flower Market Project	755 S Wall Street	322 DU 53,200 sf Office Retail 4,400 sf 4,420 sf High-Turnover Restaurant Event Space		2,499	112	79	191	164	141	305
42	Proper Hotel	1106 S Broadway	125 Persons 148 Rooms Hotel 17,452 sf Restaurant		2,622	53	38	91	124	83	207
43	Fashion District Tower	222 E 7th St 701 Maple St	452 DU 6,801 sf Apartments Retail 6,802 sf Restaurant		3,199	67	179	246	185	105	290
44	5th & Hill Center MU	323 W 5th St	31 DU 190 Rooms Hotel 29,232 sf Restaurant 6,119 sf Meeting Rooms		2,809	73	49	122	126	100	226
45	845 S Olive & 842 Grand MU	845 S Olive	208 DU 810 sf Apartments Retail 1,620 sf Other		1,305	25	76	101	77	42	119

Table D-1 South Park Towers Project - Related Project List

11/2/2018

Project ID	Project Name	Location/Address	Project Description	Notes	Daily Trips	AM Peak Hour			PM Peak Hour		
46	Mixed-Use	755 S Los Angeles	32,400 sf 65,000 sf 4,000 sf Retail Office Other		2,482	110	57	167	105	100	205
47	Mixed-Use	1000 S Hill St	700 DU 7,000 sf 8,000 sf Apartments Retail Restaurant	g	3,392	49	193	242	181	104	285
48	888 S Hope St	888 S Hope St	526 DU 52,000 sf Apartments Office		3,498	54	214	268	212	114	326
49	Harris Building Office Conversion	11th St & Main St 110 11th St		h	364	40	1	41	-1	38	37
50	1400 S Figueroa Residential Project	1400 S Figueroa	106 DU 4,834 sf Retail		647	10	38	48	39	22	61
51	Variety Arts Project	940 S Figueroa St	3,295 sf 10,056 sf 5,119 sf Office Restaurant Bar		2,237	5	4	9	99	37	136
52	Apartment	1011 S Park View St	108 DU Apartments		594	9	38	47	38	19	57
53	Mixed-Use	720 W Washington Blvd.	105 DU 2,650 sf Apartments Retail		350	7	12	19	13	12	25
54	Onyx Apartment	Pico Blvd. b/w Flower & Grand 1306 S Hope St 1300 S Hope St	416 DU 42,000 sf Apartments Retail		4,280	88	105	193	136	102	238
55	Mixed-Use	SOLA Village 1900 S Broadway	900 DU 550 DU 210 Rooms Apartments (Rental) Hotel Retail/Commercial Office Gallery/Museum Gym		12,737	390	552	942	637	566	1,203
56	Mixed-Use 2010-CEN-5294	2100 S Figueroa	291 DU 7,134 sf Condominium Retail		870	-82	66	-16	67	-28	39
57	1201 S Grand	1201 S Grand Ave.	312 DU 7,100 sf Condominium Retail		663	8	51	59	41	21	62
58	Mixed-Use Building ENV2008-0386EA	233 W Washington Bl	160 DU 24,250 sf Apartments Retail		1,764	25	56	81	89	71	160
59	2008-CEN-4672 Brooks Building	644 S Broadway	30 DU 2,500 sf Apartments Bar	e	480	3	12	15	31	16	47
60	Metropolis Mixed-Use	851 S Francisco St (8th St / Francisco St) 899 S Francisco St	698 DU 65,000 sf Condominiums Retail		3,270	46	163	210	174	119	293

Table D-1 South Park Towers Project - Related Project List

11/2/2018

Project ID	Project Name	Location/Address	Project Description	Notes	Daily Trips	AM Peak Hour			PM Peak Hour		
61	Mixed-Use Development 2006-CEN-2870	1027 W Wilshire Project (Wilshire St / Paul St)	402 DU 7,428 sf Condominiums Retail		1,498	21	92	113	83	53	136
62	LASED Entertainment District (Excluding Development to date)	Figueroa St / 11th St	1,264 DU 95,706 sf 148,583 sf 60,000 sf 4,062 sf 14,409 sf 183 Rooms Residential Educational Retail Restaurant Health Club Sport Bar/Night Club Hotel	c	22,171	205	278	483	517	408	925
63	Flower (1212) Mixed-Use	1212 W Flower	730 DU 10,500 sf 70,465 sf Apartments Retail/Restaurant Office		3,956	78	233	311	229	121	350
64	Olympic / Hill Project	301 W Olympic Bl 1030 S Hill St	700 DU 7,000 sf 8,000 sf Apartments Retail Restaurant		3,392	49	193	242	181	104	285
65	1700 W Olympic Hotel	1700 W Olympic	160 Rooms Hotel		1,157	44	32	76	45	42	87
66	950 S Broadway	950 S Broadway	30 DU 7,500 sf Apartments Retail	e	299	4	12	16	15	12	27
67	L A Trade Tech College - 5-Year Master Plan	400 Washington Bl (Washington Bl / Flower St)	21,300 Enrollment 5-Year Master Plan Project		8,420	336	127	463	574	268	842
68	Residential	459 S Hartford Ave	101 DU Apartments		658	15	15	30	22	22	44
69	Mixed-Use Project	1150 W Wilshire	140 DU 9,115 sf Condominiums Restaurant & Retail		612	5	24	29	37	21	58
70	Apartments	1218 W Ingraham St	90 DU Apartments		532	8	33	41	33	17	50
71	Apartments	740 S Hartford St	80 DU Apartments		479	7	30	37	30	15	45
72	Charter School (K-5)	1633 W 11th St	460 Students School		970	194	158	352	29	37	66
73	Condominiums	742 S Hartford Ave	58 DU Condominiums		333	5	21	26	20	11	31
74	Restaurant & Bar	1728 W 7th St	9,600 sf Restaurant Bar		362	-30	-40	-70	50	14	64
75	Mixed-Use	1145 W 7th St	240 DU 8,160 sf Condominiums Retail	p	1,128	4	69	73	70	36	106
76	Sapphire Mixed Use	1111 W 6th St	369 DU 18,600 sf Retail Quality Restaurant		587	-71	117	46	104	-51	53
77	Legal Aid Foundation of LA	1550 W 8th St	2,200 sf 1,200 sf Coffee Shop Office		230	29	4	33	6	26	32
78	Pharmacy / Drug Store	1302 W Washington Blvd	16,572 sf Other		414	-33	-18	-51	21	12	33
79	Hotel & Apartments	675 S Bixel St	422 DU 126 Rooms Hotel Retail	q	3,471	74	172	246	184	117	301

Table D-1 South Park Towers Project - Related Project List

Project ID	Project Name	Location/Address	Project Description	Notes	Daily Trips	AM Peak Hour			PM Peak Hour		
80	Mixed-Use	1235 W 7th St	306 DU 5,959 sf Apartments Retail		1,959	30	108	138	114	66	180
81	1322 Linwood Apts	1322 W Linwood Ave.	45 DU Apartments		449	5	30	35	28	14	42
82	Mixed-Use	1334 S Flower St	146 DU Apartments Retail/Restaurant		796	-1	49	48	51	16	67
83	LUXE Hotel	1020 S Figueroa St	650 DU 300 Rooms Hotel Restaurant Retail		6,583	204	274	478	312	227	539
84	Mixed-Use	1400 S Flower St	147 DU 6,921 sf Apartments Retail		801	-1	49	48	51	17	68
85	Fig + Pico Hotel	Northeast corner of Figueroa St. & Pico Blvd	1100 Rooms Hotel		5,720	192	125	317	203	212	415
86	Urban View Lofts Project	495 S Hartford	20,000 sf Retail 220 DU Apartments		1,033	16	63	79	62	34	96
87	1930 Wilshire MU	1930 Wilshire Blvd	478 DU 850 Seats Theater Classroom 50 Students 220 Rooms Hotel		1,355	-44	128	85	103	-41	61
88	Mixed-Use	2528 S Grand Ave	296 DU 5,000 sf Retail Apartments		2,118	36	120	156	123	73	196
89	Medical Office	1122 W Washington Blvd	60,000 sf Office		2,060	107	29	136	57	146	203
90	Mixed-Use	945 W 8th St	781 DU Condominiums Retail		2,869	63	146	209	144	91	235
91	Downtown LA Hotel	926 W James M Wood Blvd	225 Rooms Hotel		1,562	59	42	101	59	56	115
92	Mixed-Use	1045 S Olive	794 DU 12,504 sf Apartments Restaurant		2,227	39	157	196	138	62	200
93	Mixed-Use	1323 Grand Ave	284 DU 6,300 sf Apartments Retail		2,158	33	118	151	125	74	199
94	Olympia Mixed-Use	1001 W Olympic 1015 W Olympic	1,367 DU 20,000 sf Retail Restaurant	r	5,216	86	297	383	283	115	398
95	2250-2270 W Pico Blvd Hotel	2250 W Pico Blvd	125 Rooms Hotel		409	26	19	45	10	9	19
96	2005 James M Wood Hotel	1420 Bonnie Brae St 2005 W James M Wood Blvd	29 DU 100 Rooms Hotel		193	3	12	15	12	6	18
97	1300 Figueroa Hotel	1300 S Figueroa St	1,024 Rooms Hotel		8,366	320	223	543	313	301	614
99	Mixed-Use	656 S Standford Ave 1018 W Ingraham St	82 DU 37 DU 1,890 sf Apartments Apartments Retail	a	1,463	8	34	42	33	18	51
100					327	5	16	21	18	12	30

Table D-1 South Park Towers Project - Related Project List

Project ID	Project Name	Location/Address	Project Description	Notes	Daily Trips	AM Peak Hour			PM Peak Hour		
101	14th St/Hill St (DTLA) MU	1340 S Hill St	235 DU 5,250 sf 4,000 sf Apartments Retail Other		1,755	11	103	114	108	30	138
102	Apartments	1255 E Elden Ave	103 DU Apartments		376	0	32	32	28	10	38
103	Assisted Living	1030 S Lake St	338 Beds 34 DU Assisted Living Senior Housing		939	39	23	62	49	48	97
104	Olympic & Hoover Mixed-Use	2501 W Olympic Bl	173 DU Apartments		1,911	27	72	99	100	73	173
105	Olympic Tower Project MU	815 W Olympic Bl	36,180 sf Retail Hotel 373 Rooms 374 DU Condominiums Retail 65,074 sf 10,801 sf Conference Center 33,498 sf Office		4,423	166	170	336	189	185	374
106	Hotel	361 S Spring	315 Rooms Hotel Meeting Rooms	s	2,273	91	59	150	84	85	169
107	Mixed-Use	1410 S Flower St	2,000 sf 152 DU Apartments Retail 1,184 sf		1,062	17	62	79	63	35	98
108	Mixed-Use	1322 W Maryland St	47 DU Apartments Retail 760 sf		344	6	19	25	20	12	32
109	Apartments	655 San Pedro St	81 DU Apartments		539	8	33	41	33	17	50
110	1600 S Figueroa	1600 S Figueroa St	202 DU 134 DU 250 Rooms Condominium Apartments Hotel		3,492	90	157	247	170	117	287
111	USC Children's Creative Learning Center	2716 S Severance St	9,955 sf Other		737	64	57	121	58	65	123
112	Figueroa Centre	911 S Figueroa St	200 DU 220 Rooms Hotel Retail 29,080 sf Restaurant 20,000 sf Office 15,000 sf Private School 200 Stud Meeting Rooms 48,000 sf Affordable Housing	k	4,457	370	116	486	168	368	536
113	401 E 7th	401 E 7th St	99 DU		126	5	7	12	7	5	12
114	Condominiums	456 S Witter (Witme/5th)	218 DU		1,021	16	62	78	62	33	95
115	Chinatown Condominiums 7	1101 Main St (Main / Rondout)	300 DU		1,102	13	58	71	54	33	87
116	USC All Sports Building	1010 W Jefferson Blvd	91,130 sf Athletic Building		92	4	4	8	6	4	10

Table D-1 South Park Towers Project - Related Project List

Project ID	Project Name	Location/Address	Project Description	Notes	Daily Trips	AM Peak Hour			PM Peak Hour		
117	USC Mastre Plan	W Jefferson Bl/Figueroa St	202,000 sf 45,000 sf 2,000 seats 40,000 sf 20,000 sf 150 Rooms 250 DU 540 Student 142 DU 143 DU 73 DU 275 Rooms 1,178 sf 500 Student 145 DU	Shopping Center High-Turnover Restaurant Movie Theater w/o Mat Supermarket Health/Fitness Club Hotel Apartment High School Condominiums Apartments Student Housing Hotel Bar School Apartments	13,574	469	264	733	490	567	1,057
118	Oak Village Residences	902 W Washington Bl			482	2	25	27	35	16	51
119	Residential Protect	435 20th St			628	8	39	47	37	18	55
120	USC Student Housing	505-511 W 31st Street			380	7	23	30	23	13	36
121	Figueroa Hotel	3101 S Figueroa St			1,167	48	33	81	48	51	99
122	K-8 Charter School	1342 W Adams Blvd			993	239	196	435	30	40	70
123	Figueroa & Adams Student Hsg	2455 S Figueroa St			870	8	51	59	54	28	82
124	Mixed-Use	1148 Broadway			553	8	30	38	32	18	50
125	Mixed-Use	243 W Adams			734	-13	85	72	59	5	64
126	Hotel	124 E Olympic Bl			1,334	53	45	98	58	33	91
127	949 S Hope St MU	949 S Hope St			791	8	45	53	43	7	50
128	Mini-Warehouse	3625 S Grand Ave			201	8	8	16	10	13	23
129	Hotel	1138 S Broadway			644	20	25	45	22	25	47
130	1323 S Flower St MU	1323 S Flower St			1,287	33	40	73	61	39	100
131		1401 S Grand Ave			1,450	78	37	115	43	89	132
132	Morrison Hotel	1220 S Hope St			3,823	119	100	219	165	145	310
133	350 S Fig	350 S Figueroa St			974	4	101	105	72	23	95
134		1115 S Olive St			1,042	14	85	99	65	31	96
135		1120 S Olive St			1,436	19	114	133	90	43	133

Table D-1 South Park Towers Project - Related Project List

11/2/2018

Project ID	Project Name	Location/Address	Project Description	Notes	Daily Trips	AM Peak Hour			PM Peak Hour		
136		1111 S Hill St	528 DU 6,090 sf Condominiums Commercial	I	1,027	13	84	97	64	30	94
137		1155 S Olive St	243 Rooms 1,896 sf Retail Restaurant		2,008	77	56	133	77	72	149
138		806 W Adams Blvd	99 DU Apartments		1,126	4	16	12	41	34	75
139		971 S Hoover St	39 DU Apartments		212	4	10	14	10	7	17
140		1810 W Venice Blvd	145,957 sf Self Storage		220	9	6	15	12	13	25
141		1212 S Westmoreland Ave	34 DU Apartments		185	3	9	12	9	6	15
142		2261 W 14th St	25 DU Apartments		183	3	9	12	9	5	14
143		366 S Loma Dr	39 DU Apartments		212	4	10	14	10	7	17
144		1324 W Wilshire Blvd	50 DU 5,730 sf Apartments Commercial		323	6	12	18	15	13	28
145		2001 W Olympic Blvd	150 Rooms 6,917 sf Hotel Retail/Restaurant		1,343	38	27	65	55	48	103
146		361 S Hill St	120 DU 450 DU 480 Rooms Hotel Charter School Commercial 50,504 sf		5,879	280	309	569	249	223	472
147	Mixed-Use	1030 S Hill	700 DU 7,000 sf Retail Restaurant 8,000 sf		3,392	49	193	242	181	104	285
148	Bunker Hill Tower	333 Figueroa St	224 DU 599 Rooms 242 DU 37,000 sf Condominiums Amenities Commercial 29,000 sf		2,209	48	99	147	110	79	189

Table D-1 South Park Towers Project - Related Project List

11/2/2018

Project ID	Project Name	Location/Address	Project Description	Notes	Daily Trips	AM Peak Hour			PM Peak Hour		
149		1330 W Pico Blvd	696 Rooms 9 DU Hotel Apartments		4,430	146	103	249	163	156	319
150		804 S Garland Ave 806 S Garland Ave	118 DU 69,295 sf 2,439 sf Retail Restaurant 1,132 sf 2,684 sf Gym/Spa Hotel Convention Center Expansion 850 Room 269,918 sf	m	1,281	81	45	126	52	92	144
151	AEG Hotel				?	300	111	411	172	311	483
152	LACC Expansion		310,000 sf Meeting Rooms Spaces		?	216	38	254	38	216	254
153	Fast-Food with Drive-Through	1501 W 6th St	1,665 sf Restaurant		784	17	16	33	14	13	27
Total Trip Generation					333,222	9,141	13,672	22,816	16,225	12,235	28,459

Notes:

- From LADOT list of 7/17/2018 for South Park Towers Project.
- From the approved list for 6AM Traffic Study.
- From Figueroa & 8th Project - LADOT approval letter 10/19/2017.
- From LADOT approval letter 5/3/2018.
- From the approved list for 1045 Olive Project.
- From the approved list for Figueroa & 8th Project.
- From LADOT approval letter 7/12/2018.
- From the approved list for 6AM Traffic Study. TMG calculated the trips based on ITE trip rates.
- From the approved list for Figueroa & 8th Traffic Study. Zero trips in LADOT list. TMG calculated the trips based on ITE trip rates.
- From Apex II Project - Assessment Letter 12/3/2015.
- From Figueroa Centre Project - the approved MOU and approved related projects list.
- Land use info from DCP on 10/31/2018. TMG calculated the trips based on ITE trip rates.
- From LADOT list of 10/25/2018.
- From LADOT Approval letter 8/30/2007.
- From LADOT Approval letter 11/27/2013.
- From LADOT Approval letter 4/22/2015.
- From LADOT Approval letter 3/24/2016.
- From LADOT Approval letter 5/17/2018.
- From LADOT Approval letter 7/19/2017.

Attachment E
Study Intersections

South Park Towers – Study Intersections

After a review of the Project location, surrounding street network and location of signalized intersections, TMG proposes the following study intersections for the impact analysis:

1. LA Live Way & Pico Boulevard
2. LA Live Way & Bond Street
3. Venice Boulevard & Convention Centre Drive
4. Figueroa Street & Pico Boulevard
5. Figueroa Street & Venice Boulevard
6. Figueroa Street & 18th Street
7. Figueroa Street & Washington Boulevard
8. Flower Street & Pico Boulevard
9. Flower Street & Venice Boulevard
10. Flower Street & 18th Street
11. Flower Street & Washington Boulevard
12. Hope Street & Pico Boulevard
13. Hope Street & Venice Boulevard
14. Grand Avenue & Pico Boulevard
15. Grand Avenue & 16th Street
16. Grand Avenue & 17th Street
17. Grand Avenue & 18th Street
18. Grand Avenue & Washington Boulevard
19. Olive Street & Pico Boulevard
20. Olive Street & 16th Street
21. Olive Street & 17th Street
22. Olive Street & 18th Street
23. Olive Street & Washington Boulevard
24. Hill Street & 16th Street
25. Hill Street & 17th Street
26. Hill Street & 18th Street
27. Hill Street & Broadway

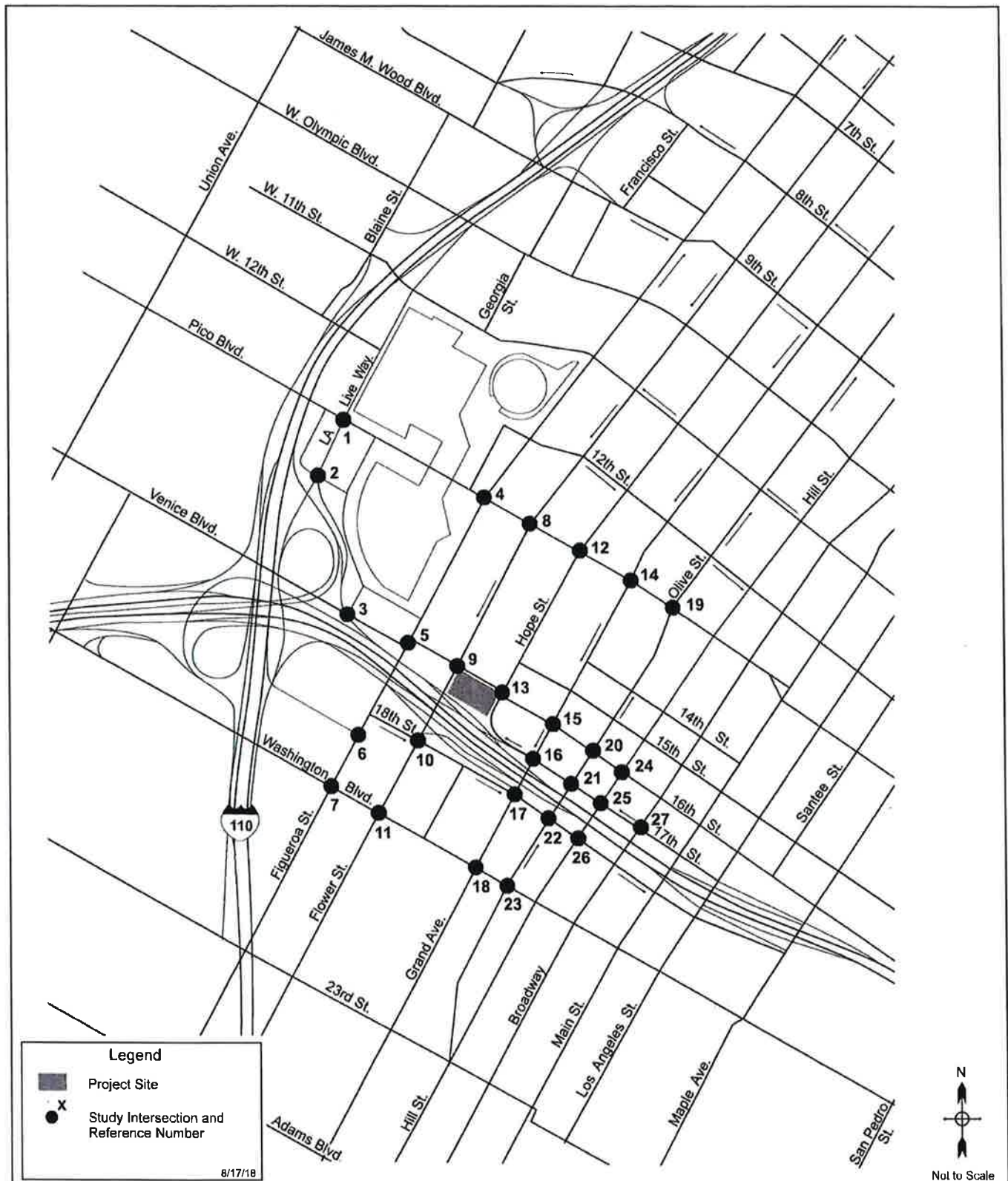


Figure E.1
Proposed Study Intersections

South Park Towers Project

The Mobility Group
Transportation Strategies & Solutions

Attachment F

Freeway Threshold Check

South Park Towers – Freeway Threshold Check

The following freeway mainline and off-ramp locations were evaluated as part of the Freeway Threshold Check required by the December 2015 LADOT/Caltrans MOU.

This MOU between LADOT and Caltrans (Agreement Between the City of Los Angeles and Caltrans District 7 on Freeway Impact Analysis Procedures, December 2015) sets forth criteria for when a freeway impact analysis should be conducted, including that if certain thresholds are exceeded then analysis of the freeway system is required.

The Agreement outlines the specific criteria and thresholds designed to identify if a Project is required to conduct the additional freeway analysis. Per the Agreement executed by LADOT and Caltrans, if a Project exceeds any of the following thresholds then the additional freeway analysis would be required:

Freeway Mainline

- The Project's peak hour trips would result in a 1 percent or more increase to the freeway mainline capacity of a freeway segment operating at LOS E or F (based on an assumed capacity of 2,000 vehicles per hour per lane); or
- The Project's peak hour trips would result in a 2 percent or more increase to the freeway mainline capacity of a freeway segment operating at LOS D (based on an assumed capacity of 2,000 vehicles per hour per lane); or

Freeway Ramps

- The Project's peak hour trips would result in a 1 percent or more increase to the capacity of a freeway off-ramp operating at LOS E or F (based on an assumed ramp capacity of 850 vehicles per hour per lane); or
- The Project's peak hour trips would result in a 2 percent or more increase to the capacity of a freeway off-ramp operating at LOS D (based on an assumed ramp capacity of 850 vehicles per hour per lane).

An evaluation threshold check was conducted for the four freeway mainline locations and four freeway off-ramp locations closest to the Project. The evaluation tables are included in the following pages.

Freeway Mainline Locations:

The freeway mainline check was conducted at the following locations.

- I-110 North of 8th Street
- I-110 North of Exposition Boulevard
- I-10 East of Los Angeles Street
- I-10 West of Vermont Avenue

The number of Project vehicle trips expected to travel along these freeway mainline segments was estimated based on the Project trip generation and Project trip distribution. The freeway mainline volume increase that would be created by Project vehicle trips was compared against the thresholds provided in the LADOT/Caltrans Agreement.

The analysis shown in Table F-1 and Table F-2 for the AM and PM peak hours respectively, shows that the threshold would not be exceeded at any of the freeway segments in either peak hour. It is concluded that no further analysis is necessary.

Freeway Ramp Locations:

The freeway ramp check was conducted for the following off-ramps.

- SR-110 SB off-ramp at James M Wood Boulevard
- SR-110 NB off-ramp at L.A. Live Way
- I-10 EB off-ramp at Grand Avenue
- I-10 WB off-ramp at Los Angeles Street

The number of Project vehicle trips expected to travel on these freeway off-ramps was estimated based on the Project trip generation and Project trip distribution.

An analysis was conducted of these off-ramps using HCM 2010 methodology and the level of service (LOS) results are shown in Table F-3. The analysis shows that none of the off-ramps are operating at LOS D or worse. The thresholds are therefore not applicable. It was therefore concluded that no further analysis is necessary.

Table F-1 South Park Towers Project - Freeway Segment - Threshold Check - AM Peak Hour 11/6/2018

No.	Location	DIR	No of Lanes	Capacity	Project Trips	Project Trip %	Threshold %	Exceed Threshold ?
1	I-110 North of 8th Street	NB	3G + 3C-D	12,000	11	0.1%	1%	No
		SB	6G	12,000	9	0.1%	1%	No
2	I-110 North of Exposition Boulevard	NB	5G	10,000	5	0.1%	1%	No
		SB	5G	10,000	6	0.1%	1%	No
3	I-10 East of Los Angeles Street	EB	4G + 1A	9,000	9	0.1%	1%	No
		WB	4G + 1A	9,000	8	0.1%	1%	No
4	I-10 West of Vermont Avenue	EB	4G+2A	10,000	5	0.1%	1%	No
		WB	4G+2A	10,000	6	0.1%	1%	No

Note: The freeway segment analysis shown in the above table was conducted assuming the subject freeway segments were operating at LOS E or F. This methodology was chosen to represent the most conservative conditions.

Table F-2 South Park Towers Project - Freeway Segment - Threshold Check - PM Peak Hour

11/6/2018

No.	Location	DIR	No of Lanes	Capacity	Project Trips	Project Trip %	Threshold %	Exceed Threshold ?
1	I-110 North of 8th Street	NB	3G + 3C-D	12,000	4	0.0%	1%	No
		SB	6G	12,000	7	0.1%	1%	No
2	I-110 North of Exposition Boulevard	NB	5G	10,000	3	0.0%	1%	No
		SB	5G	10,000	2	0.0%	1%	No
3	I-10 East of Los Angeles Street	EB	4G + 1A	9,000	4	0.0%	1%	No
		WB	4G + 1A	9,000	5	0.1%	1%	No
4	I-10 West of Vermont Avenue	EB	4G+2A	10,000	4	0.0%	1%	No
		WB	4G+2A	10,000	3	0.0%	1%	No

Note: The freeway segment analysis shown in the above table was conducted assuming the subject freeway segments were operating at LOS E or F. This methodology was chosen to represent the most conservative conditions.

Table F-3 South Park Towers Project - Freeway Off Ramp - Threshold Check Analysis - AM & PM

11/6/2018

No.	Location	Time Period	Volume	Off-Ramp Delay	Off-Ramp LOS	Intersection Delay	Intersection LOS	Threshold ¹ Applicable	Project Trips	Exceed Threshold ?
1	SR-110 SB off-ramp at James M Wood Boulevard	AM	1,399	16.7	B	15.8	B	NA	9	N/A
		PM	847	20.9	C	19.7	B	NA	7	N/A
2	SR-110 NB off-ramp at L.A. Live Way	AM	2,027	1.8	A	1.9	A	NA	5	N/A
		PM	1,993	1.8	A	2.0	A	NA	3	N/A
3	I-10 EB off-ramp at Grand Avenue	AM	1,545	26.5	C	25.2	C	NA	5	N/A
		PM	1,401	31.1	C	24.8	C	NA	4	N/A
4	I-10 WB off-ramp at Los Angeles Street	AM	935	25.1	C	19.2	B	NA	8	N/A
		PM	1,045	23.7	C	19.8	B	NA	5	N/A

Note: 1. Thresholds not applicable if level of service is LOS C or better.

Attachment G

CMP Analysis Locations

South Park Towers - CMP Analysis Locations

Based on the monitoring locations in CMP, we anticipate investigation of the following:

Arterial Monitoring Stations:

- Wilshire Boulevard & Alvarado Street
- Wilshire Boulevard & Western Avenue
- Western Avenue & 9th Street
- Alameda Street & Washington Boulevard
- Sunset Boulevard & Alvarado Street

Freeway Monitoring Stations:

- I-10 at Budlong Avenue
- I-10 east of LA City Limit
- SR-60 east of Indiana Street
- SR-110 south of US-101
- SR-110 north of Alpine Street
- SR-110 at Slauson Avenue
- US-101 north of Vignes Street
- US-101 south of Santa Monica Boulevard

Appendix B
Related Projects Map and List

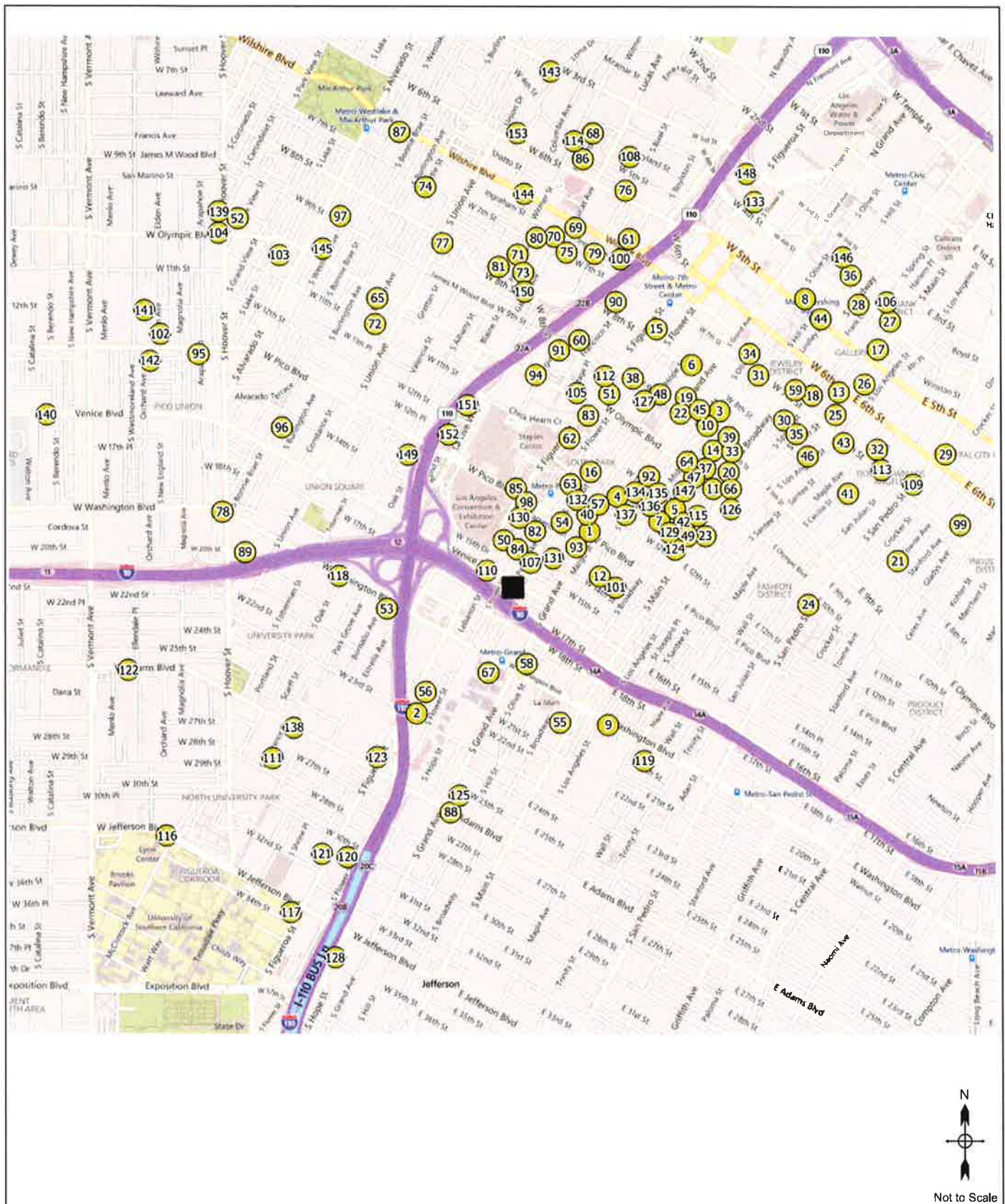


Figure B.1
Location of Related Projects

The Mobility Group
Transportation Strategies & Solutions

South Park Towers Project

Table B-1 South Park Towers Project - Related Project List

11/2/2018

Project ID	Project Name	Location/Address	Project Description	Notes	Daily Trips	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
1	Apartments	1247 S Grand Ave	115 DU 4,610 sf Apartments Commercial		763	10	41	51	42	25	67
2	2222 S Figueroa	2222 S Figueroa St	1,063 DU 18,000 sf Condominium Retail		4,568	60	284	344	273	125	398
3	Mixed-Use	820 S Olive St	589 DU 4,500 sf Apartments Retail		3,309	63	202	265	195	106	301
4	DTLA South Park - Site 1	1120 S Grand Ave	666 DU 20,690 sf High-rise Apt Commercial/Retail		2,730	42	127	169	136	93	229
5	Mixed-Use (Herald Examiner)	146 W 11th St (11th St/Broadway)	391 DU 39,725 sf Office Retail		5,198	144	176	320	258	274	532
6	8th/Grand/Hope Project	754 S Hope St	547 DU 2,884 sf Apartment Retail		1,598	98	168	266	91	55	146
7	11th & Hill Project	1115 S Hill St	500 Student 172 DU School Condominium Retail	n	543	-45	40	-5	50	-7	43
8	Park/Fifth Project	427 W 5th	615 DU 16,309 sf Apartments Restaurant Retail	o	3,134	42	115	158	164	97	261
9	Washington Bl Opportunity MU (Mercy Hsg)	E Washington Bl/Los Angeles St 220 E Washington Blvd 200 E Washington Blvd	111 DU 1 DU Affordable Housing Apartments Retail		370	18	27	45	16	15	31
10	9th / Olive Project	840/888 S. Olive St	303 DU 9,680 sf Apartments Retail	b	3,071	81	166	247	174	96	270
11	Broadway Mixed	955 S Broadway	1,500 sf Restaurant Apartments		1,275	21	72	93	74	43	117
12	14th & Olive Project	1340 S Olive St	163 D U 6,406 sf Retail Condominiums Retail		1,700	51	82	133	89	57	146
13	SB OMEGA	601 S Main St	452 DU 25,000 sf High-rise Condo Retail		2,686	36	144	180	152	87	239
14	Hill Mixed	920 S Hill	239 D U 5,400 sf Apartments Commercial		1,476	23	84	107	87	50	137
15	8th & Figueroa MU	744 S Figueroa St	436 DU 10,043 sf Apartments Commercial/Retail	c	2,644	37	146	183	158	86	244
16	1133 Hope Street Project	1133 Hope Street	208 D U 5,069 sf Condominiums Restaurant		1,543	20	74	94	91	50	141
17	433 S Main St	433 S Main	196 DU 5,300 sf Condominiums Retail Restaurant		1,450	32	72	104	61	37	98

Table B-1 South Park Towers Project - Related Project List

11/2/2018

Project ID	Project Name	Location/Address	Project Description	Notes	Daily Trips	AM Peak Hour			PM Peak Hour		
18	Spring St. Hotel	633 S Spring	176 Room 1,200 sf 8,400 sf 5,290 sf 183 Rooms Hotel 3,084 sf 12,780 sf Theater 4,773 sf Banquet 2,163 sf Lounge 11,840 sf Bar		2,045	83	33	116	97	99	196
19	Embassy Hotel	831 S Grand Ave. 843-851 S Grand Ave	Restaurants Hotel Theater Banquet Lounge Bar		2,493	57	43	100	130	59	189
20	Mixed-Use	928 S Broadway	662 Du 47,000 sf Retail 11,000 sf Live/Work 34,824 sf Office		4,715	21	229	250	272	109	381
21	785 S Town	785 S Town Ave.	60 DU Joint Living and Work Quarters		399	6	25	31	24	13	37
22	Embassy Tower	848 S Grand Ave	420 DU Hi-rise Condominium 38,500 sf Supermarket		3,882	66	144	210	212	165	377
23	Mixed-Use	1100 S Main St	379 DU Apartments 25,810 sf Other		385	9	103	112	78	14	92
24	City Market Project	San Pedro Street b/w 9th St and 12th St. 1057 S San Pedro St.	1,400 Students 176,733 sf Shopping Center 744 Seats Cinema 945 DU Apartments 210 Rooms Hotel 294,641 sf Office		16,433	837	434	1,271	632	957	1,589
25	Cecil Hotel Reno.	640 S Main St.	299 Rooms 301 DU Hotel Apartments	e	4,445	124	188	312	212	154	366
26	Mixed-Use	534 S Main St	160 DU Apartments 18,000 sf Retail 3,500 sf Restaurant Fast-food Restaurant		2,213	52	75	127	87	58	145
27	Hellman / Barco Building	354 S Spring St.	212 D.U. Apartments		1,410	22	86	108	85	46	131
28	400 S Broadway Mixed-Use Project	400-416 Broadway	450 DU 7,500 sf Apartments Retail		2,266	36	147	183	139	73	212
29	Weingard MU Affordable Housing Project	554 S San Pedro St and 600 S San Pedro St	676 DU 9 DU Affordable Housing Apartment 5,450 sf Retail 36,130 sf Office Dining Room/Flex Space 11,463 sf	d	2,038	120	109	229	91	106	197

Table B-1 South Park Towers Project - Related Project List

11/2/2018

Project ID	Project Name	Location/Address	Project Description		Notes	Daily Trips			AM Peak Hour			PM Peak Hour		
30	Mixed Use	737 S Spring	320 DU 25,000 sf	Apartments Pharmacy		3,942	72	141	213	167	116	283		
31	Foreman and Clark Building	400,402 W 7th St., 701, 715 S. Hill St	165 DU 11,902 sf 14,032 sf	Apartments Bar Restaurant	f	2,792	18	57	75	132	127	259		
32	Clinic	649 S Wall St	55 DU 25,000 sf	Apartments Clinic		104	24	5	29	3	24	27		
33	Northeast Tower	215 W 9th St	210 DU 9,000 sf	Condominiums Retail	b	1,140	14	56	70	64	38	102		
34	Hotel + Retail	649 S Olive St	241 Rooms	Hotel		1,674	65	44	109	63	60	123		
35	Mixed Use	732 S Spring St	400 DU 15,000 sf	Apartments Pharmacy/Drug Store		3,409	59	152	211	164	104	268		
36	Mixed Use	340 S Hill	428 DU 2,630 sf 2,980 sf	Apartments Quality Restaurant Office		2,253	36	129	165	133	75	208		
37	Hill Mixed	940 S Hill	232 D U 14,000 sf	Apartments Retail		1,881	20	80	100	115	53	168		
38	Apex Phase II	700 W 9th St	341 DU 11,687 sf	Condominiums Retail	j	1,365	20	77	97	72	48	120		
39	Alexan South Broadway	850 S Hill St	305 DU 3,500 sf 3,499 sf	Apartments Restaurant Retail		1,998	29	108	137	117	67	184		
40	Grand Residence	1229 S Grand Ave	161 Units 3,000 sf	Condominiums Restaurant		1,116	23	62	85	62	33	95		
41	Southern California Flower Market Project	755 S Wall Street	322 DU 53,200 sf 4,400 sf 4,420 sf	Apartment Office Retail High-Turnover Restaurant		2,499	112	79	191	164	141	305		
42	Proper Hotel	1106 S Broadway	125 Persons 148 Rooms 17,452 sf	Event Space Hotel Restaurant		2,622	53	38	91	124	83	207		
43	Fashion District Tower	222 E 7th St 701 Maple St	452 DU 6,801 sf 6,802 sf	Apartments Retail Restaurant		3,199	67	179	246	185	105	290		
44	5th & Hill Center MU	323 W 5th St	31 DU 190 Rooms 29,232 sf 6,119 sf	Apartments Hotel Restaurant Meeting Rooms		2,809	73	49	122	126	100	226		
45	845 S Olive & 842 Grand MU	845 S Olive	208 DU 810 sf 1,620 sf	Apartments Retail Other		1,305	25	76	101	77	42	119		

Table B-1 South Park Towers Project - Related Project List

11/2/2018

Project ID	Project Name	Location/Address	Project Description	Notes	Daily Trips	AM Peak Hour			PM Peak Hour		
46	Mixed-Use	755 S Los Angeles	32,400 sf 65,000 sf 4,000 sf Retail Office Other		2,482	110	57	167	105	100	205
47	Mixed-Use	1000 S Hill St	700 DU 7,000 sf 8,000 sf Apartments Retail Restaurant	g	3,392	49	193	242	181	104	285
48	888 S Hope St	888 S Hope St	526 DU 52,000 sf Apartments		3,498	54	214	268	212	114	326
49	Harris Building Office Conversion	11th St & Main St 110 11th St	Office	h	364	40	1	41	-1	38	37
50	1400 S Figueroa Residential Project	1400 S Figueroa	106 DU 4,834 sf Apartments		647	10	38	48	39	22	61
51	Variety Arts Project	940 S Figueroa St	3,295 sf 10,056 sf 5,119 sf Office Restaurant Bar		2,237	5	4	9	99	37	136
52	Apartments	1011 S Park View St	108 DU Apartments		594	9	38	47	38	19	57
53	Mixed-Use	720 W Washington Blvd.	105 DU 2,650 sf Retail		350	7	12	19	13	12	25
54	Onyx Apartment	Pico Blvd. b/w Flower & Grand 1306 S Hope St 1300 S Hope St	416 DU 42,000 sf Apartments Retail		4,280	88	105	193	136	102	238
55	Mixed-Use	SOLA Village 1900 S Broadway	900 DU 550 DU 210 Rooms 143,100 sf 180,000 sf 17,600 sf 8,000 sf Condominium Apartments (Rental) Hotel Retail/Commercial Office Gallery/Museum Gym		12,737	390	552	942	637	566	1,203
56	Mixed-Use 2010-CEN-5294	2100 S Figueroa	291 DU 7,134 sf Retail		870	-82	66	-16	67	-28	39
57	1201 S Grand	1201 S Grand Ave.	312 DU 7,100 sf Condominium Retail		663	8	51	59	41	21	62
58	Mixed-Use Building ENV2008-0386EA	233 W Washington Bl	160 DU 24,250 sf Apartments Retail		1,764	25	56	81	89	71	160
59	2008-CEN-4672 Brooks Building	644 S Broadway	30 DU 2,500 sf Apartments Bar	e	480	3	12	15	31	16	47
60	Metropolis Mixed-Use	851 S Francisco St (8th St / Francisco St) 899 S Francisco St	698 DU 65,000 sf Condominiums Retail		3,270	46	163	210	174	119	293

Table B-1 South Park Towers Project - Related Project List

11/2/2018

Project ID	Project Name	Location/Address	Project Description	Notes	Daily Trips	AM Peak Hour			PM Peak Hour		
61	Mixed-Use Development 2006-CEN-2870	1027 W Wilshire Project (Wilshire St / Paul St)	402 DU 7,428 sf Condominiums Retail		1,498	21	92	113	83	53	136
62	LASED Entertainment District (Excluding Development to date)	Figueras St / 11th St	1,264 DU 95,706 sf 148,583 sf 60,000 sf 4,062 sf 14,409 sf 183 Rooms Residential Educational Retail Restaurant Health Club Sport Bar/Night Club Hotel	c	22,171	205	278	483	517	408	925
63	Flower (1212) Mixed-Use	1212 W Flower	730 DU 10,500 sf 70,465 sf Apartments Retail/Restaurant Office		3,956	78	233	311	229	121	350
64	Olympic / Hill Project	301 W Olympic Bl 1030 S Hill St	700 DU 7,000 sf 8,000 sf Apartments Retail Restaurant Hotel		3,392	49	193	242	181	104	285
65	1700 W Olympic Hotel	1700 W Olympic	160 Rooms Hotel		1,157	44	32	76	45	42	87
66	950 S Broadway	950 S Broadway	30 DU 7,500 sf Apartments Retail	e	299	4	12	16	15	12	27
67	L.A. Trade Tech College - 5-Year Master Plan	400 Washington Bl (Washington Bl / Flower St)	21,300 Enrollment 5-Year Master Plan Project		8,420	336	127	463	574	268	842
68	Residential	459 S Hartford Ave	101 DU Apartments		658	15	15	30	22	22	44
69	Mixed-Use Project	1150 W Wilshire	140 DU 9,115 sf Condominiums Restaurant & Retail		612	5	24	29	37	21	58
70	Apartments	1218 W Ingraham St	90 DU Apartments		532	8	33	41	33	17	50
71	Apartments	740 S Hartford St	80 DU Apartments		479	7	30	37	30	15	45
72	Charter School (K-5)	1633 W 11th St	460 Students School		970	194	158	352	29	37	66
73	Condominiums	742 S Hartford Ave	58 DU Condominiums		333	5	21	26	20	11	31
74	Restaurant & Bar	1728 W 7th St	9,600 sf 3,500 sf Restaurant Bar		362	-30	-40	-70	50	14	64
75	Mixed-Use	1145 W 7th St	240 DU 8,160 sf Condominiums Retail	p	1,128	4	69	73	70	36	106
76	Sapphire Mixed Use	1111 W 6th St	369 DU 18,600 sf Retail Quality Restaurant Coffee Shop		587	-71	117	46	104	-51	53
77	Legal Aid Foundation of LA	1550 W 8th St	33,957 sf Office		230	29	4	33	6	26	32
78	Pharmacy / Drug Store	1302 W Washington Blvd	16,572 sf Other		414	-33	-18	-51	21	12	33
79	Hotel & Apartments	675 S Bixel St	422 DU 126 Rooms Hotel Retail	q	3,471	74	172	246	184	117	301

Table B-1 South Park Towers Project - Related Project List

11/2/2018

Project ID	Project Name	Location/Address	Project Description	Notes	Daily Trips	AM Peak Hour			PM Peak Hour		
80	Mixed-Use	1235 W 7th St	306 DU 5,959 sf Apartments Retail		1,959	30	108	138	114	66	180
81	1322 Linwood Apts.	1322 W Linwood Ave.	45 DU Apartments		449	5	30	35	28	14	42
82	Mixed-Use	1334 S Flower St	146 DU 6,270 sf Apartments Retail/Restaurant		796	-1	49	48	51	16	67
83	LUXE Hotel	1020 S Figueroa St	650 DU 300 Rooms 40,000 sf 40,000 sf Hotel Restaurant Retail		6,583	204	274	478	312	227	539
84	Mixed-Use	1400 S Flower St	147 DU 6,921 sf Apartments Retail		801	-1	49	48	51	17	68
85	Fig + Pico Hotel	Northeast corner of Figueroa St. & Pico Blvd.	1100 Rooms 20,000 sf Hotel		5,720	192	125	317	203	212	415
86	Urban View Lofts Project	495 S Hartford	220 DU Apartments		1,033	16	63	79	62	34	96
87	1930 Wilshire MU	1930 Wilshire Blvd	478 DU 850 Seats 50 Students 220 Rooms Hotel Apartments Theater Classroom		1,355	-44	128	85	103	-41	61
88	Mixed-Use	2528 S Grand Ave	296 DU 5,000 sf Apartments Retail		2,118	36	120	156	123	73	196
89	Medical Office	1122 W Washington Blvd	60,000 sf Office		2,060	107	29	136	57	146	203
90	Mixed-Use	945 W 8th St	781 DU 6,700 sf Condominiums Retail		2,869	63	146	209	144	91	235
91	Downtown LA Hotel	926 W James M Wood Blvd	225 Rooms Hotel		1,562	59	42	101	59	56	115
92	Mixed-Use	1045 S Olive	794 DU 12,504 sf Apartments Restaurant		2,227	39	157	196	138	62	200
93	Mixed-Use	1323 Grand Ave	284 DU 6,300 sf Apartments Retail		2,158	33	118	151	125	74	199
94	Olympia Mixed-Use	1001 W Olympic 1015 W Olympic	1,367 DU 20,000 sf 20,000 sf Apartments Retail Restaurant	r	5,216	86	297	383	283	115	398
95	2250-2270 W Pico Blvd Hotel	2250 W Pico Blvd	125 Rooms Hotel		409	26	19	45	10	9	19
96	2005 James M Wood Hotel	1420 Bonnie Brae St 2005 W James M Wood Blvd	29 DU 100 Rooms Apartments Hotel		193	3	12	15	12	6	18
97	1300 Figueroa Hotel	1300 S Figueroa St	1,024 Rooms Hotel		8,366	320	223	543	313	301	614
99	Mixed-Use	656 S Standford Ave	82 DU Apartments	a	1,463	8	34	42	33	18	51
100	Mixed-Use	1018 W Inghram St	37 DU 1,890 sf Apartments Retail		327	5	16	21	18	12	30

Table B-1 South Park Towers Project - Related Project List

11/2/2018

Project ID	Project Name	Location/Address	Project Description	Notes	Daily Trips	AM Peak Hour			PM Peak Hour		
101	14th SW/Hill St (DTLA) MU	1340 S Hill St	235 DU 5,250 sf 4,000 sf Apartments Retail Other		1,755	11	103	114	108	30	138
102	Apartments	1255 E Elden Ave	103 DU		376	0	32	32	28	10	38
103	Assisted Living	1030 S Lake St	338 Beds 34 DU		939	39	23	62	49	48	97
104	Olympic & Hoover Mixed-Use MU	2501 W Olympic Bl	173 DU 36,180 sf Apartments Retail		1,911	27	72	99	100	73	173
105	Olympic Tower Project MU	815 W Olympic Bl	373 Rooms 374 DU Condominiums Retail 65,074 sf 10,801 sf Conference Center 33,498 sf		4,423	166	170	336	189	185	374
106	Hotel	361 S Spring	315 Rooms 2,000 sf Hotel Meeting Rooms	s	2,273	91	59	150	84	85	169
107	Mixed-Use	1410 S Flower St.	152 DU 1,184 sf Apartments Retail		1,062	17	62	79	63	35	98
108	Mixed-Use	1322 W Maryland St	47 DU 760 sf Apartments Retail		344	6	19	25	20	12	32
109	Apartments	655 San Pedro St.	81 DU Apartments		539	8	33	41	33	17	50
110	1600 S Figueroa	1600 S Figueroa St	202 DU 134 DU 250 Rooms Condominium Apartments Hotel		3,492	90	157	247	170	117	287
111	USC Children's Creative Learning Center	2716 S Severance St	9,955 sf Other		737	64	57	121	58	65	123
112	Figueroa Centre	911 S Figueroa St	200 DU 220 Rooms Hotel Retail 29,080 sf Restaurant 20,000 sf Office 15,000 sf Private School 200 Stud Meeting Rooms 48,000 sf	k	4,457	370	116	486	168	368	536
113	401 E 7th	401 E 7th St.	99 DU Affordable Housing		126	5	7	12	7	5	12
114	Condominiums	456 S Wilmer (Wilmette/5th)	218 DU Apartments		1,021	16	62	78	62	33	95
115	Chinatown Condominiums 7	1101 Main St (Main / Rondout)	300 DU Condominiums		1,102	13	58	71	54	33	87
116	USC All Sports Building	1010 W Jefferson Blvd	91,130 sf Athletic Building		92	4	4	8	6	4	10

Table B-1 South Park Towers Project - Related Project List

11/2/2018

Project ID	Project Name	Location/Address	Project Description	Notes	Daily Trips	AM Peak Hour			PM Peak Hour		
117	USC Mastre Plan	W Jefferson Bl/Figueroa St	202,000 sf 45,000 sf 2,000 seats 40,000 sf 20,000 sf 150 Rooms 250 DU 540 Student Shopping Center High-Turnover Restaurant Movie Theater/w/o Mat Supermarket Health/Fitness Club Hotel Apartment High School Condominiums Apartments Student Housing Hotel Bar 1,178 sf 500 Student 145 DU		13,574	469	264	733	490	567	1,057
118	Oak Village Residences	902 W Washington Bl	142 DU		482	2	25	27	35	16	51
119	Residential Project	435 20th St	143 DU		628	8	39	47	37	18	55
120	USC Student Housing	505-511 W 31st Street	73 DU		380	7	23	30	23	13	36
121	Figueroa Hotel	3101 S Figueroa St	275 Rooms 1,178 sf		1,167	48	33	81	48	51	99
122	K-8 Charter School	1342 W Adams Blvd	500 Student		993	239	196	435	30	40	70
123	Figueroa & Adams Student Hsg	2455 S Figueroa St	145 DU		870	8	51	59	54	28	82
124	Mixed-Use	1148 Broadway	94 DU 2,500 sf		553	8	30	38	32	18	50
125	Mixed-Use	243 W Adams	300 DU 2,500 sf 2,500 sf 2,500 sf		734	-13	85	72	59	5	64
126	Hotel	124 E Olympic Bl	149 Rooms 6,716 sf		1,334	53	45	98	58	33	91
127	949 S Hope St MU	949 S Hope St	236 DU 5,060 sf 894 sf		791	8	45	53	43	7	50
128	Mini-Warehouse	3625 S Grand Ave	229,741 sf		201	8	8	16	10	13	23
129	Hotel	1138 S Broadway	138 Rooms		644	20	25	45	22	25	47
130	1323 S Flower St MU	1323 S Flower St	132 Rooms 48 DU 3,685 sf		1,287	33	40	73	61	39	100
131		1401 S Grand Ave	148,465 sf 6,000 sf	I	1,450	78	37	115	43	89	132
132	Morrison Hotel	1220 S Hope St	100 DU 473 Rooms		3,823	119	100	219	165	145	310
133	350 S Fig	350 S Figueroa St	572 DU		974	4	101	105	72	23	95
134		1115 S Olive St	536 DU 6,153 sf		1,042	14	85	99	65	31	96
135		1120 S Olive St	713 DU 11,277 sf		1,436	19	114	133	90	43	133

Table B-1 South Park Towers Project - Related Project List

11/2/2018

Project ID	Project Name	Location/Address	Project Description	Notes	Daily Trips	AM Peak Hour			PM Peak Hour		
136		1111 S Hill St	528 DU 6,090 sf Condominiums Commercial	I	1,027	13	84	97	64	30	94
137		1155 S Olive St	243 Rooms 1,896 sf 2,722 sf Hotel Retail Restaurant		2,008	77	56	133	77	72	149
138		806 W Adams Blvd	99 DU Apartments	.	1,126	4	16	12	41	34	75
139		971 S Hoover St	39 DU Apartments		212	4	10	14	10	7	17
140		1810 W Venice Blvd	145,957 sf Self-Storage		220	9	6	15	12	13	25
141		1212 S Westmoreland Ave	34 DU Apartments		185	3	9	12	9	6	15
142		2261 W 14th St	25 DU Apartments		183	3	9	12	9	5	14
143		366 S Loma Dr	39 DU Apartments		212	4	10	14	10	7	17
144		1324 W Wilshire Blvd	50 DU 5,730 sf Apartments Commercial		323	6	12	18	15	13	28
145		2001 W Olympic Blvd	150 Rooms 6,917 sf Hotel Retail/Restaurant		1,343	38	27	65	55	48	103
146		361 S Hill St	120 DU 450 DU 480 Rooms 45,381 sf 50,504 sf Condominiums Apartments Hotel Charter School Commercial		5,879	280	309	589	249	223	472
147	Mixed-Use	1030 S Hill	700 DU 7,000 sf 8,000 sf High-Rise Residential Retail Restaurant		3,392	49	193	242	181	104	285
148	Bunker Hill Tower	333 Figueroa St	224 DU 599 Rooms 242 DU 37,000 sf 29,000 sf Apartments Hotel (Net change of 130 Rooms) Condominiums Amenities Commercial		2,209	48	99	147	110	79	189

Table B-1 South Park Towers Project - Related Project List

11/2/2018

Project ID	Project Name	Location/Address	Project Description	Notes	Daily Trips	AM Peak Hour			PM Peak Hour		
149		1330 W Pico Blvd	696 Rooms 9 DU Hotel Apartments		4,430	146	103	249	163	156	319
150		804 S Garland Ave 806 S Garland Ave	118 DU 69,295 sf Office 2,439 sf Retail 1,132 sf Restaurant 2,684 sf Gym/Spa	m	1,281	81	45	126	52	92	144
151	AEG Hotel		850 Room 269,918 sf Hotel Convention Center Expansion		?	300	111	411	172	311	483
152	LACC Expansion		310,000 sf Meeting Rooms Spaces		?	216	38	254	38	216	254
153	Fast-Food with Drive-Through	1501 W 6th St	1,665 sf Restaurant		784	17	16	33	14	13	27
Total Trip Generation					333,222	9,141	13,672	22,816	16,225	12,235	28,459

Notes:

- From LADOT list of 7/17/2018 for South Park Towers Project.
- From the approved list for 6AM Traffic Study.
- From Figueroa & 8th Project - LADOT approval letter 10/19/2017.
- From LADOT approval letter 5/3/2018.
- From the approved list for 1045 Olive Project.
- From the approved list for Figueroa & 8th Project.
- From LADOT approval letter 7/12/2018.
- From the approved list for 6AM Traffic Study. TMG calculated the trips based on ITE trip rates.
- From the approved list for Figueroa & 8th Traffic Study. Zero trips in LADOT list, TMG calculated the trips based on ITE trip rates.
- From Apex II Project - Assessment Letter 12/3/2015.
- From Figueroa Centre Project - the approved MOU and approved related projects list.
- Land use info from DCP on 10/31/2018, TMG calculated the trips based on ITE trip rates.
- From LADOT list of 10/25/2018.
- From LADOT Approval letter 8/30/2007.
- From LADOT Approval letter 11/27/2013.
- From LADOT Approval letter 4/22/2015.
- From LADOT Approval letter 3/24/2016.
- From LADOT Approval letter 5/17/2018.
- From LADOT Approval letter 7/19/2017.

Appendix C
Intersection Lane Configurations
Changes from Existing and Future Conditions

Intersection Name	Existing	Future
5 Figueroa Street & Venice Boulevard		
6 Figueroa Street & 18th St.		
7 Figueroa Street & Washington Blvd.		

Legend

Buses and Right-Turns only
7-9 AM Mon-Fri

B

4-6 PM Mon- Fri

9/17/18

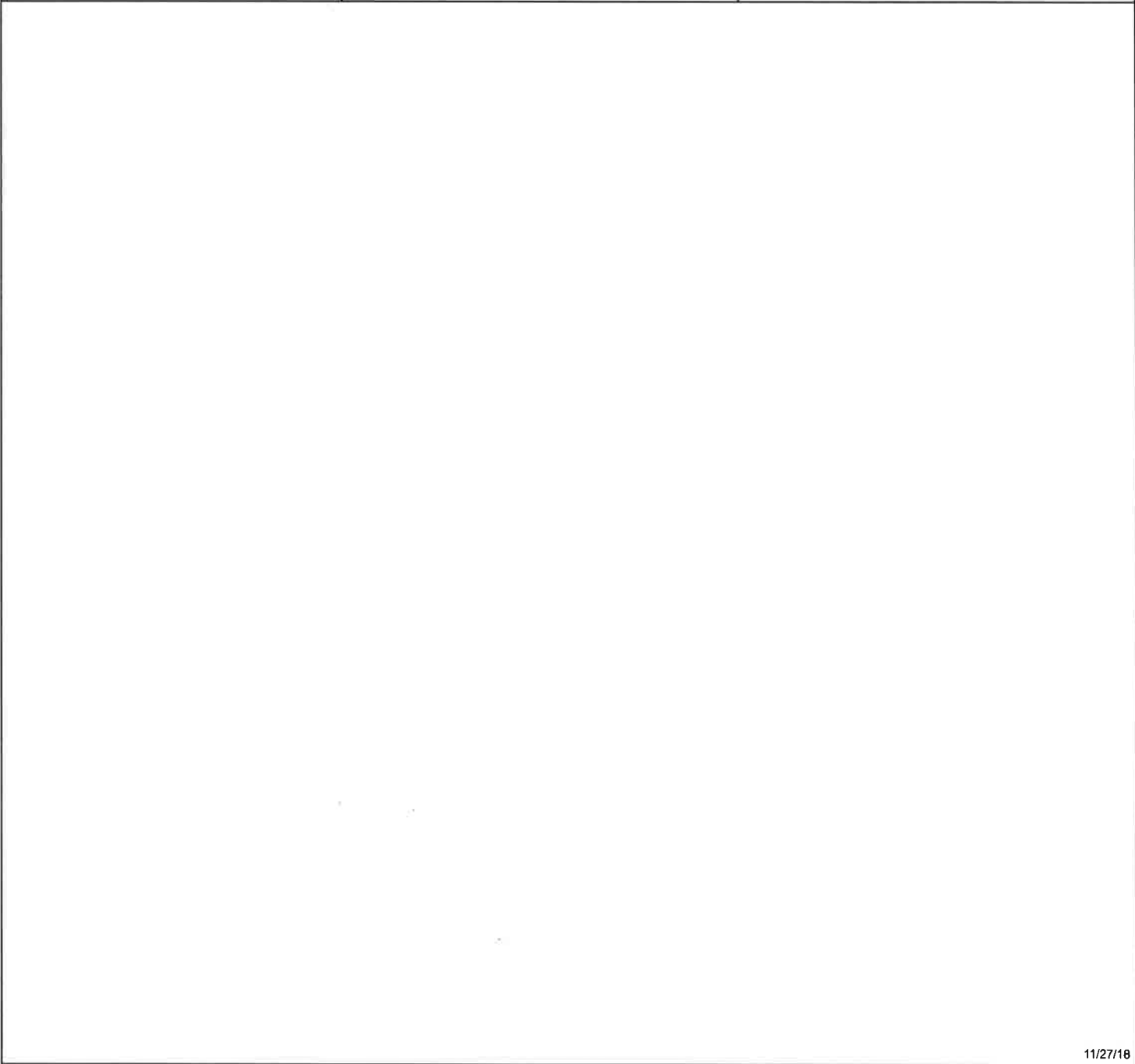
11/27/18

Figure C.1
Existing and Future Lane Configuration

South Park Towers Project

Appendix D
Mitigation Measures Concept Plan

Intersection Name	Existing	Mitigation
16 GrandAve & 17th St.		



11/27/18