

APPENDIX I:

Gibson Transportation Consulting, Inc.,
Transportation Assessment for Beverly Plaza,
Los Angeles, CA
May 2023

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TRANSPORTATION ASSESSMENT FOR BEVERLY PLAZA LOS ANGELES, CALIFORNIA

MAY 2023

PREPARED FOR
400 S SAN VICENTE, LLC

PREPARED BY



**TRANSPORTATION ASSESSMENT
FOR
BEVERLY PLAZA
LOS ANGELES, CALIFORNIA**

May 2023

Prepared for:

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Chapter 1

Introduction

This study presents the transportation assessment for the proposed Beverly Plaza (Project) located at 400-432 S. San Vicente Boulevard (Project Site) in the *Wilshire Community Plan* (Los Angeles Department of City Planning [LADCP], 2001) area of the City of Los Angeles, California (City). The methodology and base assumptions used in the analysis were established in conjunction with the Los Angeles Department of Transportation (LADOT).

PROJECT DESCRIPTION

The Project is proposing the construction of a mixed-use residential and commercial development, including 127 multi-family residential units, of which 14 are affordable housing units, and 12,900 square feet (sf) of ground floor restaurant uses. The Project would provide a total of 168 vehicle parking spaces within three subterranean levels, with primary vehicular access to the porte-cochere and parking garage via separated ingress and egress driveways along San Vicente Boulevard that are approximately in the same locations as two existing driveways. A secondary vehicular outlet is also available along the adjacent alley. Vehicular access to an internal loading area is also provided along the alley. Pedestrian access to the Project would be provided via entrances along the Project's San Vicente Boulevard frontage. Bicycle access to the valet-operated bicycle parking would be provided at the porte-cochere. A total of 109 bicycle parking spaces, including 15 short-term and 94 long-term bicycle parking spaces, as well as a repair area, would be located within subterranean parking levels B1 and B2. A total of 22,494 sf of existing commercial uses would be demolished as part of the Project. Of these uses, only 18,862 sf are currently occupied.

The Project is anticipated to be completed in Year 2027. The conceptual Project Site plan is illustrated in Figure 1.

PROJECT LOCATION

The Project Site, located within City Council District 5, is approximately 0.77-acres and consists of Assessor Parcel Numbers 5511-044-038 and -013 in the Los Angeles County Assessor's records. As shown in Figure 2, the Project Site is bounded by 4th Street to the north, a public alleyway separating residential uses to the east, a commercial building to the south, and San Vicente Boulevard and La Cienega Boulevard to the west. The Project Site is also located over 2.0 miles north of the Santa Monica Freeway (I-10).

The Project is located within a Transit Priority Area (TPA), which is defined per Public Resources Code Section 21099 (a) as an area within 0.50 miles of an existing or planned major transit stop. A major transit stop, as defined per Public Resources Code Section 21064.3, is a fixed-rail station or an intersection of two or more bus routes with service intervals of 15 minutes or less during the morning and afternoon commuter peak periods. The Project would be located approximately 0.40 miles north of the future Los Angeles County Metropolitan Transportation Authority (Metro) D Line (formerly Purple Line) Wilshire/La Cienega Station, which meets the criteria for a major transit stop. The Metro D Line subway currently travels between Union Station in downtown Los Angeles and Wilshire/Western Station in the Wilshire/Koreatown area of the City, with 15-minute intervals throughout the day. Additionally, transit bus service is provided throughout the Project area by Metro and LADOT Downtown Area Short Hop (DASH) service bus lines.

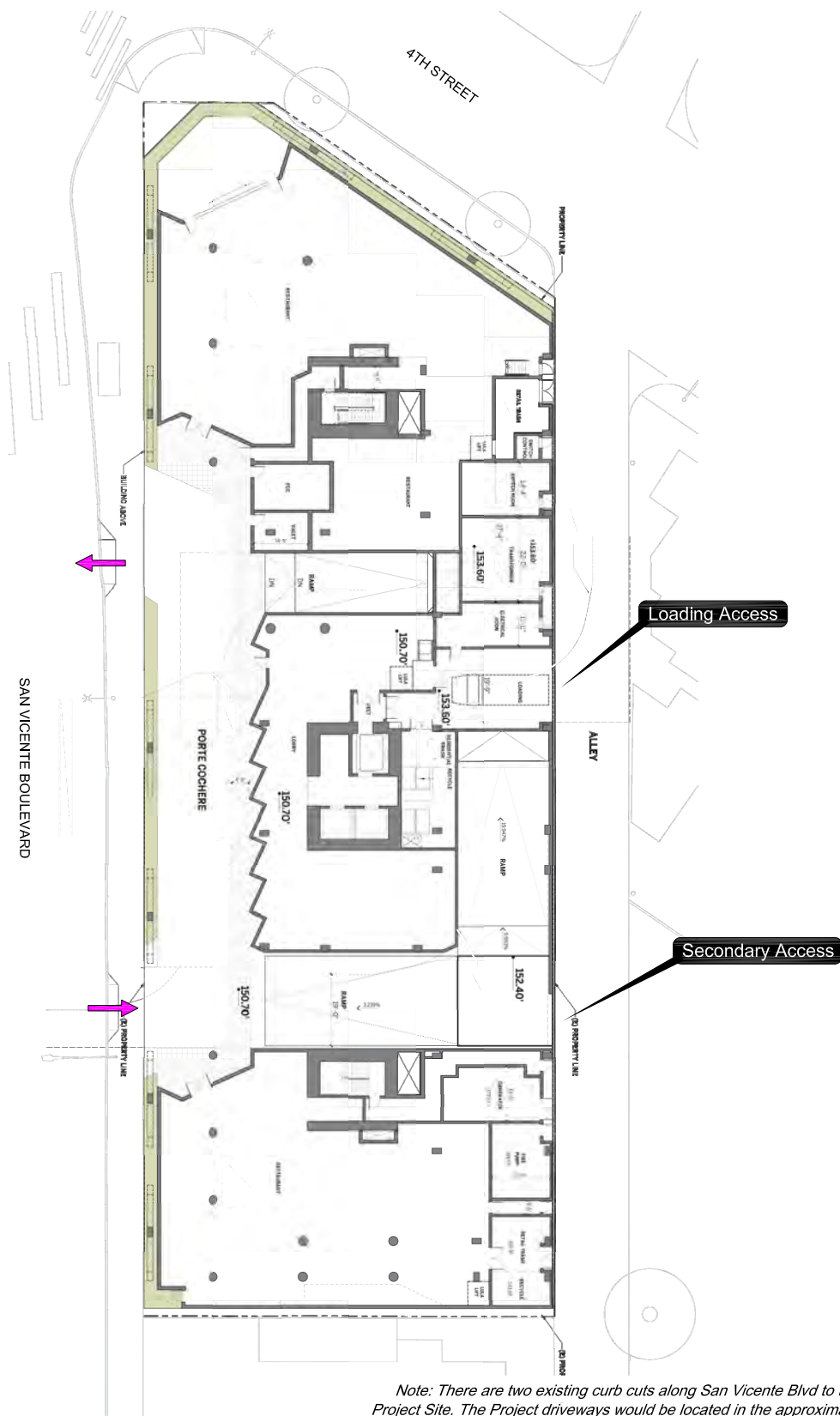
STUDY SCOPE

The scope of analysis for this study was developed in consultation with LADOT and is consistent with *Transportation Assessment Guidelines* (LADOT, Updated August 2022) (TAG) and in compliance with the California Environmental Quality Act (CEQA) Guidelines (California Code of Regulations, Title 14, Section 15000 and following). The base assumptions and technical methodologies (i.e., trip generation, study locations, analysis methodology, etc.) were identified as part of the study approach and were outlined in a Memorandum of Understanding (MOU) that was reviewed and approved by LADOT in December 2022 and is provided in Appendix A.



ORGANIZATION OF REPORT

This report is divided into six chapters, including this introduction. Chapter 2 describes the Project context including the existing and future circulation system, traffic volumes, and traffic conditions in the Project area. Chapter 3 describes the procedure used to forecast Project traffic volumes and distribution. Chapter 4 presents the CEQA analysis of transportation impacts. Chapter 5 details the non-CEQA transportation analyses. Chapter 6 summarizes the analyses and study conclusions. The appendices contain supporting documentation, including the MOU that outlines the study scope and assumptions, and additional details supporting the technical analyses.

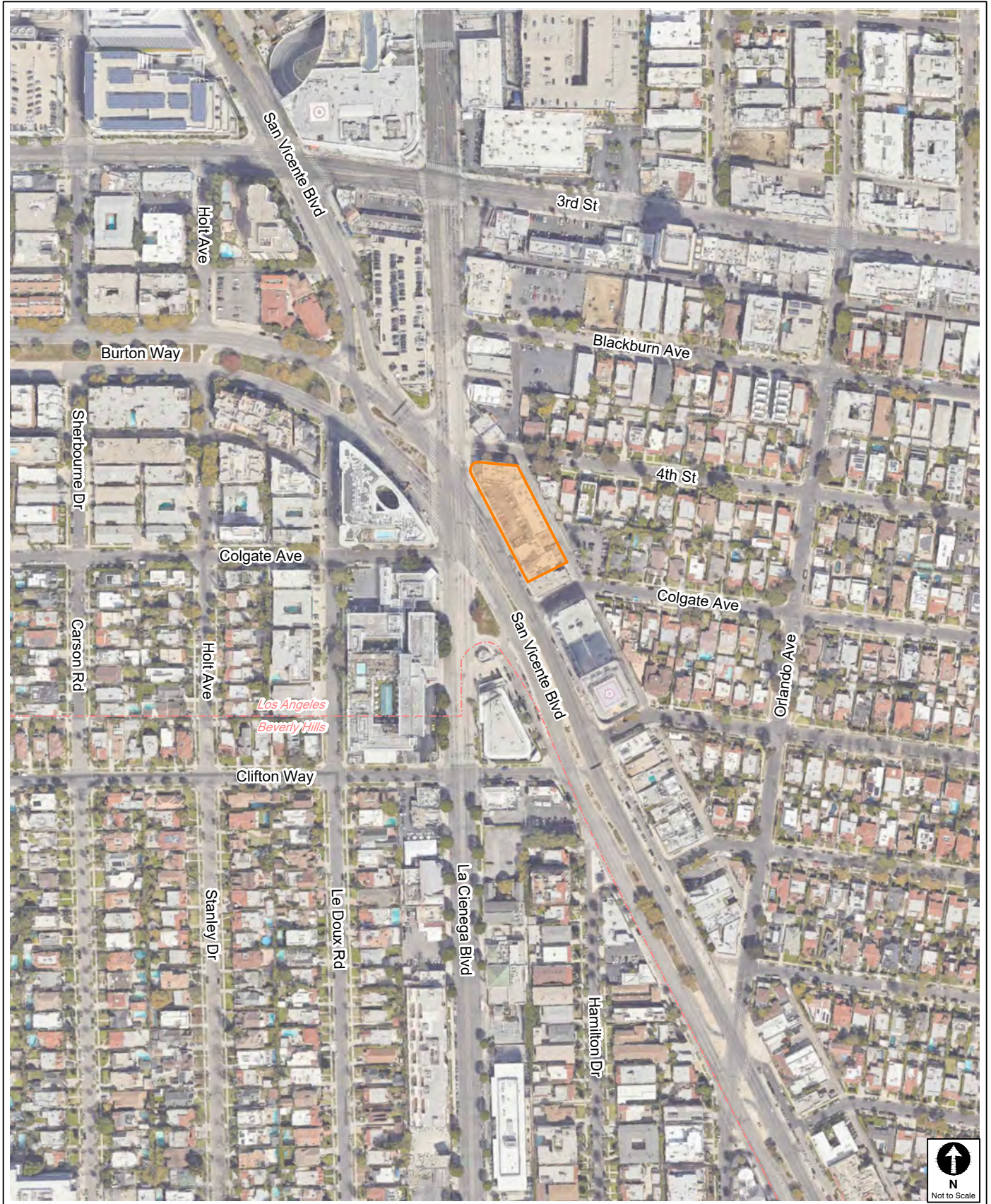


Note: There are two existing curb cuts along San Vicente Blvd to the Project Site. The Project driveways would be located in the approximate locations of the existing curb cuts; no additional curb cuts are proposed

Source: Steinberg Hart. March, 2023.

PROJECT SITE PLAN

FIGURE
1



PROJECT SITE LOCATION

FIGURE
2



Chapter 2

Project Context

A comprehensive data collection effort was undertaken to develop a detailed description of existing and future conditions in the Project area. The Existing Conditions scenario includes an assessment of the existing transportation infrastructure and conditions within the Project area including freeway and street systems, intersection operations, transit service, and pedestrian and bicycle circulation. An inventory of lane configurations, signal phasing, parking restrictions, etc. for the analyzed intersections was also collected.

In addition, this Chapter contains a discussion of the future conditions, detailing the assumptions used to develop the Future without Project Conditions in Year 2027, which corresponds to the estimated occupancy year of the Project.

STUDY AREA

The Study Area includes key intersections primarily along La Cienega Boulevard and San Vicente Boulevard, as well as the transportation infrastructure described below. This Study Area was established in consultation with LADOT based on the following factors identified in the TAG:

1. Primary driveway(s)
2. Intersections at either end of the block on which the Project is located or up to 600 feet from the primary Project driveway(s)
3. Unsignalized intersections adjacent to the Project Site that are integral to the Project's site access and circulation plan
4. Signalized intersections in proximity to the Project Site where 100 or more Project trips would be added

The following five study intersections, four signalized and one unsignalized, were identified during the MOU process for detailed analysis of the above conditions:

- Intersection #1. La Cienega Boulevard & 3rd Street
- Intersection #2. La Cienega Boulevard & Blackburn Avenue
- Intersection #3. Le Doux Road & Burton Way/San Vicente Boulevard
- Intersection #4. Orlando Avenue & 4th Street (unsignalized)
- Intersection #5. La Cienega Boulevard & San Vicente Boulevard

Several other intersections were considered but were not selected for further evaluation as they did not meet the criteria outlined above and have relatively lower traffic volumes on the minor street approach. Figure 3 illustrates the location of the Project Site in relation to the surrounding street system and the five study intersections. The existing lane configurations and mobility facilities at the analyzed intersections are illustrated in Figures 4 and 5, respectively.

EXISTING TRANSPORTATION CONDITIONS

Existing Street System

The existing regional roadway system in the Study Area includes Arterial Streets and Local Streets that provide regional, sub-regional, or local access and circulation to the Project Site. These transportation facilities generally provide two to four travel lanes and usually allow parking on either side of the street. Typically, the speed limits range between 25 and 35 miles per hour (mph) on the streets and between 55 mph on freeways.

Street classifications are designated in *Mobility Plan 2035, An Element of the General Plan* (LADCP, September 2016) (Mobility Plan). The Mobility Plan defines specific street standards in an effort to provide an 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 Mobility Plan, street classifications are defined as follows:

- Freeways are high-volume, high-speed roadways with limited access provided by interchanges that carry regional traffic through and do not provide local access to adjacent land uses.
- Arterial Streets are major streets that serve through traffic, as well as provide access to major commercial activity centers. Arterials are divided into two categories:

- o Boulevards represent the widest Arterial Streets that typically provide regional access to major destinations and include two categories:
 - Boulevard I provides up to four travel lanes in each direction with a target operating speed of 40 mph, and generally includes a right-of-way (ROW) width of 136 feet and pavement width of 100 feet.
 - Boulevard II provides up to three travel lanes in each direction with a target operating speed of 35 mph, and generally includes a ROW width of 110 feet, and pavement width of 80 feet.
- o Avenues are typically narrower Arterial Streets that pass through both residential and commercial areas and include three categories:
 - Avenue I provides up to two travel lanes in each direction with a target operating speed of 35 mph, with a ROW width of 100 feet and pavement width of 70 feet.
 - Avenue II provides up to two travel lanes in each direction with a target operating speed of 30 mph, with a ROW width of 86 feet and pavement width of 56 feet.
 - Avenue III provides up to two travel lanes in each direction with a target operating speed of 25 mph, with a ROW width of 72 feet and pavement width of 46 feet.
- Collector Streets are generally located in residential neighborhoods and provide access to and from Arterial Streets for local traffic and are not intended for cut-through traffic. They provide one travel lane in each direction with an operating speed of 25 mph, with a ROW width of generally 66 feet and pavement width of 40 feet.
- Local Streets are intended to accommodate lower volumes of vehicle traffic and provide parking on both sides of the street. They provide one travel lane in each direction with a target operating speed of 15 to 20 mph. Pavement widths may vary between 30-36 feet within a ROW width of 50-60 feet. Local Streets include two categories:
 - o Continuous Local Streets connect to other streets at both ends.
 - o Non-continuous Local Streets lead to a dead-end.

Primary regional access to the Project Site is provided by I-10, which generally runs in the east-west direction and is located over 2.0 miles south of the Project Site. Access to I-10 is provided via interchanges along La Cienega Boulevard. The arterial providing direct access to the Project Site is San Vicente Boulevard. The following is a brief description of the roadways in the Study Area, including their classifications under the Mobility Plan, as shown in Figure 6:

Roadways

- **San Vicente Boulevard** – San Vicente Boulevard is a designated Boulevard II that runs in the northwest-southeast direction and is located along the western boundary of the Project Site. It provides six travel lanes, three lanes in each direction, and left-turn lanes at most intersections. On-street metered parking is generally available adjacent to the Project Site. Travel lanes are typically 10 to 11 feet wide, and the paved roadway width varies throughout the Study Area. Primary vehicular access to the Project Site would be provided along San Vicente Boulevard.
- **La Cienega Boulevard** – La Cienega Boulevard is a designated Avenue I that travels in a north-south direction and is located along the western boundary of the Project Site. It generally provides six travel lanes, three lanes in each direction, with left-turn lanes at most intersections. On-street parking is not available within the Study Area. Travel Lanes are typically 10 feet wide, and the approximate total paved roadway width is 70 to 75 feet.
- **Le Doux Road** – Le Doux Road is a designated Local Street that runs in the north-south direction and is located approximately 400 feet west of the Project Site. It provides two travel lanes, one lane in each direction. On-street unmetered parking and permit-exempt parking are generally available on both the sides of the street. The approximate total paved roadway width is 38 feet.
- **Orlando Avenue** – Orlando Avenue is a designated Local Street that runs in the north-south direction and is located approximately 650 feet east of the Project Site. It provides two travel lanes, one lane in each direction. On-street unmetered parking and permit-exempt parking are generally available on both sides of the street. The approximate total paved width is 38 feet.
- **3rd Street** – 3rd Street is a designated Avenue II that travels in the east-west direction and is located 650 feet north of the Project Site. It generally provides four travel lanes, two lanes in each direction, with left-turn lanes at most intersections. On-street metered parking is generally available on both sides of the street within the Study Area. Travel lanes are typically 10 feet wide, and the approximate total paved roadway width is 68 feet west of La Cienega Boulevard and 56 feet east of La Cienega Boulevard.
- **Blackburn Avenue** – Blackburn Avenue is a designated Local Street that travels in the east-west direction and is located 315 feet north of the Project Site. It terminates at La Cienega Boulevard and generally provides two travel lanes, one lane in each direction. On-street metered and unmetered parking are generally available on both the sides of the street. The approximate total paved width is 35 feet.
- **Burton Way** – Burton Way is a designated Avenue II that travels in the east-west direction and merges with San Vicente Boulevard at La Cienega Boulevard. It is located approximately 400 feet west of the Project Site and generally provides six travel lanes, three lanes in each direction separated by a landscaped median. On-street unmetered parking is available along both sides of the street west of San Vicente Boulevard/Le Doux Road. Travel lanes are typically 10 to 11 feet wide, and the approximate total curb-to-curb width is 140 feet.

-
- 4th Street – 4th Street is a designated Local Street that travels in the east-west direction and is located along the northern boundary of the Project Site. It provides two travel lanes, one lane in each direction, with vehicular access restrictions in the eastbound direction at its terminus at La Cienega Boulevard. On-street permit-exempt parking is available along both sides of the street. The approximate total paved roadway width is 35 feet.
 - Colgate Avenue – Colgate Avenue is a designated Local Street that travels in the east-west direction and is located 75 feet south of the Project Site. It provides two travel lanes, one lane in each direction. On-street metered parking and permit-exempt parking are available along both sides of the street. The approximate total paved roadway width is 35 feet.

Existing Pedestrian Facilities

Figure 7 identifies the local-serving commercial uses and institutional facilities within 0.25 miles of the Project Site that are considered pedestrian destinations and Figure 8 illustrates the existing transportation facilities serving pedestrians, bicyclists, and transit riders to and from those pedestrian destinations. Such destinations include medical centers and the Beverly Center located northwest of the Project Site and local retail and restaurant uses located south and northeast of the Project Site along La Cienega Boulevard, 3rd Street, and Burton Way.

The walkability of existing facilities is based on the availability of pedestrian routes necessary to accomplish daily tasks without the use of an automobile; these attributes are quantified by WalkScore.com and assigned a score out of 100 points. With the various commercial businesses and cultural facilities adjacent to residential neighborhoods, the walkability of the Project Site is approximately 89 points¹.

Adjacent to the Project Site, 10- to 19-foot-wide sidewalks are provided along San Vicente Boulevard and 12.5-foot-wide sidewalks are provided along 4th Street. The adjacent signalized study intersection provides pedestrian facilities, including curb ramps on all approaches, pedestrian phasing, high-visibility crosswalk striping, and Americans with Disabilities Act (ADA) accessible curb ramps, as shown in Figure 5.

¹ WalkScore.com rates the Project Site with a score of 89 of 100 possible points (scores accessed on March 1, 2023 for 400 S. San Vicente Boulevard). Walk Score calculates the walkability of specific addresses by taking into account the ease of living in the neighborhood with a reduced reliance on automobile travel.

Vision Zero. As described in *Vision Zero: Eliminating Traffic Deaths in Los Angeles by 2025* (City, August 2015), Vision Zero is a traffic safety policy that promotes strategies to eliminate collisions that result in severe injury or death. Vision Zero has identified the High Injury Network (HIN), a network of streets based on the collision data from the last five years, where strategic investments will have the biggest impact in reducing death and severe injury. The Project Site is not located adjacent to any streets identified in the HIN. Within 0.25 miles of the Project Site, 3rd Street and Beverly Boulevard east of La Cienega Boulevard are identified in the HIN, as shown in Figure 8.

Existing Bicycle System

Based on *2010 Bicycle Plan, A Component of the City of Los Angeles Transportation Element* (Los Angeles Department of City Planning, adopted March 1, 2011) (2010 Bicycle Plan), the existing bicycle system consists of a limited network of bicycle lanes (Class II) and bicycle routes (Class III). Class II bicycle lanes are a component of street design with dedicated striping, separating vehicular traffic from bicycle traffic. These facilities offer a safer environment for both cyclists and motorists. Class III bicycle routes and bicycle-friendly streets are those where motorists and cyclists share the roadway and there is no striping separating vehicular traffic from bicycle travel. Bicycle routes and bicycle-friendly streets are preferably placed on Collector and low-volume Arterial Streets. Bicycle routes with shared lane markings, or “sharrows”, remind bicyclists to ride farther from parked cars to prevent collisions, increase awareness of motorists that bicycles may be in the travel lane, and show bicyclists the correct direction of travel.

The components of the 2010 Bicycle Plan have been incorporated into the bicycle network of the Mobility Plan. The Mobility Plan consists of a Bicycle Enhanced Network (Low-Stress Network) (BEN) and a Bicycle Lane Network (BLN). The BEN is a subset of and supplement to the 2010 Bicycle Plan and is comprised of a network of streets that prioritize bicyclists and provide bicycle paths (Class I) and protected bicycle lanes (Class IV). Class IV protected bicycle lanes including cycle tracks, bicycle traffic signals, and demarcated areas to facilitate turns at intersections and along neighborhood streets, provide further protection from other travel lanes. Class IV networks often provide mini-roundabouts, cross-street stop signs, crossing islands at major intersection crossings, improved street lighting, bicycle boxes, and bicycle-only left-turn pockets. Once implemented, these facilities would offer a safer environment for both cyclists and motorists. The



BLN consists of Class II bicycle lanes with striped separation from motorized vehicle traffic and Class III bicycle lanes (sharrows).

In addition, bike-share facilities provide accessible and affordable short-term bicycle rentals to complete first-mile/last-mile connections. Within the City, the Metro Bike Share program currently services the downtown Los Angeles, Central Los Angeles, and North Hollywood areas.

Within the vicinity of the Project Site, Class II bicycle lanes are provided along San Vicente Boulevard and Burton Way. Class III bicycle sharrows are also provided along San Vicente Boulevard immediately in front of the Project Site and between Le Doux Road/San Vicente Boulevard and La Cienega Boulevard. There are currently no bike-share facilities within the vicinity of the Project Site.

Existing Transit System

Figure 9 illustrates the existing transit service in and around the Study Area, which is served by bus lines operated by Metro and LADOT DASH. Table 1 summarizes the bus lines operating in and around the Study Area for each of the service providers in the region, the type of service (peak vs. off-peak, express vs. local), and frequency of service. The average frequency of transit service during the peak hours was derived from schedule information from each respective transit provider for the stop nearest the Project Site and reflects current conditions, including recent changes per Metro's NextGen Bus Plan.

Tables 2A and 2B summarize the available capacity of the Metro and LADOT DASH bus lines during the morning and afternoon peak hours, respectively, based on the frequency of service of each line, detailed ridership data provided by the transit provider, and the maximum seated and standing capacity. Ridership data was provided by Metro and LADOT in 2019 and reflects ridership conditions prior to the COVID-19 pandemic and implementation of Metro's NextGen Bus Plan. As shown, the Metro and LADOT DASH bus lines within a 0.25-mile walking distance of the Project Site currently provide additional capacity for 1,431 transit riders during the morning peak hour and 1,320 transit riders during the afternoon peak hour.

Existing Traffic Volumes

Intersection turning movement counts at the study intersections were collected on January 12, 2023 during the morning (7:00 AM to 10:00 AM) and afternoon (3:00 PM to 6:00 PM) peak periods. Local schools were in session and the weather conditions were typical when all traffic counts were conducted. Based on review of the recent traffic data collection, it was determined that the eastbound/westbound volumes along San Vicente Boulevard/Burton Way did not accurately reflect typical peak hour traffic conditions. As such, historical weekday morning and afternoon peak period intersection counts from October 17, 2017 at the intersections of Le Doux Road & Burton Way/San Vicente Boulevard (Intersection #3) and La Cienega Boulevard & San Vicente Boulevard (Intersection #5) were utilized and an ambient growth rate of 1% per year was applied to reflect Year 2023 conditions. The existing intersection peak hour traffic volumes, representing Existing Conditions in Year 2023, are illustrated in Figure 10. Traffic count summaries are provided in Appendix B.

FUTURE CUMULATIVE TRANSPORTATION CONDITIONS

The forecast of Future without Project Conditions was prepared in accordance with procedures outlined in the TAG. Specifically, two requirements are provided for developing the cumulative traffic volume forecast:

“The Transportation Assessment must estimate ambient traffic conditions for the study horizon year selected during the scoping phase and recorded in the executed MOU. The study must clearly identify the horizon year and annual ambient growth rate used for the study. The horizon year should align with the development project’s expected completion year. For development projects constructed in phases over several years, the Transportation Assessment should analyze intermediary milestones before the buildout and completion of the project. The annual ambient growth rate shall be determined by LADOT staff during the scoping process and can be based on an adopted TSP, the most recent SCAG regional transportation model, the citywide transportation model, or other empirical information approved by LADOT.

“The Transportation Assessment must consider related projects. For related development projects, this should include the associated trip generation for known development projects within one-half mile (2,640 foot) radius of the project site and one-quarter mile (1,320 foot) radius of the farthest outlying study intersections. Consultation with the Department of City Planning and LADOT may be required to compile the related projects list. The City’s ZIMAS database can be used to assist

in identifying development projects that have submitted applications to the City of Los Angeles. Project access and circulation constraints would be determined by adding project-generated trips to future base traffic volumes including ambient growth and related projects and conducting the operational analysis.”

As described in detail below, this analysis of future conditions includes both ambient growth, which reflects increase in traffic due to regional growth and development outside the Study Area, as well as traffic generated by ongoing or entitled projects near or within the Study Area (Related Projects). The ambient growth factor likely captures some traffic increases resulting from the Related Projects. Therefore, due to inherent double-counting of vehicles, the traffic analysis provides a conservative estimate of Future without Project traffic volumes.

Ambient Traffic Growth

Existing traffic levels have historically been projected to increase as a result of regional growth and development. Based on discussions with LADOT during the MOU process, an ambient growth factor of 1% per year compounded annually was applied to be conservative by adjusting the Existing Conditions traffic volumes to simulate the effects of the regional growth and development by Year 2027. The total adjustment applied over the four-year period between Year 2023 and the anticipated buildout year of the Project was 4.06%. This growth factor accounts for increases in traffic due to projects not yet proposed and projects located outside the Study Area.

Related Projects

In accordance with the TAG, this study also considered the effects of the Project on other developments either proposed, approved, or under construction (collectively, the Related Projects). Including this analysis step, the potential impact of the Project was evaluated within the context of past, present, and probable future developments capable of producing cumulative impacts. In accordance with the procedures outlined in the TAG, Related Projects within 0.50 miles of the Project Site were considered for analysis.

The list of Related Projects is based on information provided by LADCP and LADOT. The Related Projects are detailed in Table 3 and their approximate locations are shown in Figure 11. Though

the buildout years of many of these Related Projects are uncertain and may occur beyond the buildout year of the Project, and notwithstanding that some may never be approved or developed, they were all considered as part of this study and conservatively assumed to be completed by the Project buildout Year 2027. Therefore, the traffic growth due to the development of Related Projects considered in this analysis is conservative and, by itself, substantially overestimates the actual traffic volume growth in the Study Area that would likely occur in the next four years prior to Project buildout. With the addition of the 1% per year ambient growth factor previously discussed, the Future without Project Condition is even more conservative.

Using these assumptions, the potential traffic impacts of the Project were evaluated. The development of estimated traffic volumes added to the study intersections as a result of Related Projects involves the use of a three-step process: trip generation, trip distribution, and trip assignment.

Trip Generation. Trip generation estimates for the Related Projects were provided by LADOT or were calculated using a combination of previous study findings and the trip generation rates contained in the latest Institute of Transportation Engineers (ITE) Trip Generation Manual. The Related Projects trip generation estimates summarized in Table 3 are conservative in that they do not in every case account for any trips generated by the existing uses to be removed or the likely use of other travel modes (e.g., transit, bus, bicycling, walking, carpool, etc.) Further, in many cases, they do not account for the internal capture trips within a multi-use development or for the interaction of trips between multiple Related Projects, in which one Related Project serves as the origin for a trip destined for another Related Project.

Trip Distribution. The geographic distribution of the traffic generated by the Related Projects is dependent on several factors. These factors include the type and density of the proposed land uses, the geographic distribution of population from which the employees/residents and potential patrons of the proposed developments are drawn, and the location of these projects in relation to the surrounding street system. These factors are considered along with logical travel routes through the street system to develop a reasonable pattern of trip distribution.

Traffic Assignment. The trip generation estimates for the Related Projects were assigned to the local street system using the trip distribution pattern described above. Figure 12 shows the peak hour traffic volumes associated with these Related Projects at the study intersections.

Future without Project Traffic Volumes

The Related Projects volumes were added to the existing traffic volumes after adjustment for ambient growth through the projected Project completion year of 2027. As discussed above, this is a conservative approach as many of the Related Projects may already be reflected in the ambient growth rate. These volumes represent the Future without Project Conditions (i.e., ambient traffic growth and Related Project traffic growth added to existing traffic volumes) for Year 2027 and are shown in Figure 13 for the five study intersections.

Future Roadway and Street Improvements

The analysis of future conditions considered roadway improvements that are or would be funded and reasonably expected to be implemented prior to the buildout of the Project. Any roadway improvement that would result in changes to the physical configuration at the study intersections would be incorporated into the analysis. Other proposed traffic/trip reduction strategies such as Transportation Demand Management (TDM) programs for individual buildings and developments were not applied to the Future Conditions analysis.

Metro D Line Extension. The Metro D Line Extension will provide seven additional stations from the existing Wilshire/Western Station to the planned Westwood/Veterans Administration Hospital Station. The line will operate underground, with the majority of the alignment along Wilshire Boulevard. Completion of the Metro D Line Extension is expected by Year 2035, with construction of the first phase (Wilshire/La Brea, Wilshire/Fairfax, and Wilshire/La Cienega stations) anticipated to be completed and in operation by Year 2024. The Wilshire/La Cienega Station would be located approximately 0.40 miles south of the Project Site, with a station portal on the northeast corner of La Cienega Boulevard & Wilshire Boulevard. The opening of the Wilshire/La Cienega Station is anticipated to occur prior to the completion year of the Project. However, to provide a conservative analysis, no additional trip reductions in existing or future vehicular traffic were assumed to account for patrons that would utilize the Metro D Line Extension. In addition, no changes to the lane configurations at the study intersections were made based on the Metro D Line Extension.

Mobility Plan. In the Mobility Plan, the City identifies key corridors as components of various “mobility-enhanced networks.” Each network is intended to focus on improving a particular aspect

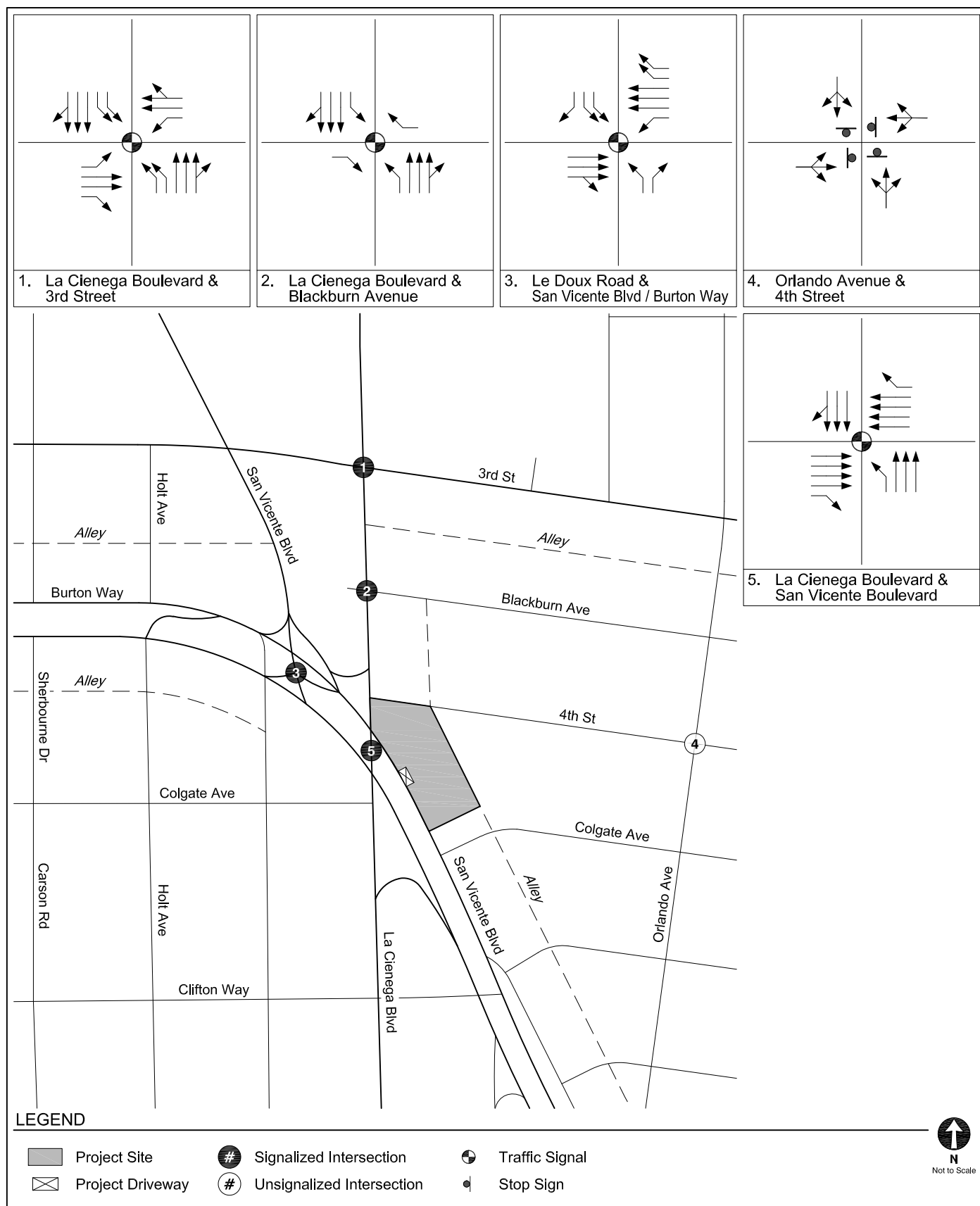


of urban mobility, including transit, neighborhood connectivity, bicycles, pedestrians, and vehicles. The specific improvements that may be implemented in those networks have not yet been identified, and there is no schedule for implementation; therefore, no changes to intersection lane configurations were made as a result of the Mobility Plan. Corridors located within 0.25 miles of the Project Site that are designated as part of the mobility-enhanced networks are depicted in Figure 14. The following mobility-enhanced networks included corridors within the Study Area:

- Transit Enhanced Network (TEN): The TEN aims to improve existing and future bus services through reliable and frequent transit service in order to increase transit ridership, reduce single-occupancy vehicle trips, and integrate transit infrastructure investments within the surrounding street system. The TEN has designated La Cienega Boulevard and 3rd Street within the Study Area as part of the network.
- Neighborhood Enhanced Network (NEN): The NEN reflects the synthesis of the bicycle and pedestrian networks and serves as a system of local streets that are slow moving and safe enough to connect neighborhoods through active transportation. The NEN has designated Orlando Avenue, Willaman Drive, and 3rd Street west of San Vicente Boulevard within the Study Area as part of the network.
- BEN / BLN: - The BLN has designated San Vicente Boulevard, Burton Way and 3rd Street west of San Vicente Boulevard within the Study Area as part of the network.
- Pedestrian Enhanced District (PED): The Mobility Plan aims to promote walking to reduce the reliance on automobile travel by providing more attractive and pedestrian-friendly sidewalks, as well as adding pedestrian signalizations, street trees, and pedestrian-oriented design features. The PED has designated San Vicente Boulevard, La Cienega Boulevard, Burton Way, and 3rd Street within the Study Area as part of the network.

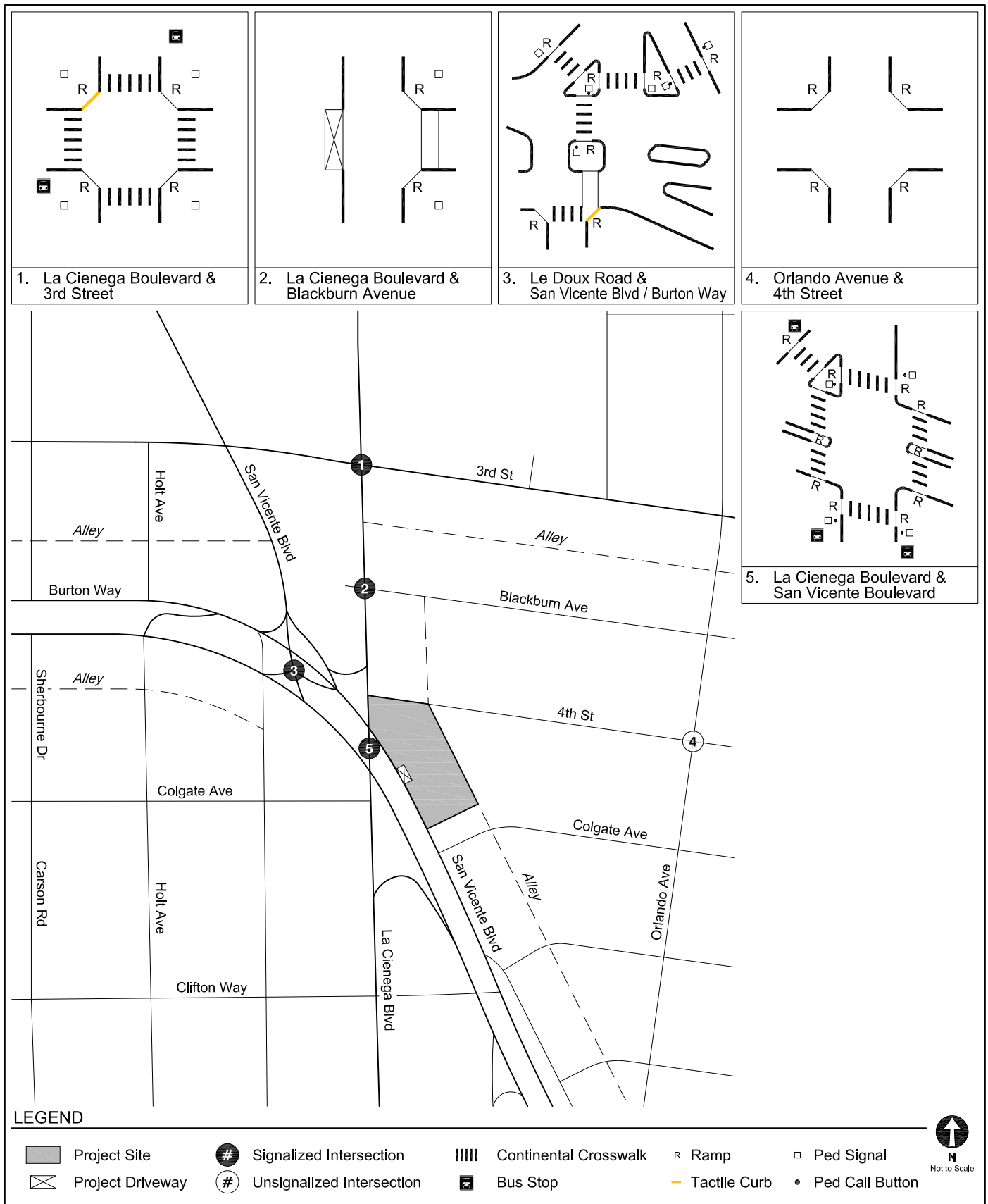


18



INTERSECTION LANE CONFIGURATIONS

FIGURE
4



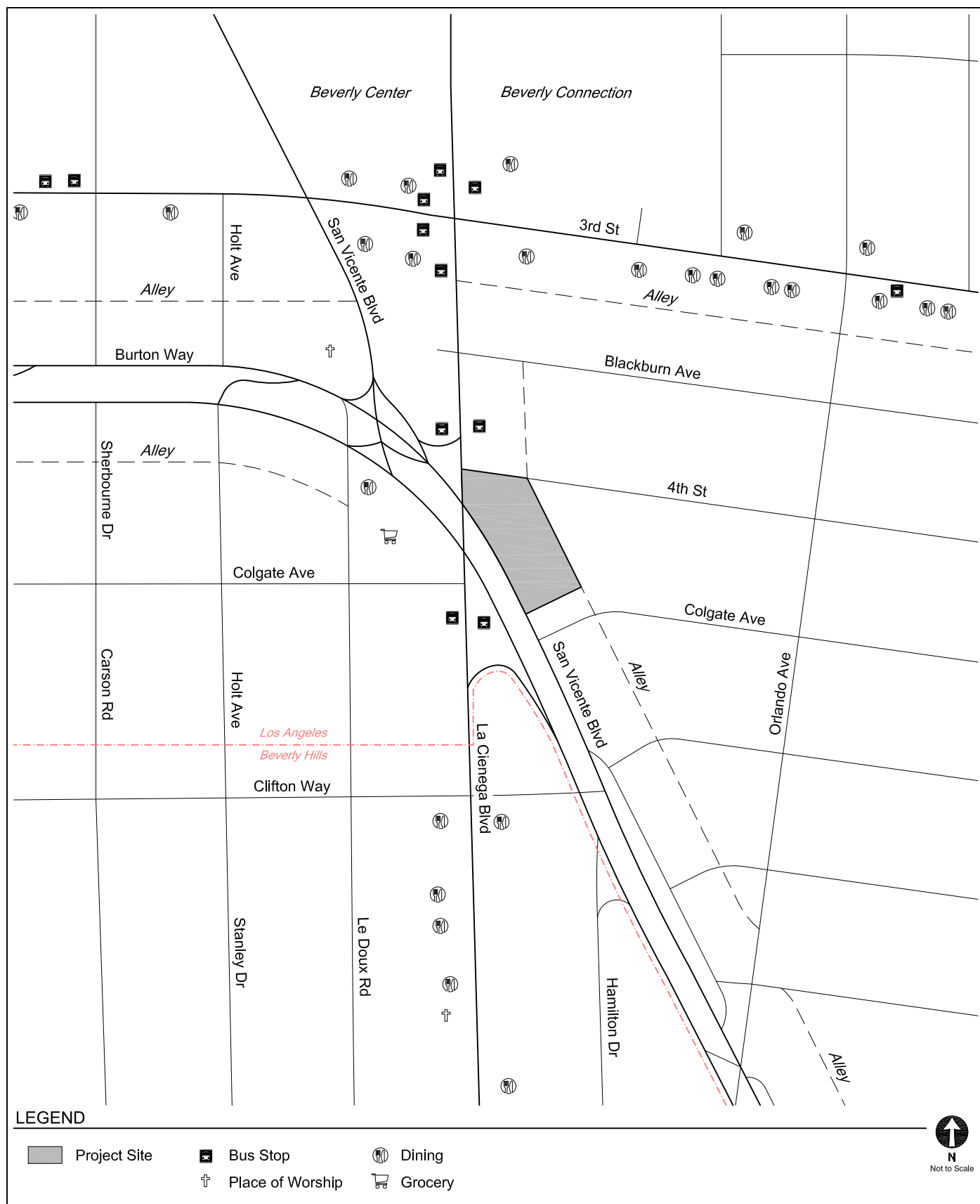
EXISTING INTERSECTION MOBILITY FACILITIES

FIGURE
5



MOBILITY PLAN STREET DESIGNATIONS

FIGURE
6

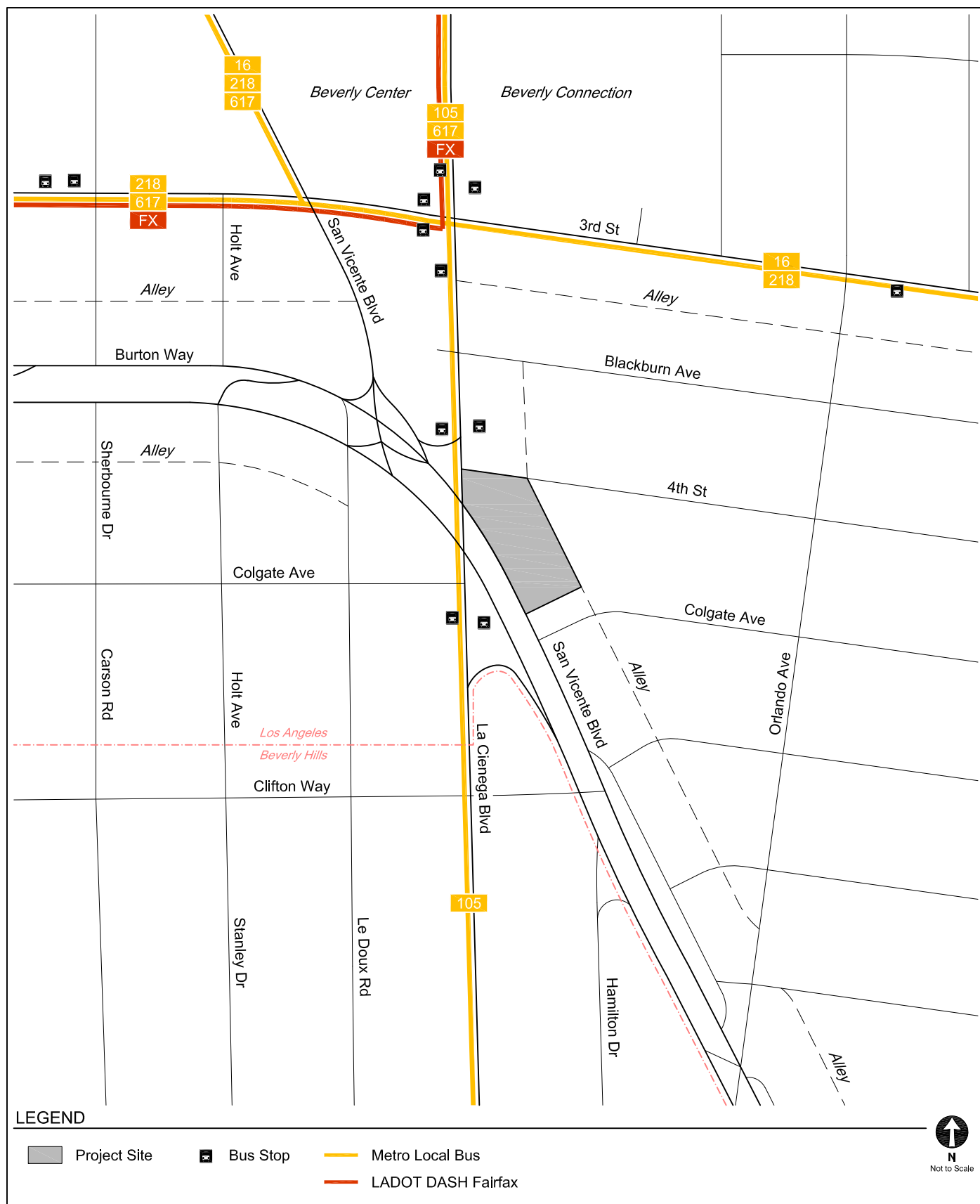


PEDESTRIAN DESTINATIONS INVENTORY

FIGURE
7

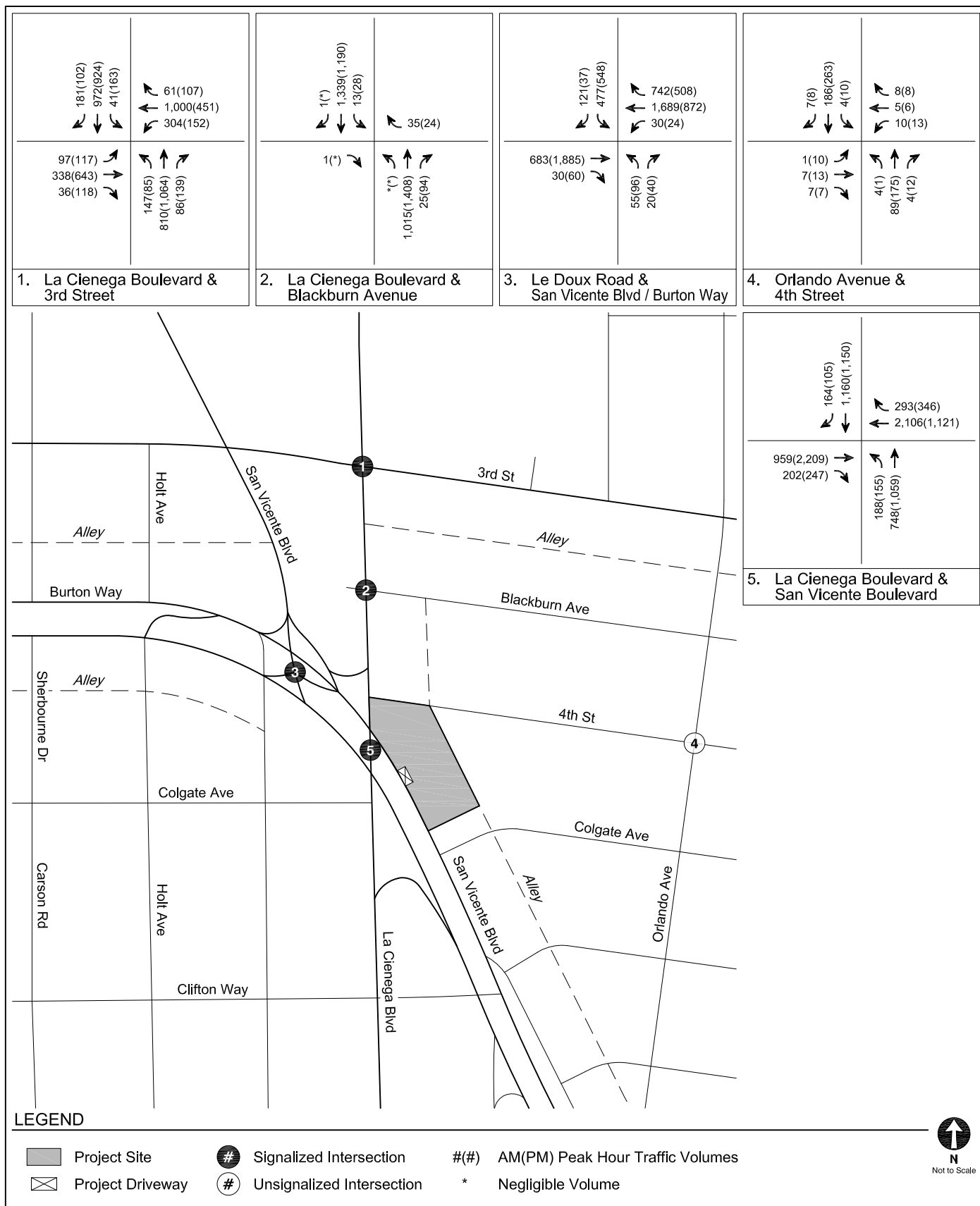


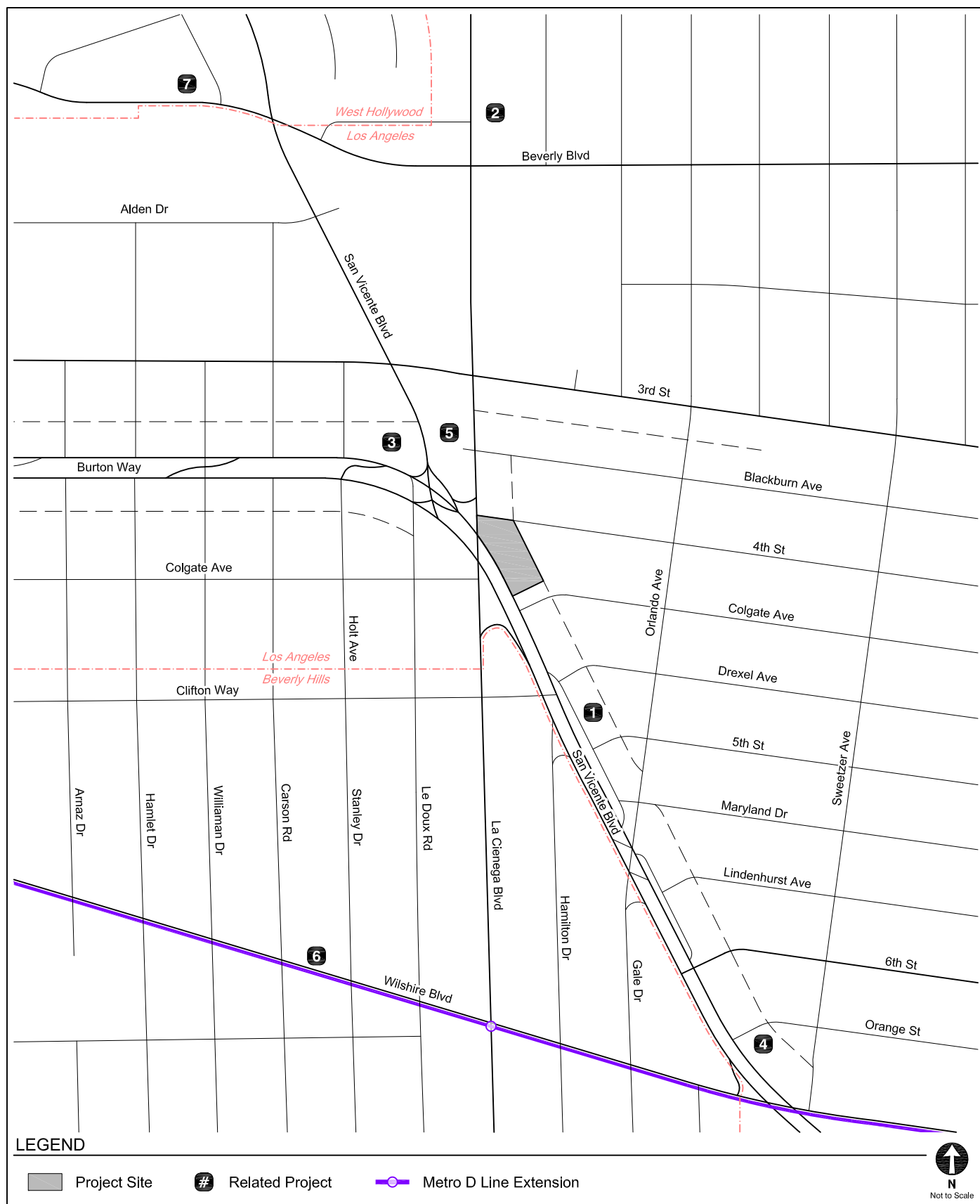
FIGURE
8



EXISTING TRANSIT SERVICE

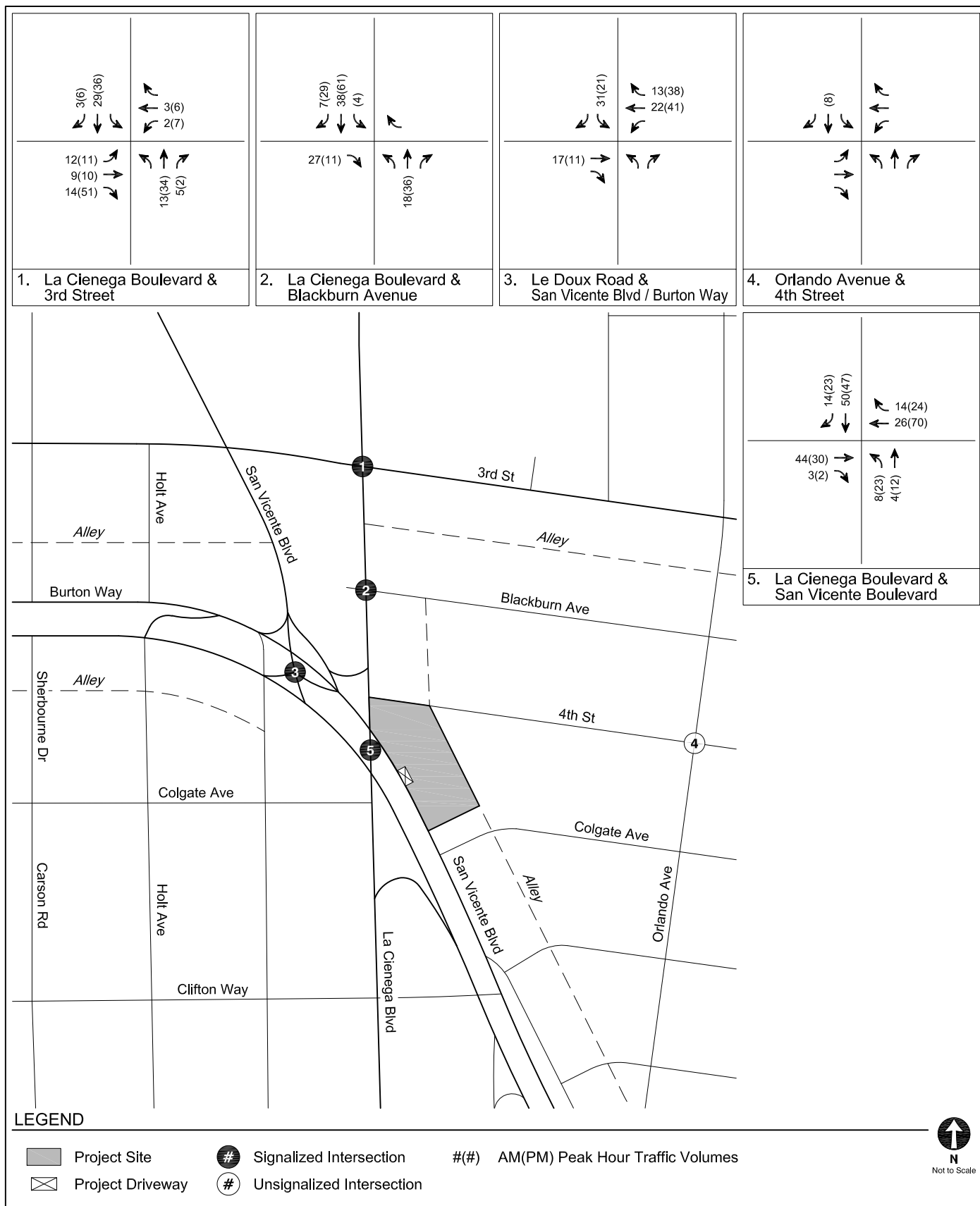
FIGURE
9





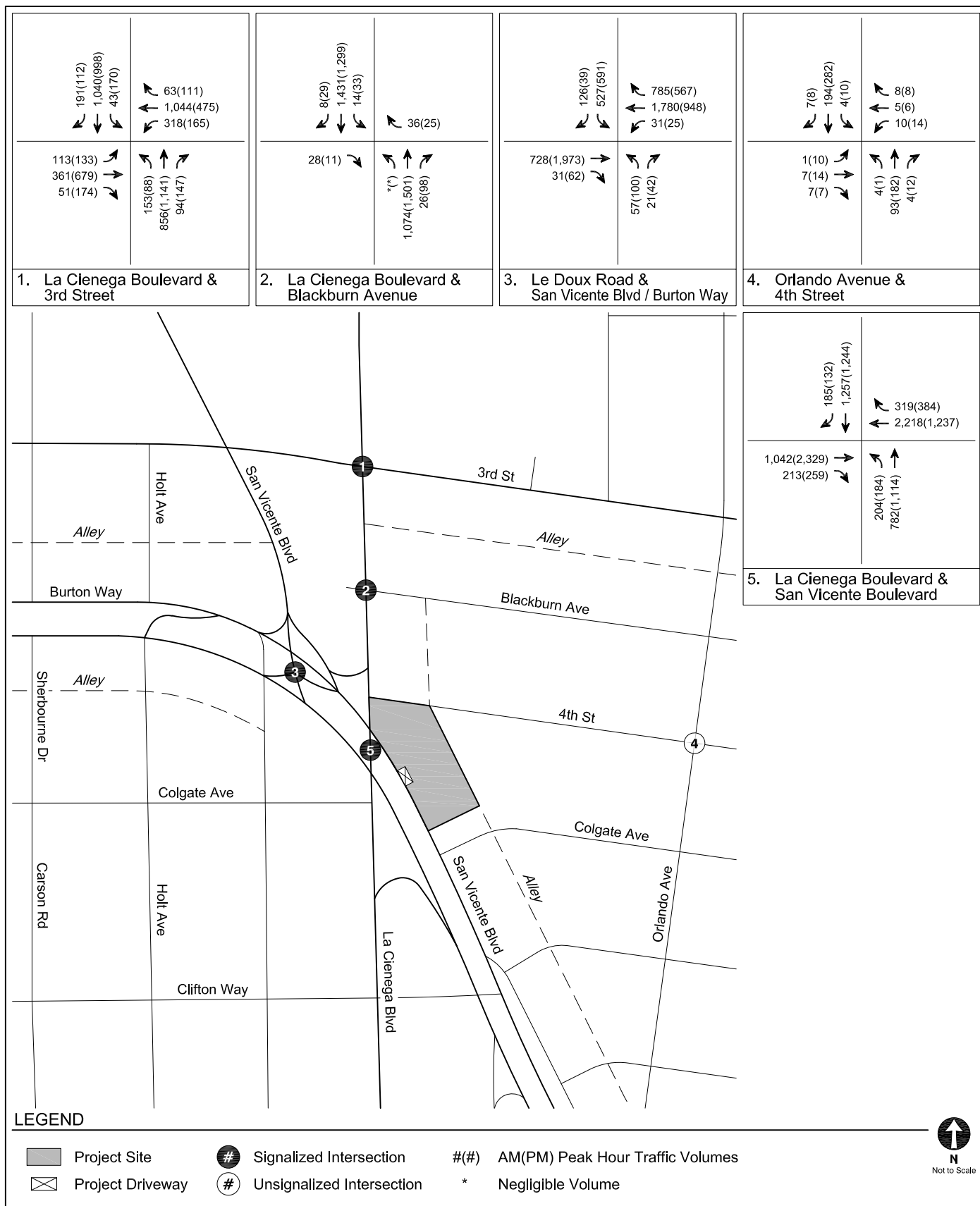
LOCATIONS OF RELATED PROJECTS

FIGURE
11



RELATED PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
12





MOBILITY PLAN ROADWAY MODAL PRIORITIES

FIGURE
14

**TABLE 1
EXISTING TRANSIT SERVICE IN STUDY AREA**

Provider, Route, and Service Area	Service Type	Hours of Operation	Average Headway (minutes)			
			AM Peak Hour		PM Peak Hour	
<i>Metro Bus Service [a]</i>			NB/EB	SB/WB	NB/EB	SB/WB
16 Downtown LA - West Hollywood via West 3rd St	Local	4:15 A.M.- 2:00 A.M.	7	6	6	6
105 Vernon - West Hollywood via La Cienega Boulevard & Vernon Avenue	Local	4:00 A.M. - 10:30 P.M.	11	11	11	17
218 Studio City - Cedars Sinai Medical Center via Laurel Canyon Bl - Fairfax Bl	Local	6:00 A.M. - 10:00 P.M.	60	60	60	48
617 Beverly Dr - Burton Wy - Robertson Bl Shuttle	Local	5:00 A.M. - 1:00 A.M.	60	60	60	60
<i>LADOT DASH</i>			NB/EB	SB/WB	NB/EB	SB/WB
FX Fairfax	Local	6:00 A.M. - 7:30 A.M.	30	30	30	30

Notes:

Metro: Los Angeles County Metropolitan Transportation Authority

LADOT DASH: Los Angeles Department of Transportation Downtown Area Short Hop

[a] Transit routes and frequencies are current as of the time of publishing this analysis, including recent changes based on the Metro's NextGen Bus Plan.

**TABLE 2A
TRANSIT SYSTEM CAPACITY IN STUDY AREA - MORNING PEAK HOUR**

Provider, Route, and Service Area	Stop Location	Capacity per Trip [a]	Peak Hour Ridership [b]				Average Remaining Capacity per Trip		Remaining Peak Hour Capacity		
			Peak Load		Average Load		NB/EB	SB/WB	NB/EB	SB/WB	
			NB/EB	SB/WB	NB/EB	SB/WB					
Metro Bus Service											
16	Downtown LA - West Hollywood via West 3rd St	3rd St & La Cienega Blvd	50	10	29	3	13	47	37	411	361
105	Vernon - West Hollywood via La Cienega Boulevard & Vernon Avenue	La Cienega Blvd & San Vicente Blvd	50	19	13	13	6	37	44	204	242
218	Studio City - Cedars Sinai Medical Center via Laurel Canyon Bl - Fairfax Bl	3rd St & La Cienega Blvd	50	3	4	2	3	48	47	48	47
617	Beverly Dr - Burton Wy - Robertson Bl Shuttle	3rd St & La Cienega Blvd	50	Ridership data currently not available							
LADOT DASH Bus Service											
FX	Fairfax	EB: La Cienega & Beverly Blvd WB: La Cienega & 3rd St	30	2	1	1	0	29	30	58	60
Total Remaining Peak Hour Transit Ridership Capacity										1,431	

Notes:

Metro: Los Angeles County Metropolitan Transportation Authority; LADOT DASH: Los Angeles Department of Transportation Downtown Area Short Hop

[a] Capacity assumptions:

Metro Bus - 40 seated / 50 seated and standing.

LADOT DASH Bus - 25 seated / 30 seated and standing.

[b] Based on ridership data provided by Metro Bus and LADOT in 2019.

**TABLE 2B
TRANSIT SYSTEM CAPACITY IN STUDY AREA - AFTERNOON PEAK HOUR**

Provider, Route, and Service Area		Stop Location	Capacity per Trip [a]	Peak Hour Ridership [b]				Average Remaining Capacity per Trip		Remaining Peak Hour Capacity	
				Peak Load		Average Load					
				NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
Metro Bus Service											
16	Downtown LA - West Hollywood via West 3rd St	3rd St & La Cienega Blvd	50	28	13	17	4	33	46	314	460
105	Vernon - West Hollywood via La Cienega Boulevard & Vernon Avenue	La Cienega Blvd & San Vicente Blvd	50	13	23	11	16	39	34	205	119
218	Studio City - Cedars Sinai Medical Center via Laurel Canyon Bl - Fairfax Bl	3rd St & La Cienega Blvd	50	8	2	6	2	44	48	44	60
617	Beverly Dr - Burton Wy - Robertson Bl Shuttle	3rd St & La Cienega Blvd	50	Ridership data currently not available							
LADOT DASH Bus Service											
FX	Fairfax	EB: La Cienega & Beverly Blvd WB: La Cienega & 3rd St	30	5	1	1	0	29	30	58	60
Total Remaining Peak Hour Transit Ridership Capacity										1,320	

Notes:

Metro: Los Angeles County Metropolitan Transportation Authority; LADOT DASH: Los Angeles Department of Transportation Downtown Area Short Hop

[a] Capacity assumptions:

Metro Bus - 40 seated / 50 seated and standing.

LADOT DASH Bus - 25 seated / 30 seated and standing.

[b] Based on ridership data provided by Metro Bus and LADOT in 2019.

**TABLE 3
RELATED PROJECTS**

No.	Project	Address	Approx. Distance (miles)	Use	Trip Generation [a]						
					Daily	Morning Peak Hour			Afternoon Peak Hour		
						In	Out	Total	In	Out	Total
City of Los Angeles [a]											
1.	Mixed-Use	488 S San Vicente Blvd	0.2	54 residential units and 5651 sf retail	281	1	20	21	18	9	27
2.	Mixed-Use	316 N La Cienega Blvd	0.4	45 residential units and 4,485 sf commercial	331	5	7	12	16	12	28
3.	Mt Lebanon MU	333 S San Vicente Blvd	0.1	153 residential units including 17 affordable housing & church remodel	650	11	32	43	32	21	53
4.	Medical Office Building	656 S San Vicente Blvd	0.5	140,305 sf of medical office use and 5,000 sf ground floor retail	3,552	234	70	304	113	269	382
5.	333 La Cienega Blvd	333 S La Cienega Blvd	0.1	145 residential units, 27,685 sf supermarket and 3,370 sf restaurant	2,020	35	71	106	114	77	191
City of Beverly Hills [b]											
6.	8613 Wilshire	8613 Wilshire Blvd	0.4	25,565 sf office	380	32	6	38	8	32	40
City of West Hollywood [c]											
7.	8713 Beverly Blvd	8713 Beverly Blvd	0.5	30 residential units and 9,391 sf art gallery/retail/office	626	11	15	26	30	26	56
Infrastructure Project											
No.	Project	Extents			Description						
8.	Metro Purple Line Extension	Metro Wilshire/Western Station to Metro Westwood/Veterans Administration Hospital Station			Provide extended rail service with seven new transit stations by year 2035.						

Notes:

[a] Related project information and trip generation estimates for development projects are provided by Los Angeles Department of Transportation (LADOT) or accessed from <http://planning.lacity.org>. This list includes known development projects within one-half mile (2,640 foot) radius of the Project Site.

[b] Related project information provided by the City of Beverly Hills Department of Planning. Related projects include developments within one-half mile radius of the Project Site.

[c] Related project information provided by the City of West Hollywood staff. Related projects include developments within one-half mile radius of the Project Site.

[d] Source: *Westside Subway Extension Final Environmental Impact Statement/Environmental Impact Report*, Los Angeles County Metropolitan Transportation Authority, United States Department of Transportation, and Federal Transit Administration, March 2012.

Chapter 3

Project Traffic

Trip generation estimates, trip distribution patterns and trip assignments were prepared for the Project. These components form the basis of the Project's traffic analysis.

PROJECT TRIP GENERATION

With the exception of the residential affordable housing use, the number of peak hour trips expected to be generated by the Project was estimated using morning and afternoon peak hour rates published for multi-family mid-rise and high-turnover sit-down restaurant uses in *Trip Generation Manual, 11th Edition* (ITE, 2021). These rates were determined by surveys of similar land uses at sites around the country and are used to calculate the number of vehicle trips traveling to and from the Project Site during the morning and afternoon peak hour relative to the size of development of each land use. Per the TAG, residential or mixed-use developments that include affordable housing units are eligible to use a City-specific trip generation rate based on vehicle trip count data collected at affordable housing sites in the City, as provided in Table 3.3-2 of the TAG. These local trip generation rates developed by LADOT were applied to the residential affordable housing component of the Project.

In consultation with LADOT during the MOU process, allowable trip generation reductions were applied to account for internal capture, public transit usage/walking arrivals, and pass-by trips in accordance with the TAG:

- Internal Capture: A 10% internal capture reduction was applied to the restaurant trip generation estimates to account for person trips made between the different uses of the Project without requiring an additional vehicle trip (e.g., residents of the Project visiting the restaurant space).
- Transit Usage/Walk-In: The Project Site is located within a 0.25-mile walking distance of bus stops that serve Metro local lines. Thus, a 10% reduction was applied to account for transit usage and walk-in arrivals from surrounding neighborhoods and adjacent

commercial developments. No transit usage reduction was applied to the residential affordable housing component, which is assumed to be inherent in the local trip generation rates.

- Pass-By Trips: Consistent with Attachment J of the TAG, a 20% pass-by reduction was applied to the restaurant use to account for Project trips made as an intermediate stop on the way from a separate origin to a primary trip destination without route diversion. This reduction does not apply to vehicle trips at the driveways or adjacent intersection of La Cienega Avenue & San Vicente Boulevard (Intersection #5).

The number of trips currently generated by the active existing commercial uses of the Project Site was also estimated using the rates published in *Trip Generation Manual, 11th Edition*. Reductions were also applied to account for some level of transit usage/walk-in arrivals and pass-by trips. Although the Project would remove a total of 22,494 sf of commercial uses on site, for conservative trip generation purposes, trip credits were only taken for the removal of the occupied commercial uses (i.e., 18,862 sf of commercial retail uses).

After accounting for the adjustments above and the removal of the existing uses, the Project is anticipated to generate 104 net new morning peak hour trips (44 inbound, 60 outbound) and 64 net new afternoon peak hour trips (45 inbound, 19 outbound), as summarized in Table 4.

PROJECT TRIP DISTRIBUTION

The geographic distribution of trips generated by the Project is primarily dependent on the location of employment and commercial centers from which residents, employees, and visitors of the Project would be drawn, characteristics of the street system serving the Project Site, existing intersection traffic volumes, the locations/configurations of the Project driveways, as well as input from LADOT staff.

Since nearby intersections along 3rd Street, located north of the Project Site, have left-turn restrictions during the afternoon peak hour, Project traffic was distributed based on permitted turn restrictions for each peak hour. The intersection-level trip distribution for the Project is shown in Figures 15A and 15B for the morning and afternoon peak hours, respectively.

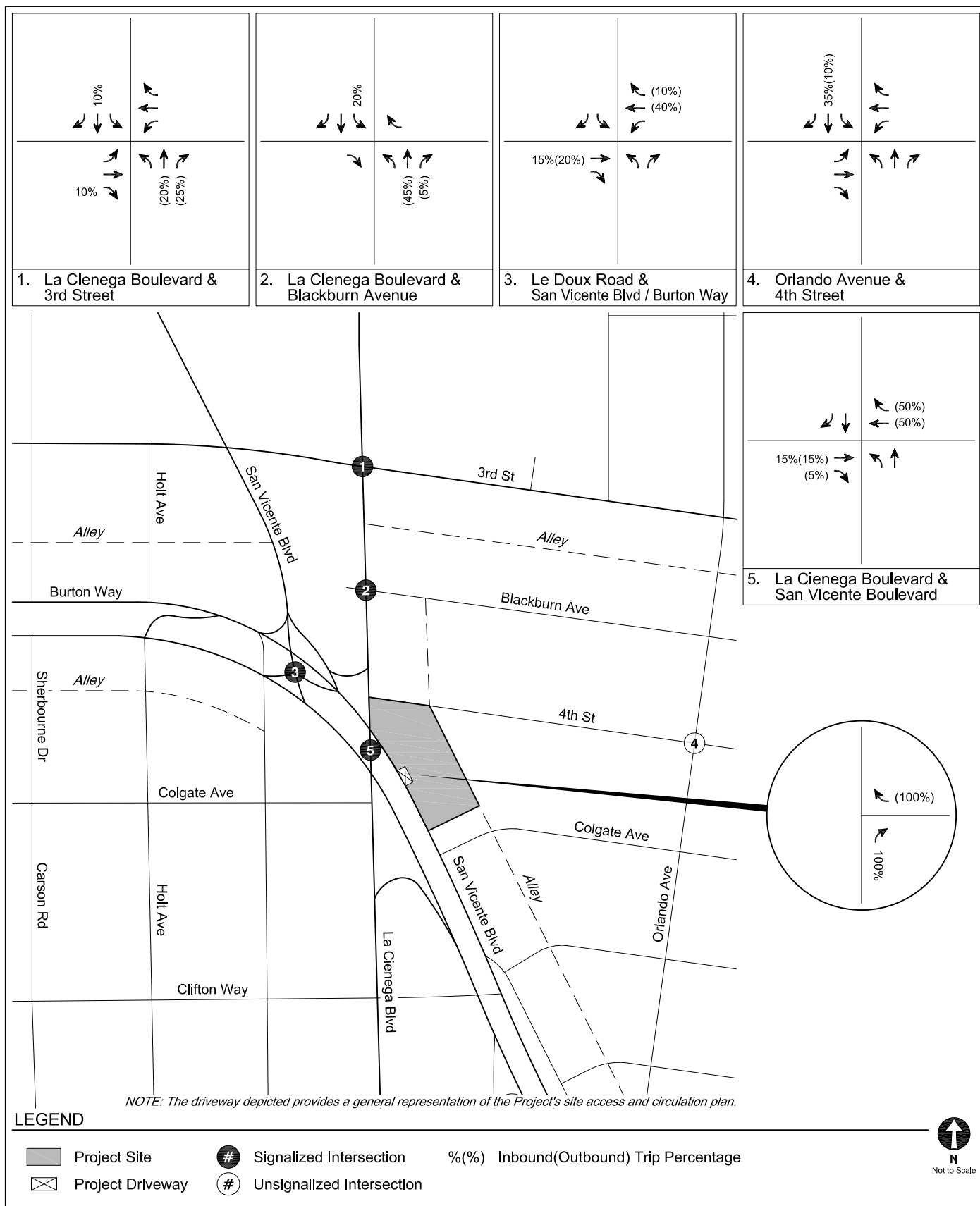


Generally, the regional pattern is as follows:

- 25% to/from the north
- 30% to/from the east
- 25% to/from the south
- 20% to/from the west

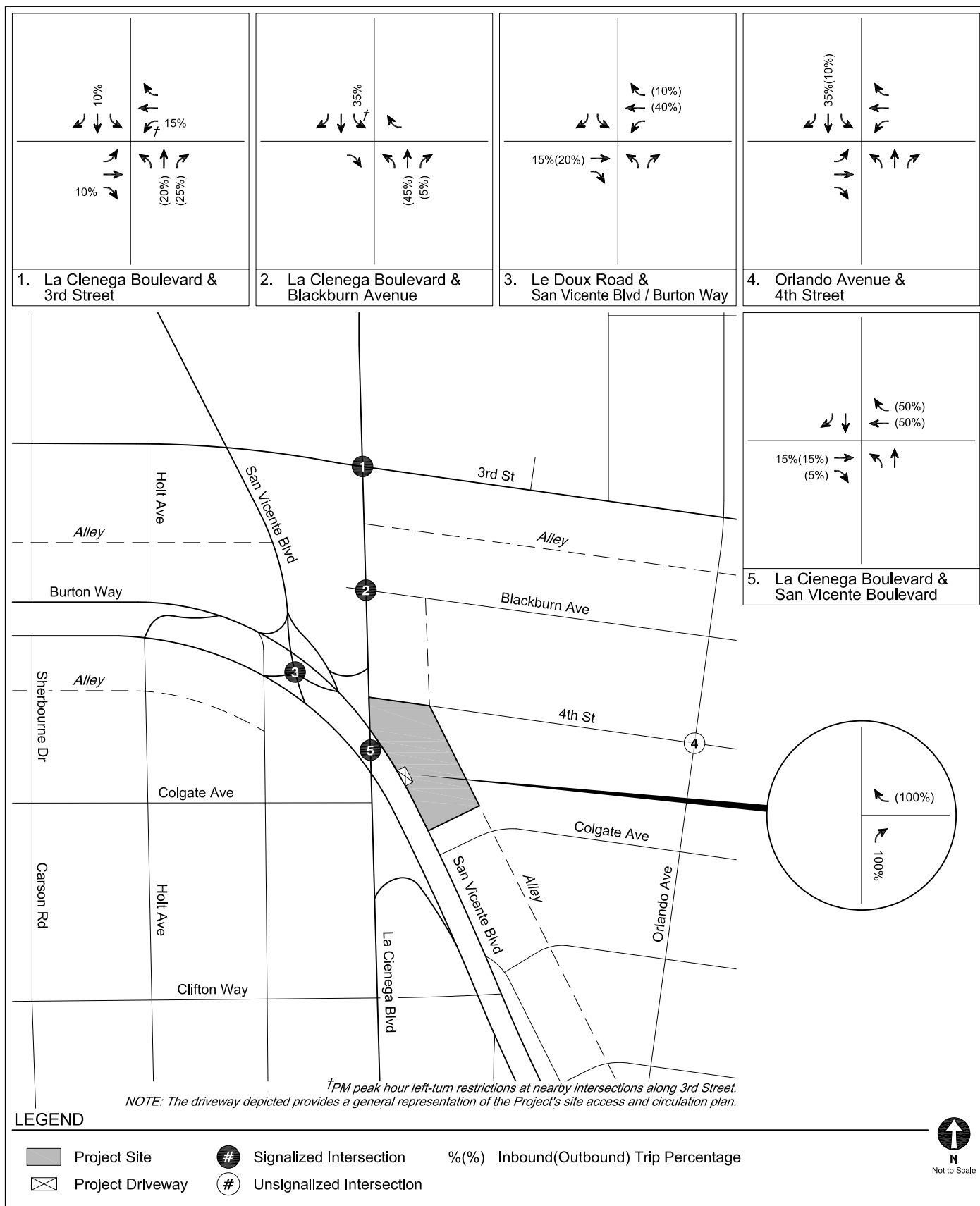
PROJECT TRIP ASSIGNMENT

The Project trip generation estimates summarized in Table 4 and the trip distribution pattern shown in Figures 15A and 15B, were used to assign the Project-generated traffic through the study intersections. Figure 16 illustrates the Project-only traffic volumes at the study intersections during typical weekday morning and afternoon peak hours.



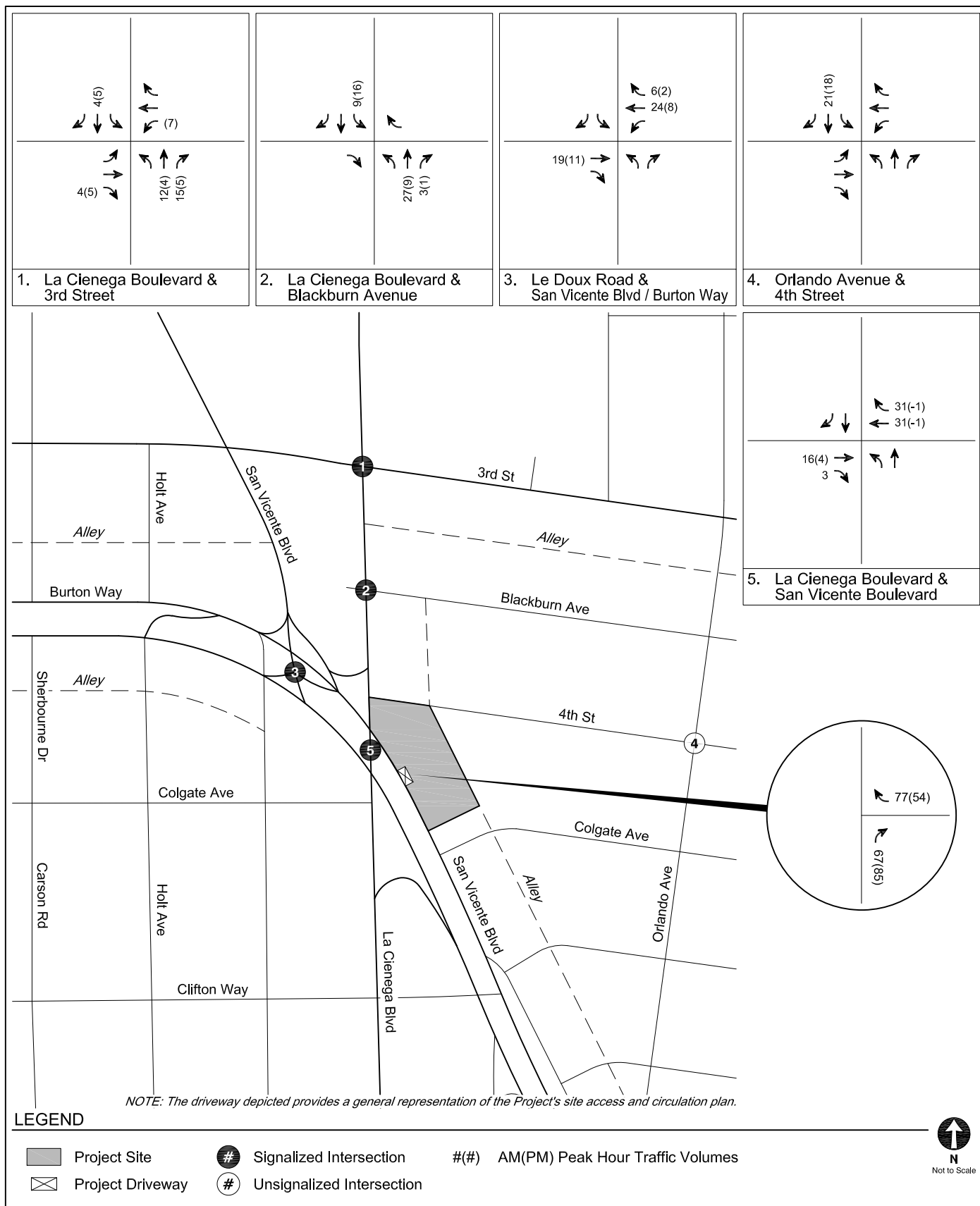
PROJECT TRIP DISTRIBUTION
AM PEAK HOUR

FIGURE
15A



PROJECT TRIP DISTRIBUTION
PM PEAK HOUR

FIGURE
15B



NET NEW PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
16

**TABLE 4
TRIP GENERATION**

Land Use	ITE Land Use	Rate or Size	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
TRIP GENERATION RATES [a]								
Multi-Family Housing (Mid-Rise)	221	per Dwelling Unit	23%	77%	0.37	61%	39%	0.39
Strip Retail Plaza (Less than 40 ksf)	822	per 1,000 sf	60%	40%	2.36	50%	50%	6.59
High-Turnover (Sit-Down) Restaurant	932	per 1,000 sf	55%	45%	9.57	61%	39%	9.05
Affordable Housing - Family	[b]	per du	37%	63%	0.49	56%	44%	0.35
TRIP GENERATION ESTIMATES								
<u>Proposed Project</u>								
Multi-Family Housing (Mid-Rise) <i>Transit/Walk-In Reduction - 10% [c]</i>	221	113 du	10 (1)	32 (3)	42 (4)	27 (3)	17 (2)	44 (5)
Affordable Housing - Family	[b]	14 du	3	4	7	3	2	5
Restaurant <i>Internal Capture Reduction - 10% [d]</i> <i>Transit/Walk-In Reduction - 10% [c]</i> <i>Pass-By Trip Reduction - 20% [e]</i>	932	12,900 sf	68 (7) (6) (11)	55 (6) (5) (9)	123 (13) (11) (20)	71 (7) (6) (12)	46 (5) (4) (7)	117 (12) (10) (19)
<i>Proposed Project Trips</i>			56	68	124	73	47	120
<u>Existing Uses to be Removed [f]</u>								
Retail <i>Transit/Walk-In Reduction - 10% [c]</i> <i>Pass-By Trip Reduction - 50% [e]</i>	822	18,862 sf	27 (3) (12)	18 (2) (8)	45 (5) (20)	62 (6) (28)	62 (6) (28)	124 (12) (56)
<i>Existing Trips to be Removed</i>			12	8	20	28	28	56
TOTAL NET NEW PROJECT TRIPS			44	60	104	45	19	64

Notes:

sf = square feet

- [a] Trip generation rates are for General Urban/Suburban areas from *Trip Generation Manual, 11th Edition* (Institute of Transportation Engineers, 2021), unless otherwise noted.
- [b] Per LADOT's *Transportation Assessment Guidelines*, residential or mixed-use developments inside a Transit Priority Area (TPA) which include Affordable Housing Units are eligible to use a City specific trip generation rate based on vehicle trip count data collected at affordable housing sites in the City of Los Angeles in 2016.
- [c] Per LADOT's *Transportation Assessment Guidelines*, the Project Site is located within 0.25 miles from bus stops that serve Metro Local lines, thus a 10% transit reduction was applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments.
- [d] Internal capture reductions account for person trips made between distinct land uses within a mixed-use development (i.e., residents visiting the commercial uses).
- [e] Per Attachment J of LADOT's *Transportation Assessment Guidelines*, pass-by reductions were taken into account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.
- [f] The Project would remove a total of 22,494 sf of commercial uses on the site. For trip generation purposes, trip credits were taken for the removal of the occupied uses (18,862 sf of commercial uses).

Chapter 4

CEQA Analysis of Transportation Impacts

This chapter presents the results of an analysis of CEQA-related transportation impacts. The analysis identifies any potential conflicts the Project may have with adopted City plans and policies and the improvements associated with the potential conflicts, as well as the results of a Project vehicle miles traveled (VMT) analysis that addresses State requirements under *State of California Senate Bill 743* (Steinberg, 2013) (SB 743) and an identification of any hazards created due to geometric design features.

METHODOLOGY

SB 743, made effective in January 2014, required the Governor's Office of Planning and Research to change the CEQA guidelines regarding the analysis of transportation impacts. Under SB 743, the focus of transportation analysis shifted from vehicular delay (level of service [LOS]) to VMT, in order to reduce greenhouse gas emissions (GHG), create multimodal networks, and promote mixed-use developments.

The TAG defines the methodology of analyzing a project's transportation impacts in accordance with SB 743. Per the TAG, the CEQA transportation analysis contains the following thresholds for identifying significant impacts:

- *Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies*
- *Threshold T-2.1: Causing Substantial Vehicle Miles Traveled (VMT)*
- *Threshold T-2.2: Substantially Inducing Additional Automobile Travel*
- *Threshold T-3: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use*

The thresholds were reviewed and analyzed, as detailed in the following Sections 4A through 4D.

Section 4A: Threshold T-1

Conflicting with Plans, Programs, Ordinances, or Policies Analysis

Threshold T-1 considers whether a project would conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities.

A project would be considered consistent with a policy if it is generally in conformance and does not obstruct the implementation of that policy or preclude future improvements. If a conflict is identified, mitigation measures would focus on improving access, comfort, and safety for all mobility types, especially pedestrians, bicyclists, and transit riders.

PLANS, PROGRAMS, ORDINANCES, AND POLICIES

Table 2.1-1 of the TAG identifies the City plans, policies, programs, ordinances, and standards relevant in determining project consistency. Attachment D of the TAG, *Plans, Policies, and Programs Consistency Worksheet*, provides a structured approach to evaluate whether a project conflicts with the City's plans, programs, ordinances, or policies and to streamline the review by highlighting the most relevant plans, policies, and programs when assessing potential impacts to the City's transportation system. The *Plans, Policies, and Programs Consistency Worksheet* for the Project is provided in Appendix C.

As stated in Section 2.1.4 of the TAG, a project that generally conforms with and does not obstruct the City's development policies and standards is considered to be consistent. As summarized below, the Project is consistent with the City documents listed in Table 2.1-1 of the TAG; therefore, the Project would not result in a significant impact under Threshold T-1. Detailed discussion on the Project's consistency with the applicable plans, programs, ordinances, or policies is provided below.

Mobility Plan

The Mobility Plan combines “complete street” principles with the following five goals that define the City’s mobility priorities:

- Safety First: Design and operate streets in a way that enables safe access for all users, regardless of age, ability, or transportation mode of choice.
- World Class Infrastructure: A well-maintained and connected network of streets, paths, bikeways, trails, and more that provides Angelenos with the optimum variety of mode choices.
- Access for All Angelenos: A fair and equitable system must be accessible to all and must pay particularly close attention to the most vulnerable users.
- Collaboration, Communication, and Informed Choices: The impact of new technologies on our day-to-day mobility demands will continue to become increasingly important to the future. The amount of information made available by new technologies must be managed responsibly in the future.
- Clean Environments and Healthy Communities: Active transportation modes such as bicycling and walking can significantly improve personal fitness and create new opportunities for social interaction, while lessening impacts on the environment.

A detailed analysis of the Project’s consistency with the Mobility Plan is provided in Table 5. As detailed in Chapter 2, the Mobility Plan identifies key corridors within the Study Area as components of various “mobility-enhanced networks.” Though no specific improvements have been identified and there is no schedule for implementation, the mobility-enhanced networks represent a focus on improving a particular aspect of urban mobility, including transit, neighborhood connectivity, bicycles, pedestrians, and vehicles. The Project would support the implementation of the Mobility Plan policies.

The Mobility Plan also designates street and sidewalk width standards based on a street’s functional classification. Los Angeles Municipal Code (LAMC) Section 12.37 states that a project must dedicate and improve adjacent streets to half-ROW standards consistent with the street designations of the Mobility Plan. 4th Street along the Project Site frontage has an existing half-ROW width of 30 feet and meets the Mobility Plan standards for a Local Street. The Project would maintain the varying existing ROW and sidewalk widths on San Vicente Boulevard. No dedication or widening is required, and no Waivers of Dedication are requested.

The Project would modify the existing curb cuts along San Vicente Boulevard, a designated Boulevard II. As such, it would not change the general locations of the existing vehicular access points. The driveways would be designed in accordance with the standards set forth in *Manual of Policies and Procedures* (LADOT, December 2008, updated December 2020). The Project would provide off-street parking. Parking is not available along 4th Street and on-street metered parking is available along San Vicente Boulevard.

The Project supports initiatives to create transit-oriented developments by developing a high-density residential development with local-serving commercial uses located in an active commercial area near existing and future transit services. The Project's development of residential and commercial uses enhances the value of the future Metro D Line connection to Union Station, minimizes vehicle trips, and enhances proximity and convenience of residences to jobs and services. The Project would provide new landscaping elements along the Project Site frontages to create a walkable and attractive pedestrian environment. Pedestrian access separate from vehicle access would be provided and would connect to the internal pedestrian walkways to reduce potential conflicts with vehicle traffic. Secured bicycle parking facilities within the Project Site would also be provided. These measures would promote active transportation modes such as biking and walking, thereby reducing the Project VMT per capita for residents compared to the average for the area, as detailed in Section 4B. Further, the Project does not propose modifying, removing, or otherwise affecting existing bicycle infrastructure. Thus, the Project would be consistent with the goals of the Mobility Plan.

Plan for a Healthy Los Angeles

Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan (LADCP, March 2015) introduces guidelines for the City to follow to enhance the City's position as a regional leader in health and equity, encourage healthy design and equitable access, and increase awareness of equity and environmental issues.

A detailed analysis of the Project's consistency with Plan for a Healthy Los Angeles is provided in Table 6. In summary, the Project prioritizes safety and access for all individuals utilizing the site by complying with all ADA requirements and providing direct connections to pedestrian amenities at the adjacent signalized intersection. Further, the Project supports healthy lifestyles by locating

housing and jobs near transit, providing bicycle parking, and enhancing the pedestrian environment through connections to pedestrian walkways and new landscaping for a more comfortable and inviting environment for pedestrians. Additionally, the Project would provide up to 12,900 sf of total commercial space that would be accessed by foot from surrounding residential neighborhoods. The Project also includes affordable housing units to provide attainable opportunities for social mobility and would not displace existing housing. As discussed in Section 4B, the Project is estimated to generate lower VMT per capita than the average for this area. Thus, the Project would be consistent with the goals of *Plan for a Healthy Los Angeles*.

Land Use Element of the General Plan

The City General Plan's Land Use Element contains 35 Community Plans that establish specific goals and strategies for the various neighborhoods across Los Angeles. As mentioned, the Project falls within the boundaries of the Wilshire Community Plan.

A detailed analysis of the Project's consistency with the Wilshire Community Plan is provided in Table 7. In summary, the Project would provide high-density residential uses with both market rate and affordable housing units to meet the diverse economic needs of residents in the area. Furthermore, the Project Site location near existing and future transit services and its provision of bicycle parking and pedestrian enhancements would encourage alternative transportation travel modes. The Project would provide off-street parking. As further detailed in Section 5B, the Project is consistent with the circulation standards of the Wilshire Community Plan as the adjacent transportation system would adequately serve the traffic generated by the Project without resulting in substantial congestion. In addition, the Project would implement strategies to reduce the dependency on single-occupancy vehicles by providing safe and convenient bicycle parking along with bicycle amenities, as discussed in further detail in Section 4B. Thus, the Project supports and encourages development standards in line with the goals and objectives of the Wilshire Community Plan.

Specific Plans

The Project is not located within an area currently governed by a Specific Plan and, therefore, this does not apply to the Project.

LAMC Section 12.21.A.16 (Bicycle Parking)

LAMC Section 12.21.A.16 details the bicycle parking requirements for new developments. The Project would provide 15 short-term and 94 long-term bicycle parking spaces to meet the LAMC requirements for on-site bicycle parking supply.

LAMC Section 12.26J (TDM Ordinance)

LAMC Section 12.26J, the TDM Ordinance (1993) establishes TDM requirements for non-residential projects, in addition to non-residential components of the mixed-use projects, in excess of 25,000 sf. The Project proposes 12,900 sf of non-residential commercial uses and, therefore, this does not apply to the Project.

Vision Zero Action Plan / Vision Zero Corridor Plans

Vision Zero implements projects that are designed to increase safety on the most vulnerable City streets. As discussed in Chapter 2, the Project Site is located adjacent to San Vicente Boulevard and 4th Street, both of which are not part of the HIN. Further, there are no active Vision Zero projects proposed near the Project Site. The Project improvements to the pedestrian environment along the Project Site frontages would not preclude any future Vision Zero Safety Improvements by the City. Thus, the Project does not conflict and is consistent with Vision Zero.

Streetscape Plans

The Project is not located within the boundaries of any streetscape plan and, therefore, streetscape plans do not apply to the Project.

Citywide Design Guidelines

The Pedestrian-First Design approach of the *Citywide Design Guidelines* (Los Angeles City Planning Urban Design Studio, October 2019) identifies design strategies that “create human-scale spaces in response to how people actually engage with their surroundings, by prioritizing active street frontages, clear paths of pedestrian travel, legible wayfinding, and enhanced connectivity. Pedestrian-First Design promotes healthy living, increases economic activity at the street level, enables social interaction, creates equitable and accessible public spaces, and improves public safety.”

The Pedestrian-First Design guidelines are as follows:

- o *Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all.*
- o *Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.*
- o *Guideline 3: Design projects to actively engage with streets and public space and maintain human scale.*

A detailed analysis of the Project’s consistency with the guidelines of the Pedestrian-First Design approach is provided in Table 8. In summary, the Project would provide pedestrian enhancements, such as new landscaping elements along the Project Site frontages, to create a more comfortable environment for pedestrians. The Project would provide bicycle parking to encourage bicycling and is located near existing and future transit services, encouraging the use of transit and other alternative modes. Further, the orientation of the Project design and active ground floor facilities ensure that the Project actively engages with the street and its surrounding uses. Thus, the Project would align with the Pedestrian-First Design approach of the *Citywide Design Guidelines*.



CUMULATIVE ANALYSIS

In addition to potential Project-specific impacts, the TAG requires that the Project be reviewed in combination with nearby Related Projects to determine if there may be a cumulatively significant impact resulting from inconsistency with a particular program, plan, policy, or ordinance. In accordance with the TAG, the cumulative analysis must include consideration of any Related Projects within 0.50 miles of the Project Site and any transportation system improvements in the vicinity. Related Projects located within 0.50 miles of the Project site are identified in Table 3.

Similar to the Project, each of the Related Projects considered in this cumulative analysis would be separately reviewed, including a check for their consistency with applicable policies, prior to approval by the City. As detailed above, the Project would generally conform with the relevant programs, plans, and policies and would not significantly contribute to a cumulative impact with respect to conflicts with the identified programs, plans, policies, and ordinances.

TABLE 5
PROJECT CONSISTENCY WITH MOBILITY PLAN 2035

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
Chapter 1 – Safety First	
<u>Policy 1.1, Roadway User Vulnerability</u> Design, plan, and operate streets to prioritize the safety of the most vulnerable roadway user.	Consistent. The Project would include pedestrian enhancements within and along the frontages of the Project Site, which include new landscaping along San Vicente Boulevard. Pedestrian access would be separated from vehicles and provided via entrances along San Vicente Boulevard. Bicycle access to the valet-operated bicycle parking would be provided at the porte-cochere. All improvements within the public right-of-way would be designed and completed in consultation with Los Angeles Department of Transportation (LADOT), or other agencies, and in compliance of standard guidelines, including Americans with Disabilities Act (ADA).
<u>Policy 1.2 Complete Streets</u> Implement a balanced transportation system on all streets, tunnels, and bridges using complete streets principles to ensure the safety and mobility of all users.	Consistent. The Project would conform to all design element requirements which may affect public rights-of-way, including proper driveway alignment, sidewalk widths, and design that would not hinder sight distance, mobility, or accessibility.
<u>Policy 1.3 Safe Routes to Schools</u> Prioritize the safety of school children on all streets regardless of highway classifications.	Consistent. The nearest elementary school to the Project Site is Horace Mann Elementary School, which is located approximately 0.53 miles southwest of the Project Site. The City's Safe Routes to School program does not identify any infrastructure or safety improvements in the immediate area. None of the pedestrian facilities (e.g., sidewalks) adjacent to the Project Site would affect the pedestrian route to Horace Mann Elementary School.
<u>Policy 1.6 Multi-Modal Detour Facilities</u> Design detour facilities to provide safe passage for all modes of travel.	Consistent. The Project would prepare a construction traffic management plan (described in Section 5D of this report) that would include detour routes for all applicable travel modes, including pedestrian and transit users, and any impediments to the public right-of-way.
Chapter 2 – World Class Infrastructure	
<u>Policy 2.2 Complete Streets Design Guide</u> Establish the Complete Streets Design Guide as the City's document to guide the operations and design of streets and other public rights-of-way.	Consistent. The Project would conform to all design element requirements which may affect public right-of-way, including proper driveway alignment, sidewalk widths to the extent feasible, improved lighting elements, and landscaping design that would not hinder sight distance, mobility, or accessibility.
<u>Policy 2.3 Pedestrian Infrastructure</u> Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.	Consistent. San Vicente Boulevard along the Project Site is designated as part of the pedestrian enhanced district. The Project would add new landscaping along the Project Site frontage to create a more comfortable walking environment. The Project would provide separate pedestrian entrances from the vehicular driveways to the Project Site. All driveways would be designed to provide an adequate pedestrian refuge area between the driveways where necessary.

TABLE 5 (CONT'D)
PROJECT CONSISTENCY WITH MOBILITY PLAN 2035

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
<u>Policy 2.4 Neighborhood Enhanced Network</u> Provide a slow speed network of locally serving streets.	Consistent. No roadways adjacent to the Project Site are designated as part of the Neighborhood Enhanced Network.
<u>Policy 2.5 Transit Network</u> Improve the performance and reliability of existing and future bus service.	Consistent. No roadways adjacent to the Project Site are designated as part of the Transit Enhanced Network. The Project would not preclude future improvements to existing and future transit services or operations and would not conflict with plans under development by Metro and/or LADOT such as the Metro D Line Extension.
<u>Policy 2.6 Bicycle Networks</u> Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities (includes scooters, skateboards, rollerblades, etc.)	Consistent. San Vicente Boulevard along the Project Site is designated as part of the Bicycle Lane Network. The Project would provide on-site bicycle parking and a repair area to encourage bicycling for residents, employees, and visitors to the Project Site. The Project would maintain the existing vehicular access points along San Vicente Boulevard in the BLN.
<u>Policy 2.9 Multiple Networks</u> Consider the role of each mode enhanced network when designing a street that included multiple modes.	Consistent. As detailed in Policies 2.3 to 2.6 and illustrated in Figure 14, the Project vicinity includes a mix of enhanced networks identified as part of the Mobility Plan. The Project would improve the overall pedestrian experience surrounding the Project Site and would not conflict with the City's bicycle plans as identified in the Mobility Plan.
<u>Policy 2.10 Loading Areas</u> Facilitate the provision of adequate on and off-street loading areas.	Consistent. In addition to providing on-site parking at subterranean parking levels, the Project would provide on-site loading facilities with access from the alley. Thus, neither commercial loading operations nor moving vehicles/trucks during the residential move-in procedures would occur within the public right-of-way.
<u>Policy 2.17 Street Widenings</u> Carefully consider the overall implications (costs, character, safety, travel, infrastructure, environment) of widening a street before requiring the widening, even when the existing right of way does not include a curb and gutter or the resulting roadway would be less than the standard dimension.	Consistent. 4th Street along the Project Site frontage currently meets the Mobility Plan half right-of-way requirements for a Local Street. The Project would maintain the existing ROW and sidewalk widths on San Vicente Boulevard. The Project does not propose any waivers of required dedication or improvements.

TABLE 5 (CONT'D)
PROJECT CONSISTENCY WITH MOBILITY PLAN 2035

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
Chapter 3 – Access for All Angelenos	
<u>Policy 3.1 Access for All</u> Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes – including goods movement – as integral components of the City's transportation system.	Consistent. The Project encourages multi-modal transportation alternatives and access for all travel modes to and from the Project Site. The Project would provide separate pedestrian entrances and on-site bicycle parking and amenities to encourage walking and bicycling. The Project encourages transit usage by developing a mixed-use project in proximity to transit. The Project would support those residents, employees, and visitors who choose to travel by automobile through the provision of driveways along San Vicente Boulevard to the parking garage and on-site commercial loading.
<u>Policy 3.2 People with Disabilities</u> Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.	Consistent. The Project would be designed consistent with all requirements from the Americans with Disabilities Act and would provide direct connections to pedestrian amenities at adjacent and nearby intersections.
<u>Policy 3.3 Land Use Access and Mix</u> Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.	Consistent. The Project would develop high-density residential and commercial uses and promote jobs/housing balance within proximity of employment, commercial, and local destinations, and local-serving retail and restaurants in an urban area. The Project's and its surrounding mix of land uses would encourage ridesharing and use of alternative transportation modes to minimize vehicle trips. The Project supports initiatives to create transit-oriented developments as it would develop on an infill site located near transit services. Additionally, the Project would provide on-site bicycle parking to encourage bicycle use and reduce the number of single occupancy vehicle trips to the Project Site.
<u>Policy 3.4 Transit Services</u> Provide all residents, workers, and visitors with affordable, efficient, convenient, and attractive transit services.	Consistent. The Project is located adjacent to a bus stop that formerly serviced by Metro Local 30/330; bus service is no longer provided at this location. Nonetheless, access to this bus stop would be maintained with safe and convenient paths of travel from the Project Site.
<u>Policy 3.5 Multi-Modal Features</u> Support "first-mile, last-mile solutions" such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.	Consistent. The Project would support "first-mile, last-mile solutions" by developing a mixed-use project located in an active urban area near transit. Additionally, the Project would provide on-site bicycle parking that would encourage the use of other alternative modes of transportation.
<u>Policy 3.6 Regional Transportation & Union Station</u> Continue to promote Union Station as the major regional transportation hub linking Amtrak, Metrolink, Metro Rail, and high-speed rail service.	Consistent. The future Metro D (Purple) Line Wilshire/ La Cienega Station would be located southwest of the Project Site and would provide a direct subway connection to Union Station.

TABLE 5 (CONT'D)
PROJECT CONSISTENCY WITH MOBILITY PLAN 2035

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
<u>Policy 3.7 Regional Transit Connections</u> Improve transit access and service to major regional destinations, job centers, and inter-modal facilities.	Consistent. The Project would improve access between transit and major regional destinations by developing a mix of high-density residential and commercial uses and promoting jobs/housing balance in an urban area near transit.
<u>Policy 3.8 Bicycle Parking</u> Provide bicyclists with convenient, secure, and well-maintained bicycle parking facilities.	Consistent. The Project would provide long-term and short-term bicycle parking to encourage bicycling for residents, employees, and visitors to the Project Site.
<i>Chapter 4 – Collaboration, Communication, & Informed Choices</i>	
<u>Policy 4.8 Transportation Demand Management Strategies</u> Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.	Consistent. The Project would encourage alternative modes of travel through its proximity to multiple transit services. As detailed in Section 4B of this Transportation Assessment, the Project would provide bicycle parking to encourage bicycle use and reduce the number of single occupancy vehicle trips to the Project Site.
<u>Policy 4.13 Parking and Land Use Management</u> Balance on-street and off-street parking supply with other transportation and land use objectives.	Consistent. The Project would provide sufficient off-street parking to accommodate the needs of residents, employees, and visitors at the Project Site. On-street parking is currently not permitted along the Project Site frontages.
<i>Chapter 5 – Clean Environments & Healthy Communities</i>	
<u>Policy 5.1 Sustainable Transportation</u> Encourage the development of a sustainable transportation system that promotes environmental and public health.	Consistent. The Project would encourage sustainable transportation by providing on-site bicycle parking facilities and separating pedestrian entrances from vehicles, both of which would promote active transportation modes such as biking and walking. The Project is located near bus stops providing residents, employees, and visitors of the Project with public transit modes.
<u>Policy 5.2 Vehicle Miles Traveled (VMT)</u> Support ways to reduce vehicle miles traveled (VMT) per capita.	Consistent. The Project is estimated to generate lower VMT per capita than the average for the area, as demonstrated in Section 4B of this Transportation Assessment.
<u>Policy 5.4 Clean Fuels and Vehicles</u> Continue to encourage the adoption of alternative fuels, new mobility technologies, and supporting infrastructure.	Consistent. The Project would provide electric vehicle (EV)-ready charging stations in accordance with applicable Los Angeles Municipal Code. By providing this type of service, the Project promotes usage of EVs, which produce less GHG emissions compared to non-electric vehicles.

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in *Mobility Plan 2035: An Element of the General Plan* (Los Angeles Department of City Planning, January 2016).

TABLE 6
PROJECT CONSISTENCY WITH PLAN FOR A HEALTHY LOS ANGELES

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
<i>Chapter 1 – Los Angeles, a Leader in Health and Equity</i>	
<u>Policy 1.5 Plan for Health</u> Improve Angelenos' health and well-being by incorporating a health perspective into land use, design, policy, and zoning decisions through existing tools, practices, and programs.	Consistent. The Project supports initiatives to create transit-oriented developments by developing a mixed-use project and promoting jobs/housing balance in a dense urbanized area well served by transit. The Project would provide on-site bicycle parking to encourage bicycling for residents, employees, and visitors to the Project Site. As such, it would encourage the use of active travel modes and thereby promote healthy living. It would also provide pedestrian enhancements around the Project Site, including new landscaping along San Vicente Boulevard.
<u>Policy 1.7 Displacement and Health</u> Reduce the harmful health impacts of displacement on individuals, families and communities by pursuing strategies to create opportunities for existing residents to benefit from local revitalization efforts by: creating local employment and economic opportunities for low-income residents and local small businesses; expanding and preserving existing housing opportunities available to low-income residents; preserving cultural and social resources; and creating and implementing tools to evaluate and mitigate the potential displacement caused by large-scale investment and development.	Consistent. The Project would include a mix of market rate and affordable housing units. Also, the Project would propose approximately 12,900 square feet of total commercial space that can provide employment and entrepreneurial opportunities. The Project does not displace any existing housing.
<i>Chapter 2 – A City Built for Health</i>	
<u>Policy 2.1 Access to Goods and Services</u> Enhance opportunities for improved health and well-being for all Angelenos by increasing the availability of and access to affordable goods and services that promote health and healthy environments, with a priority on low-income neighborhoods.	Consistent. In addition to affordable housing units, the Project provides employment and entrepreneurial opportunities through the development of up to 12,900 square feet of total commercial space located on the ground level of the Project Site, easily accessed by foot from surrounding residential neighborhoods. The Project does not displace any existing housing; rather, it adds to the active and vibrant mixed-use community with a high-density residential component.

TABLE 6 (CONT'D)
PROJECT CONSISTENCY WITH PLAN FOR A HEALTHY LOS ANGELES

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
<i>Chapter 5 – An Environment Where Life Thrives</i>	
<u>Policy 5.7 Land Use Planning for Public Health and GHG Emission Reduction</u> Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and others susceptible to respiratory diseases.	Consistent. The Project is estimated to generate lower VMT per capita than the average for the area, as demonstrated in Section 4B of this Transportation Assessment. Further, the Project would provide bicycle parking to encourage bicycle use and reduce the number of single occupancy vehicle trips to the Project Site and VMT per capita. VMT directly contributes to GHG emissions, so a reduced VMT per capita also reduces GHG per capita.

Notes:

- [a] Objectives, Policies, Programs, or Plans based on information provided in *Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan* (Los Angeles Department of City Planning, March 2015).

TABLE 7
PROJECT CONSISTENCY WITH WILSHIRE COMMUNITY PLAN

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
<u>Objective 1-1</u> Provide for the preservation of existing quality housing, and for the development of new housing to meet the diverse economic and physical needs of the existing residents and expected new residents in the Wilshire Community Plan Area to the year 2010	Consistent. The Project proposes high-density residential uses with both market rate and affordable housing units.
<u>Objective 1-2</u> Reduce vehicular trips and congestion by developing new housing in close proximity to regional and community commercial centers, subway stations and existing bus route stops	Consistent. The Project proposes high-density residential uses in an active urban area near existing and future transit services.
<u>Objective 1-3</u> Preserve and enhance the varied and distinct residential character and integrity of existing residential neighborhoods.	Consistent. Primary vehicular access to the Project Site would continue to be provided on San Vicente Boulevard. No access is proposed along a Local Street directly facing a residential neighborhood.
<u>Objective 1-4</u> Provide affordable housing and increased accessibility to more population segments, especially students, the handicapped and senior citizens.	Consistent. The Project would not displace any existing housing and proposes market rate and affordable housing units with commercial uses.
<u>Objective 2-1</u> Preserve and strengthen viable commercial development and provide additional opportunities for new commercial development and services within existing commercial areas.	Consistent. The Project proposes new local-serving commercial uses in existing established commercial areas and future Project residents could patronize the existing commercial uses in the area.
<u>Objective 2-2</u> Promote distinctive commercial districts and pedestrian-oriented areas.	Consistent. The Project encourages pedestrian-oriented design through new landscaping around the Project Site perimeter. The Project would provide up to 12,900 sf of local-serving commercial uses on the ground level of the Project Site.
<u>Objective 2-3</u> Enhance the visual appearance and appeal of commercial districts.	Consistent. As part of the Project, the adjacent sidewalks would be lined with landscaping elements to create a more comfortable environment for pedestrians and improve the overall existing streetscape.
<u>Objective 10-1</u> Continue to encourage improved and additional local and express bus service and neighborhood shuttles throughout the Wilshire Community Plan Area.	Consistent. The Project proposes high-density residential uses near existing and future transit service to encourage alternative transportation modes. The Project would coordinate with the appropriate agencies regarding any potential improvements to the adjacent bus stop on San Vicente Boulevard, as needed.

TABLE 7 (CONT'D)
PROJECT CONSISTENCY WITH WILSHIRE COMMUNITY PLAN

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
<u>Objective 10-2</u> Increase work trips and non-work trips made on public transit.	Consistent. The Project proposes high-density residential uses and commercial uses near existing and future transit service to encourage trips made via public transit.
<u>Objective 11-1</u> Promote an adequate system of Bikeways for commuter, school and recreational use.	Consistent. The Project would provide on-site bicycle parking and repair areas to encourage bicycling for residents, employees, and visitors to the Project Site. The Project would not preclude future improvements to existing and future bicycle infrastructure and would thus support the initiatives to construct bikeways in the area.
<u>Objective 11-2</u> Promote pedestrian mobility, safety, amenities, and access between employment centers, residential areas, recreational areas, schools, and transit centers.	Consistent. The Project would provide new landscaping along the Project Site frontages to accommodate pedestrian travel and provide a more comfortable pedestrian environment.
<u>Objective 12-1</u> Pursue Transportation Demand Management Strategies that maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.	Consistent. The Project would implement strategies to reduce the dependency on single occupancy vehicles by providing on-site bicycle parking with amenities. The Project would improve on-site and surrounding pedestrian connections and bicycle amenities to encourage transit ridership and improve pedestrian and bicycle access.
<u>Objective 13-1</u> Increase traffic capacity on existing freeways and streets, through policy changes, and minor physical improvements to existing streets.	Consistent. The majority, if not all, signalized intersections within the City are currently equipped with both Automated Traffic Surveillance and Control (ATSAC) and Adaptive Traffic Control System (ATCS), which allow for real-time adjustment of signal timing plans to reflect changing traffic conditions and improve intersection traffic capacity. The Project would not preclude or interfere with any City improvements to the intersection or roadways. The Project would not interfere with the City's enforcement of its parking restrictions in the vicinity.
<u>Objective 14-1</u> Initiate and continue existing Residential Neighborhood Protection Plans to mitigate traffic and parking impacts throughout the Wilshire Community Plan Area.	Consistent. The Project is not anticipated to result in any substantial neighborhood "cut-through" traffic. The Project would not preclude future implementation of any traffic calming measures.

TABLE 7 (CONT'D)
PROJECT CONSISTENCY WITH WILSHIRE COMMUNITY PLAN

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
<u>Objective 15-1</u> Provide off-street parking in appropriate locations in accordance with Citywide standards and community needs.	Consistent. The Project includes subterranean parking levels to meet the needs of residents, employees, and visitors at the Project Site and would be designed in accordance with City standards. The Project would slightly modify the two existing curb cuts along San Vicente Boulevard, a designed Boulevard II. No new curb cuts would be introduced along any roadways that are designated Boulevard II or Avenues. Nonetheless, any modifications to the existing driveways would be designed to minimize vehicle conflicts with other vehicles, pedestrians, and bicyclists.
<u>Objective 16-1</u> To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation and safety, comply with Citywide performance standards for acceptable Levels of Service (LOS) and ensure that necessary Freeway and Street access and improvements are provided to accommodate additional traffic anticipated from Wilshire Community Plan land use changes and/or by new development.	Consistent. Under State of California Senate Bill 743, the focus of transportation analysis shifted from vehicular delay (LOS) to VMT. Thus, a project's CEQA transportation-related analysis and resulting impacts are assessed via VMT methodology. LOS methodology is no longer applicable for purposes of identifying a project's CEQA transportation-related impacts. Section 5B of the Transportation Assessment details the LOS operations at the five study intersections selected for operational evaluation. As shown in Table 12, in year 2027 upon anticipated Project completion, the adjacent intersection of La Cienega Boulevard & San Vicente Boulevard would operate at LOS E during the morning and afternoon peak hours, before and after the addition of Project traffic. The Project would not cause any location to change from LOS D or better to LOS E or F during either peak hour. The Project would provide pedestrian enhancements around the Project Site, including new landscaping along the Project Site frontages. The Project would provide on-site bicycle parking and amenities to encourage travel via alternative transportation modes and reduce single-occupancy vehicle trips.
<u>Objective 16-2</u> Ensure that the location, intensity and timing of development is consistent with the provision of adequate transportation infrastructure.	Consistent. Section 5B of the Transportation Assessment provides detailed operational analysis for determination of the transportation infrastructure adequacy to serve the traffic generated by the Project.

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in the *Wilshire Community Plan* (Los Angeles Department of City Planning, 2001).

TABLE 8
PROJECT CONSISTENCY WITH CITYWIDE DESIGN GUIDELINES

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
<i>Pedestrian-First Design</i> <u>Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all</u> Design projects to be safe and accessible and contribute to a better public right-of-way for people of all ages, genders, and abilities, especially the most vulnerable - children, seniors, and people with disabilities. <u>Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience</u> Design to avoid pedestrian and vehicular conflicts and to create an inviting and comfortable public right-of-way. A pleasant and welcoming public realm reinforces walkability and improves the quality of life for users. <u>Guideline 3: Design projects to actively engage with streets and public space and maintain human scale</u> New projects should be designed to contribute to a vibrant and attractive public realm that promotes a sense of civic pride. Better connections within the built environment contribute to a livable and accessible city and a healthier public realm.	
	Consistent. The Project would include pedestrian enhancements within and along the frontages of the Project Site. The adjacent sidewalks along 4th Street and San Vicente Boulevard would be lined with landscaping elements to create a more comfortable environment for pedestrians. The Project would provide bicycle parking to encourage bicycling. The Project is located near existing and future transit services to promote the use of transit and other alternative modes of transportation. Pedestrian access to the Project Site would be separated from vehicles to minimize potential vehicle/pedestrian conflicts. Further, the orientation of the Project design and active ground floor facilities ensure that the Project actively engages with the street and its surrounding uses.

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in the *Citywide Design Guidelines* (Los Angeles Department of City Planning, 2019).

Section 4B: Threshold T-2.1

Causing Substantial VMT Analysis

Threshold T-2.1 states that a residential project would result in a significant VMT impact if it cannot meet the household VMT per capita of 15% below the existing average household VMT per capita for the Area Planning Commission (APC) area in which a project is located. Similarly, a commercial project would result in a significant VMT impact if it cannot meet the work VMT per employee of 15% below the existing average work VMT per employee for the APC area in which the project is located.

The VMT analysis presented below was conducted in accordance with the TAG, which satisfies State requirements under SB 743.

VMT METHODOLOGY

The following describes the methodology by which vehicle trips and VMT are calculated in *City of Los Angeles VMT Calculator Version 1.3* (LADOT, July 2020) (VMT Calculator), as detailed in *City of Los Angeles VMT Calculator Documentation* (LADOT and LADCP, May 2020). LADOT developed the VMT Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for developments within City limits, which are based on the following types of one-way trips:

- Home-Based Work Production: trips to a workplace destination originating from a residential use
- Home-Based Other Production: trips to a non-workplace destination (e.g., retail, restaurant, etc.) originating from a residential use
- Home-Based Work Attraction: trips to a workplace destination originating from a residential use

As detailed in *City of Los Angeles VMT Calculator Documentation*, the household VMT per capita threshold applies to Home-Based Work Production and Home-Based Other Production trips, and

the work VMT per employee threshold applies to Home-Based Work Attraction trips, as the location and characteristics of residences and workplaces are often the main drivers of VMT, as detailed in Appendix 1 of *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Governor's Office of Planning and Research, December 2018).

Other types of trips generated in the VMT Calculator include Non-Home-Based Other Production (trips to a non-residential destination originating from a non-residential use), Home-Based Other Attraction (trips to a non-workplace destination originating from a residential use), and Non-Home-Based Other Attraction (trips to a non-residential destination originating from a non-residential use). These trip types are not factored into the VMT per capita and VMT per employee thresholds as those trips are typically localized and are assumed to have a negligible effect on the VMT impact assessment. However, those trips are factored into the calculation of total project VMT for screening purposes when determining if VMT analysis would be required.

Table 2.2-1 of the TAG details the following daily household VMT per capita and daily work VMT per employee impact criteria (15% below the APC average) for the APC areas:

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

The Project is located in the Central APC area and, therefore, has a daily household VMT per capita impact threshold of 6.0.

Travel Behavior Zone (TBZ)

The City developed TBZ categories to determine the magnitude of VMT and vehicle trip reductions that could be achieved through TDM strategies. As detailed in *City of Los Angeles VMT Calculator Documentation*, the development of the TBZs considered the population density, land use density, intersection density, and proximity to transit of each Census tract in the City and are categorized as follows:

1. *Suburban (Zone 1): Very low-density primarily centered around single-family homes and minimally connected street network*
2. *Suburban Center (Zone 2): Low-density developments with a mix of residential and commercial uses with larger blocks and lower intersection density*
3. *Compact Infill (Zone 3): Higher density neighborhoods that include multi-story buildings and well-connected streets*
4. *Urban (Zone 4): High-density neighborhoods characterized by multi-story buildings with a dense road network*

The VMT Calculator determines a project's TBZ based on the latitude and longitude of a project address. The Project Site is located in a Compact Infill (Zone 3) TBZ.

Mixed-Use Development Methodology

As detailed in *City of Los Angeles VMT Calculator Documentation*, the VMT Calculator accounts for the interaction of land uses within a mixed-use development and considers the following sociodemographic, land use, and built environment factors for a project area:

- The project's jobs/housing balance
- Land use density of the project
- Transportation network connectivity
- Availability of and proximity to transit
- Proximity to retail and other destinations
- Vehicle ownership rates
- Household size

Trip Lengths

The VMT Calculator estimates trip lengths based on information from the City's Travel Demand Forecasting Model, which considers the traffic analysis zones within 0.125 miles of where a project is located to determine the average trip length and trip type, which factor into the calculation of a project's VMT.

Population and Employment Assumptions

As previously stated, the VMT thresholds identified in the TAG are based on household VMT per capita and work VMT per employee. Thus, the VMT Calculator contains population assumptions developed based on Census data for the City and employment assumptions derived from multiple data sources, including *2012 Developer Fee Justification Study* (Los Angeles Unified School District, 2012), *Trip Generation Manual, 9th Edition* (ITE, 2012), the San Diego Association of Governments Activity Based Model, the United States Department of Energy, and other modeling resources.² A summary of population and employment assumptions for various land uses is provided in Table 1 of *City of Los Angeles VMT Calculator Documentation*.

TDM Measures

Additionally, the VMT Calculator measures the reduction in VMT resulting from a project's incorporation of TDM strategies as project design features or mitigation measures. The following seven categories of TDM strategies are included in the VMT Calculator:

1. Parking
2. Transit
3. Education and Encouragement
4. Commute Trip Reductions
5. Shared Mobility

² 2020 LAUSD Developer Fee Justification Study and Trip Generation Manual, 11th Edition are now available; however, the City's VMT Calculator utilized the editions indicated herein.

- 
6. Bicycle Infrastructure
 7. Neighborhood Enhancement

TDM strategies within each of these categories have been empirically demonstrated to reduce trip-making or travel mode choice in such a way as to reduce VMT, as documented in *Quantifying Greenhouse Gas Mitigation Measures* (California Air Pollution Control Officers Association, 2010).

PROJECT VMT ANALYSIS

The VMT Calculator was used to evaluate Project VMT for comparison to the VMT impact criteria. The VMT Calculator utilized the Project's land uses and their respective sizes as the primary input, including 113 multi-family housing units, 14 affordable housing units, and 12,900 sf ground floor high-turnover restaurant uses.

Per *City of Los Angeles VMT Calculator User Guide* (LADOT and LADCP, May 2020), non-office commercial uses (i.e., small-scale non-office commercial components less than 50,000 sf) are assumed to have a negligible effect on VMT and are not considered for the purposes of identifying significant VMT impacts. Thus, the Project's 12,900 sf of restaurant uses would not result in a significant VMT impact.

Project VMT

. The VMT evaluation accounted for the inclusion of LAMC-required short-term and long-term bicycle parking to support safe and comfortable bicycle travel and reduce the number of single occupancy vehicle trips to the Project Site. The VMT analysis results based on the VMT Calculator are summarized in Table 9. The VMT Calculator estimates that the Project described above would generate 1,492 daily household VMT. Thus, the Project would generate an average household VMT per capita of 5.0.

The average household VMT per capita would not exceed the Central APC significant household VMT impact threshold of 6.0 and, therefore, the overall Project would not result in a significant VMT impact, and no mitigation measures would be required.

The detailed output from the VMT Calculator is provided in Appendix D.

CUMULATIVE ANALYSIS

Cumulative effects of development projects are determined based on the consistency with the air quality and GHG reduction goals of *Connect SoCal – The 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy* (Southern California Association of Governments [SCAG], Adopted September 3, 2020) (RTP/SCS) in terms of development location, density, and intensity. The RTP/SCS presents a long-term vision for the region's transportation system through Year 2045 and balances the region's future mobility and housing needs with economic, environmental, and public health goals.

As detailed in the TAG, for projects that do not demonstrate an impact by applying an efficiency-based impact threshold (i.e., household VMT per capita or work VMT per employee) in the project impact analysis, a less than significant impact conclusion is sufficient in demonstrating there is no cumulative VMT impact, as those projects are already shown to align with the long-term VMT and GHG goals of the RTP/SCS. The Project would not result in a significant VMT impact, as described above. Further, the Project would be designed to further reduce single occupancy trips to the Project Site through provisions of LAMC-required bicycle parking and amenities. Therefore, the Project is not anticipated to result in a cumulative VMT impact under Threshold T-2.1, and no further evaluation or mitigation measures are required.

Furthermore, the Project proposes a mixed-use development consisting of multi-family housing units and local-serving ground floor commercial uses located near local bus lines and future transit services. The Project would also contribute to the productivity and use of the regional transportation system by providing housing and employment near transit and encourage active transportation by providing bicycle parking and active street frontages, in line with RTP/SCS goals. Thus, the Project encourages a variety of transportation options and is consistent with the RTP/SCS goal of maximizing mobility and accessibility in the region.

**TABLE 9
VMT ANALYSIS SUMMARY**

Project Information	
Land Use	Size
Muti-Family Housing	113 du
Affordable housing	14 du
High-Turnover (Sit-Down) Restaurant	12,900 sf
VMT Screening Analysis [a]	
Net Daily Vehicle Trips	795
Net Daily VMT	4,864
Project VMT Analysis [b]	
Resident Population [c]	299
Employee Population [c]	52
Project Area Planning Commission	Central
Travel Behavior Zone (TBZ) [d]	Compact Infill
Maximum Allowable VMT Reduction [e]	40%
Daily Vehicle Trips	1,431
Total Daily VMT	9,186
Total Home-Based Production VMT	1,492
Household VMT per Capita [f]	5.0
Impact Threshold	6.0
Significant Impact	NO
Total Home-Based Work Attraction VMT [h]	-
Work VMT per Employee	-
Impact Threshold	7.6
Significant Impact	NO

Notes:

- [a] As part of the VMT Screening Analysis of the approved MOU, which is provided in Appendix A, the VMT Calculator Version 1.3 (July 2020) (VMT Calculator) was used to estimate the net daily vehicle trips and net daily VMT for the Project prior to any VMT reductions associated with the implementation of TDM strategies as part of the Project. Based on the results, a detailed VMT analysis for the Project is required.
- [b] The Project VMT evaluation incorporates VMT reductions associated with provision of LAMC-required bicycle parking part of the Project. The VMT output results are provided in Appendix D.
- [c] Total residential population and employment estimates are based on the following factors:
Multi-Family Housing: 2.25 resident population / unit
Affordable Housing - Family: 3.14 resident population / unit
High-Turnover Sit-Down Restaurant: 4.0 employees / 1,000 sf
The residential factors for single-family households and multi-family households were derived from Census data for the City of Los Angeles. The employment factors are based on employee data from the Los Angeles Unified School District, 2012 SANDAG Activity Based Model, ITE trip generation rates, US Department of Energy, and other modeling resources.
- [d] A "Compact Infill" TBZ is characterized in *City of Los Angeles VMT Calculator Documentation* (LADOT and DCP, May 2020) as higher density neighborhoods that include multi-story buildings and well connected streets.
- [e] The maximum allowable VMT reduction is based on the Project's designated TBZ as determined in *Transportation Demand Management Strategies in LA VMT Calculator* (LADOT, November 2019) and *Quantifying Greenhouse Gas Mitigation Measures* (California Air Pollution Control Officers Association, 2010).
- [f] Household VMT per Capita is based on the "home-based production" trip types.
- [h] Work VMT per Employee is based on "home-based work attraction" trip types. Work VMT per Employee is not reported for non-office commercial uses that are local-serving (i.e., less than 50,000 sf) as those uses are assumed to have negligible effect on VMT and are not considered for the purposes of identifying significant VMT impacts.



Section 4C: Threshold T-2.2

Substantially Inducing Additional Automobile Travel Analysis

The intent of Threshold T-2.2 is to assess whether a transportation project would induce substantial VMT by increasing vehicular capacity on the roadway network, such as the addition of through traffic lanes on existing or new highways, including general purpose lanes, high-occupancy vehicle lanes, peak period lanes, auxiliary lanes, and lanes through grade-separated interchanges.

The Project is not a transportation project that would induce automobile travel. Therefore, further evaluation is not required, and the Project would not result in a significant impact under Threshold T-2.2.

Section 4D: Threshold T-3

Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use Analysis

Threshold T-3 requires that a project undergo further evaluation if it proposes new driveways or new vehicle access points to the property from the public ROW or modifications along the public ROW (i.e., street dedications). Project access plans were reviewed to determine if the Project would substantially increase hazards due to geometric design features, including safety, operational, or capacity impacts, with consideration of the following factors:

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

ACCESS OVERVIEW

As described in Chapter 1 and shown in Figure 1, two existing curb cuts are provided along San Vicente Boulevard to access the surface parking lot currently occupying the Project Site. The primary access to the Project Site would be provided from new curb cuts as separated ingress and egress driveways that are substantially in the same locations of the two existing curb cuts. A secondary vehicular outlet would also be available to the adjacent alley. Vehicular access to an

internal loading area is also provided along the alley. Pedestrian access to the Project would be provided via entrances along the Project's San Vicente Boulevard frontage. Access to the valet-operated bicycle parking would be provided at the porte-cochere.

PROJECT HAZARDS ANALYSIS

Driveway Design Features

The Project driveways were closely reviewed and compared to the driveway design guidelines from Section 321 of *Manual of Policies and Procedures* (LADOT, December 2008, Updated 2020). These guidelines include factors such as driveway placement, width, and type. The final design of the driveways would be reviewed by the City Department of Building and Safety, City Bureau of Engineering, and LADOT during site plan review to ensure code compliance and safe pedestrian and vehicular design. As detailed below, the driveways would neither result in an increase of total number of curb cuts, nor substantially increase vehicular conflicts with other vehicles, bicycles, and/or pedestrians along San Vicente Boulevard, nor present any geometric design hazards related to traffic movement.

The Project would not modify roadway widths or otherwise affect the geometric design of roads surrounding the Project Site, nor would it implement any features that would obstruct sight distance or paths of vehicular, pedestrian, or bicycle travel. Pedestrian access would be provided separate from vehicular access. The driveways would allow for right turns only to and from the adjacent roadway. The Project driveways would provide adequate sight distance, as San Vicente Boulevard has no roadway curvature and is relatively level adjacent to the Project Site. The conceptual driveway design would not locate street trees or other potential impediments in the sidewalk that would affect sight distance and visibility of approaching vehicles, pedestrians, or bicycles.

The Project driveways would each be approximately 16 feet wide and would provide access to the porte-cochere area on the ground level and parking ramps to the subterranean parking garage. The driveways would be separated by approximately 100 feet to minimize any driveway ingress/egress vehicle conflicts and to provide a pedestrian refuge area. No unusual or new obstacles are presented in the design that would reduce sight distance or be considered

hazardous to vehicles, bicycles, or pedestrians. Thus, the design and location of the Project driveways is not anticipated to result in vehicle-bicycle conflicts. The Project driveways would be placed substantially in the same locations of the existing driveways. As such, the Project would not introduce new curb cuts. The driveways would be placed and configured to limit vehicle queues and bicycle/pedestrian-vehicle conflicts. The Project driveway would have the capacity to accommodate all peak hour Project trips and, therefore, no safety or queuing hazards are expected to occur related to operation of the driveway.

Pedestrian and Bicycle Activity

The Project would result in an increase in both pedestrian and bicycle activity on San Vicente Boulevard and La Cienega Boulevard, however, the Project would improve adjacent pedestrian facilities with new landscaping elements along both Project Site frontages. Furthermore, the adjacent signalized intersection of La Cienega Boulevard & San Vicente Boulevard (Intersection #5) facilitates traffic flow and provides marked crosswalks, walk signal indicators, and countdown timers to increase the safety of pedestrian crossings. Pedestrians would have separate access points from vehicles to limit potential conflicts with vehicles accessing the Project Site.

The Project driveways do not cross existing bicycle lanes, however, bicycle lanes and sharrows are provided along San Vicente Boulevard adjacent to the Project Site. Given the minimal bicycle traffic in the area, as detailed in Appendix B, the driveways would not pose a safety hazard to bicyclists, nor are they anticipated to result in significant vehicle-bicycle conflicts. Nonetheless, the driveways would be designed and located so as to not preclude or interfere with the implementation of any future roadway improvements benefiting transit, pedestrians, or bicycles, as well as provide adequate sight distance and pedestrian refuge areas to limit any potential vehicular-pedestrian conflicts. The driveway designs do not present significant safety issues regarding vehicular-pedestrian conflicts.

Physical Terrain

The Projects driveways currently intersect the sidewalk and street at an angle due to the existing diagonal roadway configuration of San Vicente Boulevard, however, the Project would provide

adequate building setback to allow pedestrians and bicyclists to observe vehicles within the driveways. Furthermore, on-street parking is only permitted along San Vicente Boulevard south of the Project's southernmost driveway, thereby maintaining maximum sight distance at each driveway.

The Project's pedestrian enhancements, including new landscaping along both Project Site frontages, would help facilitate pedestrian and bicycle accessibility and improve visibility near vehicular access points. The Project's landscape improvements in the public ROW would be designed to not interfere with visibility.

Project Location

The Project Site is not located along a roadway that has been identified as part of the HIN. The nearest elementary school to the Project Site is Horace Mann Elementary School, which is located approximately 0.53 miles southwest of the Project Site. None of the pedestrian facilities (e.g., sidewalks) adjacent to the Project Site would affect the pedestrian route to Horace Mann Elementary School. Further, the City's SRTS program has not identified any infrastructure improvement projects within the vicinity of the Project Site.

The Project would maintain the designated driveway and roadway width requirements as indicated in the Mobility Plan, and the Project would not preclude future roadway improvements proposed in the Mobility Plan.

Incompatible Uses

The Project design incorporates and expands on the surrounding areas to provide a more attractive, well-defined, and accessible interaction between the Project and adjacent uses. None of the Project design elements or land uses are considered incompatible with the surrounding uses. There are no unusual or new obstacles that would be considered hazardous to motorized vehicles, non-motorized vehicles, or pedestrians.

Therefore, based on the analysis above, the Project does not present any geometric design hazards that would significantly impact traffic movement, mobility, or pedestrian accessibility. Thus, the Project would not result in an impact under Threshold T-3.

CUMULATIVE ANALYSIS

In addition to potential Project-specific impacts, the TAG requires that the Project be reviewed in combination with Related Projects with access points along the same block as the Project to determine if there may be a cumulatively significant impact. There are currently no identified Related Projects proposed with access points along the same block of the Project. Therefore, the Project would not result in cumulative impacts that would substantially increase hazards due to geometric design features, including safety, operational, or capacity impacts.

FREEWAY SAFETY ANALYSIS

Section 2.4.4 of the TAG outlines the methodology of assessing potential vehicle to vehicle impacts that may result in unsafe vehicle queues from freeway off-ramp facilities due to speed differentials between the mainline freeway lanes and the queued vehicles at the off-ramp.

Analysis Methodology

Further freeway safety analysis is required for any freeway off-ramp where a project adds 25 or more peak hour trips. A project could result in a significant safety issue at such a ramp if each of the following three criteria were met:

1. Under a scenario analyzing future conditions upon project buildout, with project traffic included, the off-ramp queue would extend to the mainline freeway lanes.³
2. The project would contribute at least two vehicle lengths (50 feet, assuming 25 feet per vehicle) to the queue.

³ If an auxiliary lane is provided on the freeway, then half the length of the auxiliary lane is added to the ramp storage length.

- 
3. The average speed of mainline freeway traffic adjacent to the off-ramp during the analyzed peak hour(s) is greater than 30 mph.

Should a safety issue be identified, corrective measures to be considered include TDM strategies to reduce a project's trip generation, investments in active transportation or transit system infrastructure to reduce a project's trip generation, changes to the traffic signal timing or lane assignments at the ramp intersection, or physical changes to the off-ramp. Any physical change to the ramp would have to improve safety, not induce greater VMT, and not result in secondary environmental impacts.

Project Freeway Safety Analysis

The Project is located over 2.0 miles north of I-10. As detailed in the approved MOU, the Project would not exceed the City's freeway safety analysis screening threshold and would not add 25 or more peak hour trips to any freeway off-ramp. Therefore, no freeway off-ramp queuing analysis is required. Furthermore, the Project would not result in adverse safety conditions at any freeway off-ramps, and no corrective measures would be required.



Chapter 5

Non-CEQA Transportation Analysis

This chapter summarizes the non-CEQA transportation analysis of the Project. It includes an evaluation of Project traffic, the proposed access provisions, safety and circulation, and the adjacent pedestrian, bicycle, and transit facilities. This chapter also summarizes the evaluation of the Project's operational conditions, parking supply and requirements, and effects due to Project construction.

Per Section 3.1 of the TAG, any deficiencies identified based on the non-CEQA transportation analysis is “not intended to be interpreted as thresholds of significance, or significance criteria for purposes of CEQA review unless otherwise specifically identified in Section 2.” Section 3 of the TAG identifies the following four non-CEQA transportation analyses for reviewing potential transportation deficiencies that may result from a development project:

- Pedestrian, Bicycle, and Transit Access Assessment
- Project Access, Safety, and Circulation Evaluation
- Residential Street Cut-Through Analysis
- Project Construction Assessment

The four non-CEQA transportation analyses were reviewed in detail in Sections 5A through 5D.

Section 5A

Pedestrian, Bicycle, and Transit Assessment

This section assesses the Project's potential effect on pedestrian, bicycle, and transit facilities in the vicinity of the Project Site. Factors to consider when assessing a project's potential effect on pedestrian, bicycle, and transit facilities, include the following:

- Would the project directly or indirectly result in a permanent removal or modification that would lead to the degradation of pedestrian, bicycle, or transit facilities?
- Would a project intensify use of existing pedestrian, bicycle, or transit facilities?

EXISTING INFRASTRUCTURE

Pedestrians and Bicycles

Adjacent to the Project Site, 10- to 19-foot-wide sidewalks are provided along San Vicente Boulevard and 12.5-foot-wide sidewalks are provided along 4th Street. There are ADA accessible curb ramps, pedestrian push buttons, and continental crosswalks at all four legs of the adjacent signalized intersection of La Cienega Boulevard & San Vicente Boulevard (Intersection #5). Figure 7 shows a map of commercial and institutional facilities within walking distance of the Project Site that could attract pedestrian activity. Class II bicycle lanes and Class III bicycle routes are provided on San Vicente Boulevard, adjacent to the Project, and on Burton Way.

Transit

The Project is located adjacent to a bus stop that is equipped with a shelter (for rain or shade) and a bench. The adjacent bus stop was formerly serviced by Metro Local 30/330; bus service is no longer provided at this location. Public bus stops in the immediate vicinity of the Project Site are also equipped with shelters and/or benches. For example, along northbound La Cienega Boulevard, the Metro Local 105 bus stops provide benches immediately south and north of San

Vicente Boulevard. Along southbound La Cienega Boulevard, the Metro Local 105 bus stop provides both shelters and benches immediately north of San Vicente Boulevard and only benches south of San Vicente Boulevard.

PROJECT EFFECTS ON INFRASTRUCTURE

The Project would provide new landscaping elements and maintain accessible sidewalks along both the Project frontages on 4th Street and San Vicente Boulevard. To facilitate bicycle use, the Project would also provide bicycle parking for residents, employees, and visitors in accordance with the LAMC, along with a bicycle repair area. The Project would slightly modify the locations of the two existing curb cuts for access on San Vicente Boulevard, which would be designed in accordance with City standards to minimize any potential conflicts with pedestrian and bicyclists by providing adequate sight distance and visibility. Any improvements to the public ROW will be processed through the City B-permit process. The Project improvements would not preclude or interfere with implementation of any future roadway improvements benefiting pedestrians, bicyclists, and transit users.

PROJECT EFFECTS ON VOLUME

Pedestrians and Bicycles

The Project would result in additional pedestrian, bicycle, and transit activity in the vicinity of the Project Site. Given the Project Site's proximity to active commercial uses, it is ideally located to encourage non-automobile trips to and from those destinations. Furthermore, the Project is located near bus stops that serve local bus lines and approximately 0.40 miles walking distance of the future Metro D Line Wilshire/La Cienega Station that would encourage the utilization of public transit. The Project would also provide bicycle parking to encourage alternative travel modes. However, none of the volumes of any of those travel modes is anticipated to reach a level where any degradation, capacity constraint, or conflict would arise. Additionally, the Project would enhance the pedestrian environment by providing a more comfortable pedestrian experience through lining the adjacent sidewalks with landscaping elements. The Project's improvements to sidewalk infrastructure would accommodate the Project-related increase in pedestrian traffic. The

Project would not directly or indirectly result in a permanent removal or modification of infrastructure or degrade pedestrian or bicycle facilities. Overall, the Project would not result in the deterioration of any existing facilities serving pedestrians or bicyclists.

Transit

Although the Project (and other Related Projects) will cumulatively add transit ridership, the Study Area is served by multiple bus lines operated by Metro and LADOT DASH. As detailed in Tables 2A and 2B, the total residual capacity of the bus lines within a 0.25-mile walking distance of the Project Site during the morning and afternoon peak hours is approximately 1,431 additional riders during the morning peak hour and 1,320 additional riders during the afternoon peak hour. The completion of the Metro D Line Wilshire/La Cienega Station will substantially increase overall transit capacity.

As detailed in Table 4, transit usage for the Project accounts for the reduction of approximately 15 vehicle trips during both the morning and afternoon peak hours. These trips do not account for any transit trips reductions due to the removal of existing uses. Based on the average vehicle occupancy factor of 1.55 for all trip purposes in Los Angeles County as identified in *SCAG Regional Travel Demand Model and 2012 Model Validation* (SCAG, March 2016), the total Project vehicle-transit trips correspond to 23 person-transit trips. This equates to approximately 2% of the total residual capacity of the transit lines within the Study Area during the morning and afternoon peak hours. As such, the nearby transit capacity can accommodate the intensification of transit usage attributable to the Project without absorbing excess capacity, even prior to the added capacity available upon completion of the Metro D Line.

CONCLUSION

The Project would result in some intensification of pedestrian, bicycle, and transit activity in the vicinity of the Project Site. Given the Project Site's location near existing local bus services and a future planned major transit stop, as well as its proximity to active commercial centers, it is ideally located to encourage non-automobile trips to and from those destinations and reach additional public transit routes. Additionally, the Project would promote a more comfortable and walkable



environment for all users through new landscaping elements along both the Project frontages. The amount of additional pedestrian, bicycle, and transit activity generated by the Project would not strain the capacity of facilities nor operations dedicated to those modes.

Section 5B

Project Access, Safety, and Circulation Assessment

This section summarizes the site access, safety, and circulation of the Project Site. It includes a quantitative evaluation of the Project's access and circulation operations, as well as the anticipated LOS at the study intersections and anticipated traffic queues.

PROJECT ACCESS

Vehicles

The Project would provide a total of 168 vehicle parking spaces within three subterranean parking levels. Primary vehicular access to the porte-cochere area and parking garage would be provided via separated ingress and egress driveways along San Vicente Boulevard located in substantially the same locations as the two existing curb cuts. Residents can directly access the subterranean parking levels via the parking ramp immediately located across the ingress driveway. A secondary vehicular outlet would also be available from the parking ramp to the adjacent alley. Pick-up/drop-off valet operations would be provided within the porte-cochere area. Valet staff would utilize both parking ramps to travel between the subterranean parking levels and the pick-up/drop-off area. The Project would provide two lanes for valet-service and passenger drop-off/pick-up operations on the ground floor, which allows for one pick-up/drop-off lane and one bypass lane. The pick-up/drop-off area would provide three-vehicle queue storage, as well as managed valet staff to accommodate the anticipated passenger loading demand so as to minimize any queue spillover onto the public ROW. The driveways would be designed to LADOT standards with the review of City staff. The circulation aisle widths of the parking areas should be designed to allow adequate and safe circulation of vehicles without significant conflicts. Access to an internal loading area would also be provided via the adjacent alley.

Pedestrians and Bicycles

Pedestrian access to the Project would be provided via entrances along the Project's San Vicente Boulevard frontage. Residents, visitors and employees arriving by bicycle would access the valet-operated bicycle parking at the porte-cochere. There are currently bicycle lanes and sharrows along the Project's San Vicente Boulevard frontages. In order to facilitate bicycle use, 109 bicycle parking spaces, including 15 short-term and 94 long-term bicycle parking spaces, would be provided, consistent with the LAMC.

OPERATIONAL EVALUATION

Intersection operations were evaluated for typical weekday morning (7:00 AM to 10:00 AM) and afternoon (3:00 PM to 6:00 PM) peak periods. A total of five intersections, four signalized and one unsignalized, in the vicinity of the Project Site were selected for detailed transportation analysis and are shown in Figure 3.

In addition to the Existing Conditions and Future without Project Conditions in Year 2027 developed in Chapter 2, the following traffic conditions were developed and analyzed as part of this study:

- Existing with Project Conditions (Year 2023): This analysis condition estimates the potential intersection operating conditions that could be expected if the Project were built under existing conditions.
- Future with Project Conditions (Year 2027): This analysis condition estimates the potential intersection operating conditions that could be expected if the Project were occupied in the projected buildout year. In this analysis, the Project-generated traffic is added to Future without Project Conditions (Year 2027).

Methodology

In accordance with the TAG, the intersection delay and queue analyses for the operational evaluation were conducted using the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016) (HCM) methodology, which was implemented using Synchro software with signal timing plans provided by the City to analyze intersection operating conditions. The

HCM signalized and all-way stop-control unsignalized methodologies calculates the average delay, in seconds, for each vehicle passing through the intersections. Table 10 presents a description of the LOS categories, which range from excellent, nearly free-flow traffic at LOS A, to congested stop-and-go conditions at LOS F, for signalized and unsignalized intersections. The queue lengths were estimated using Synchro, which reports the 95th percentile queue length for each approach lane.

LOS and queuing worksheets for each scenario are provided in Appendix E.

Existing with Project Conditions

Traffic Volumes. The morning and afternoon peak hour traffic volumes generated by the Project, as described in Chapter 3 and shown in Figure 16, were added to the Existing Conditions morning and afternoon peak hour traffic volumes shown in Figure 10. The resulting volumes are illustrated in Figure 17 and represent Existing with Project Conditions, assuming Project operation under Existing Conditions.

Intersection LOS. Table 11 summarizes the weekday morning and afternoon peak hour LOS results for the study intersections under Existing and Existing with Project Conditions. As shown in Table 11, four of the five study intersections operate at LOS D or better during both the morning and afternoon peak hours. The intersection of La Cienega Boulevard & San Vicente Boulevard (Intersection #5) operates at LOS E during the morning peak hour and LOS D during the afternoon peak under Existing with Project Conditions.

Future with Project Conditions

All future cumulative traffic growth (i.e., ambient and Related Project traffic growth) and transportation infrastructure improvements described in Chapter 2 are incorporated into this analysis.

Traffic Volumes. The morning and afternoon peak hour traffic volumes generated by the Project described in Chapter 3 and shown in Figure 16 were added to the Future without Project

Conditions (Year 2027) morning and afternoon peak hour traffic volumes shown in Figure 13. The resulting volumes are illustrated in Figure 18 and represent Future with Project Conditions after development of the Project in Year 2027.

Intersection LOS. Table 12 summarizes the results of the Future without Project (Year 2027) and Future with Project Conditions during the weekday morning and afternoon peak hours for the study intersections. As shown in Table 12, four of the five study intersections are anticipated to operate at LOS D or better during both the morning and afternoon peak hours. The intersection of La Cienega Boulevard & San Vicente Boulevard (Intersection #5) is anticipated to operate at LOS E during both the morning and afternoon peak hours under Future with Project Conditions.

Intersection Queuing Analysis

In accordance with operational evaluation guidelines detailed in Section 3.3.3 of the TAG, the Project traffic was evaluated to determine whether the Project access would contribute to unacceptable queuing on an Avenue or Boulevard (as designated in the Mobility Plan) at Project driveways or would cause or substantially extend queuing at nearby signalized intersections. Per the TAG, unacceptable or extended queuing may be defined as follows:

- *Additional queue along through lanes and either of the following conditions are expected:*
 - o *The projected peak hour intersection LOS is D and the through lane queue increases by greater than 75 feet on any approach with the directional approach LOS at E or F, or*
 - o *The projected peak hour intersection LOS is E or F and the through lane queue increases by greater than 50 feet on any approach with the directional approach LOS at E or F.*
- *Spill over from turn pockets into through lanes.*
- *Block cross streets or alleys.*
- *Spill over from drive-throughs into streets.*
- *Contribute to “gridlock” congestion. For the purposes of this section, “gridlock” is defined as the condition where traffic queues between closely-spaced intersections and impedes the flow of traffic through upstream intersections.*

The queue lengths were estimated using Synchro software, which reports the 95th percentile queue length, in vehicles, for each approach lane, which can be converted into linear distance by multiplying vehicle lengths by 25 feet. The reported queues are calculated using the HCM methodology. Detailed queuing analysis worksheets are provided in Appendix E.



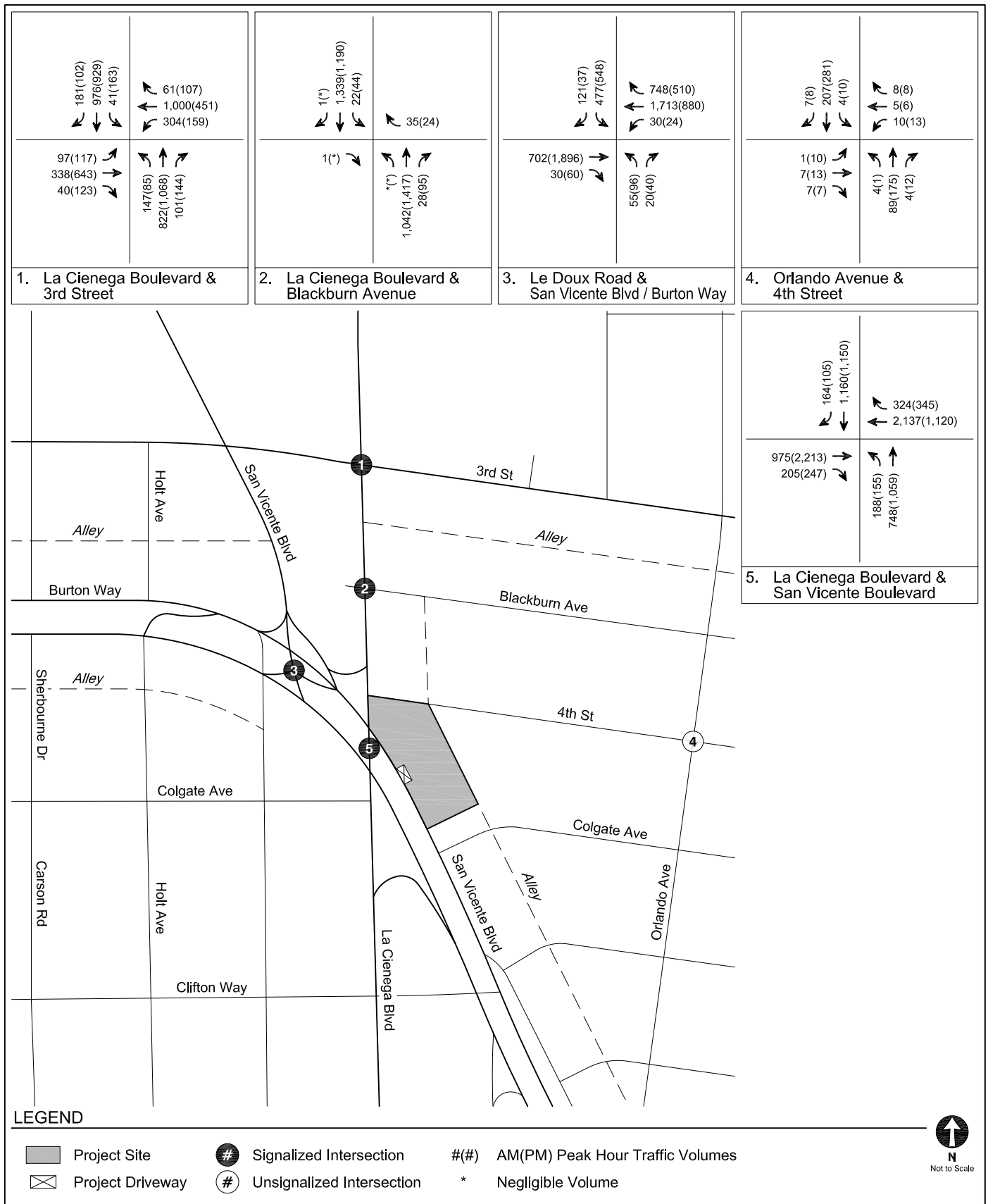
Table 13 includes the resulting queues along through lanes at two signalized intersections that are projected to operate at LOS D or worse under Future Conditions (Year 2027). As detailed, neither of the two intersections would experience extended through queuing conditions due to the addition of Project traffic. Table 14 includes the resulting queue lengths at two existing turn pockets where the Project would add trips and identifies queues that may exceed turn pocket lengths. As detailed, the Project would not contribute 50 feet to any queues at any of the identified turn pocket locations.

Driveway Operational Analysis

As detailed in Table 4, the Project would generate a maximum of 124 vehicle trips at the proposed driveway during a one-hour period (morning peak hour), or an average of approximately two vehicles every minute at the primary driveway (through a combination of inbound and outbound vehicles). The traffic expected at the Project driveways can be accommodated internally and would not cause vehicle queues to extend beyond the driveways into the adjacent street system. Additionally, the Project driveways would only permit right turns in/out and would not cause any substantial operational conditions.

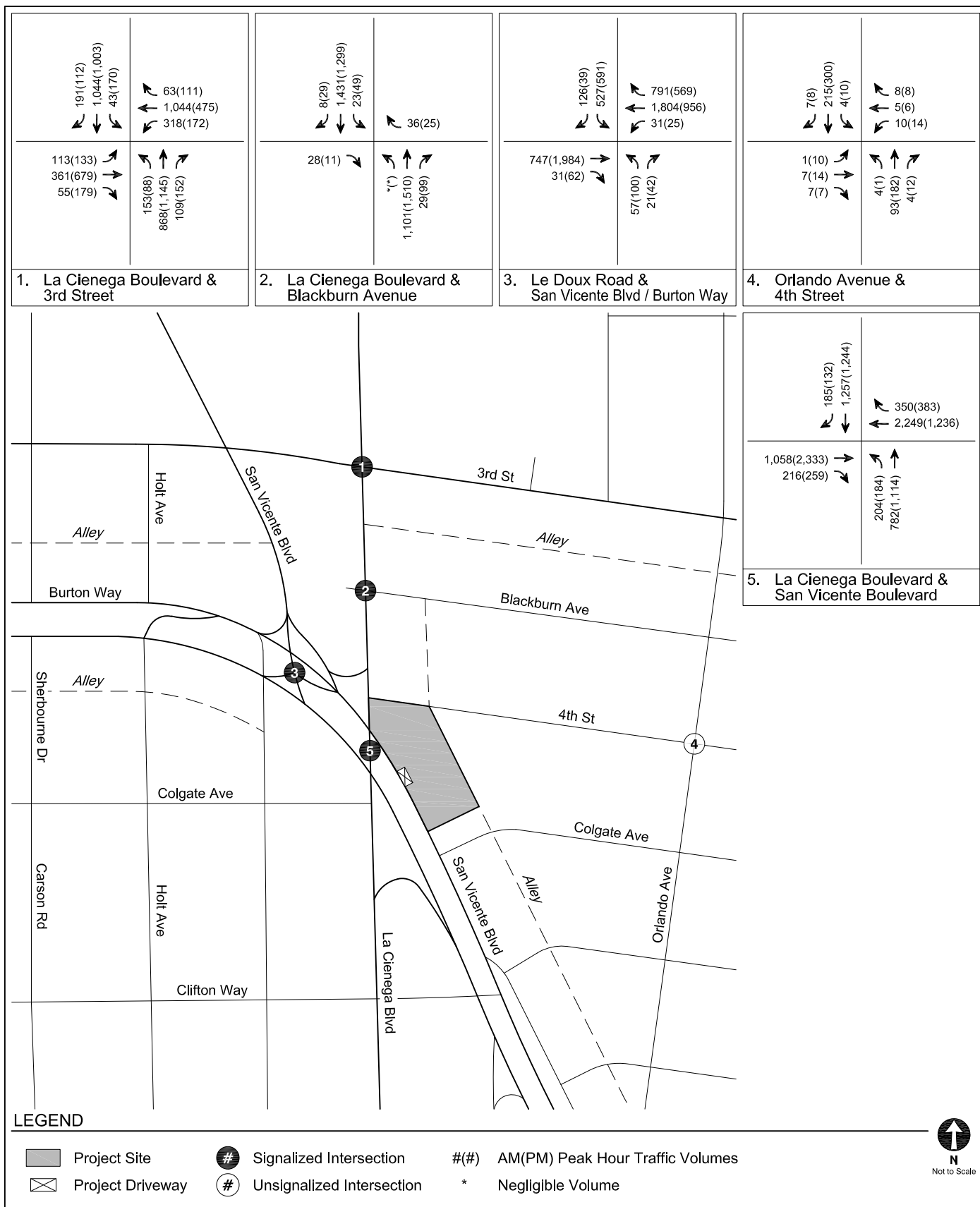
PASSENGER LOADING EVALUATION

The Project does not propose any curbside loading that would conflict with the adjacent vehicular, pedestrian, or bicycle traffic flow within the public ROW. All passenger loading would occur on site within the ground floor porte-cochere area. Additionally, metered on-street parking (with two-hour time restrictions) along San Vicente Boulevard adjacent to the Project Site could serve passenger loading purposes when not occupied by parked vehicles.



EXISTING WITH PROJECT CONDITIONS (YEAR 2023)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
17



**FUTURE WITH PROJECT CONDITIONS (YEAR 2027)
PEAK HOUR TRAFFIC VOLUMES**

**FIGURE
18**

TABLE 10
INTERSECTION LEVELS OF SERVICE DEFINITIONS

Level of Service	Description	Delay [a]	
		Signalized Intersections	Unsignalized Intersections
A	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.	≤ 10	≤ 10
B	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.	$> 10 \text{ and } \leq 20$	$> 10 \text{ and } \leq 15$
C	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.	$> 20 \text{ and } \leq 35$	$> 15 \text{ and } \leq 25$
D	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.	$> 35 \text{ and } \leq 55$	$> 25 \text{ and } \leq 35$
E	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.	$> 55 \text{ and } \leq 80$	$> 35 \text{ and } \leq 50$
F	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.	> 80	> 50

Notes:

Source: *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016).

[a] Measured in seconds.

**TABLE 11
EXISTING WITH PROJECT CONDITIONS
INTERSECTION LEVELS OF SERVICE ANALYSIS**

No	Intersection	Peak Hour	Existing Conditions		Existing with Project Conditions	
			Delay	LOS	Delay	LOS
1.	La Cienega Boulevard & 3rd Street	AM	44.6	D	44.7	D
		PM	30.8	C	31.0	C
2.	La Cienega Boulevard & Blackburn Avenue	AM	5.1	A	5.3	A
		PM	7.0	A	7.2	A
3.	Le Doux Road & Burton Way/San Vicente Boulevard	AM	13.4	B	13.4	B
		PM	19.9	B	19.9	B
4. [a]	Orlando Avenue & 4th Street	AM	8.1	A	8.3	A
		PM	9.3	A	9.4	A
5.	La Cienega Boulevard & San Vicente Boulevard	AM	54.7	D	56.8	E
		PM	49.9	D	50.1	D

Notes:

Delay is measured in seconds per vehicle

LOS = Level of service

Results per Synchro 11 (HCM 6th methodology)

[a] Intersection is all-way stop-control.

TABLE 12
FUTURE WITH PROJECT CONDITIONS (YEAR 2027)
INTERSECTION LEVELS OF SERVICE ANALYSIS

No	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions	
			Delay	LOS	Delay	LOS
1.	La Cienega Boulevard & 3rd Street	AM	47.1	D	47.3	D
		PM	32.1	C	32.2	C
2.	La Cienega Boulevard & Blackburn Avenue	AM	7.5	A	7.6	A
		PM	7.4	A	7.6	A
3.	Le Doux Road & Burton Way/San Vicente Boulevard	AM	14.3	B	14.3	B
		PM	21.3	C	21.3	C
4. [a]	Orlando Avenue & 4th Street	AM	8.2	A	8.4	A
		PM	9.5	A	9.7	A
5.	La Cienega Boulevard & San Vicente Boulevard	AM	65.7	E	68.1	E
		PM	67.4	E	67.6	E

Notes:

Delay is measured in seconds per vehicle

LOS = Level of service

Results per Synchro 11 (HCM 6th methodology)

[a] Intersection is all-way stop-control.

**TABLE 13
FUTURE CONDITIONS (YEAR 2027)
INTERSECTION CORRIDOR QUEUES**

Intersection	Intersection Spacing	Peak Hour	Approach LOS (Fut w Proj)	95th Percentile Queue (ft)		Exceeds Capacity?	Project Contribution to Queue (ft)
				Future without Project Conditions	Future with Project Conditions		
Intersection #1. La Cienega Boulevard & 3rd Street							
Eastbound Through	225	A.M. P.M.	D [a] D [a]	-- --	-- --	-- --	-- --
Westbound Through	365	A.M. P.M.	D [a] D [a]	-- --	-- --	-- --	-- --
Northbound Through	260	A.M. P.M.	D [a] B [a]	-- --	-- --	-- --	-- --
Southbound Through	285	A.M. P.M.	D [a] D [a]	-- --	-- --	-- --	-- --
Intersection #5. La Cienega Boulevard & San Vicente Boulevard							
Eastbound Through	260	A.M. P.M.	D [a] F	-- 905	-- 908	-- YES	-- 3
Westbound Through	1365	A.M. P.M.	F C [a]	863 --	900 --	NO --	37 --
Northbound Through	470	A.M. P.M.	D [a] D [a]	-- --	-- --	-- --	-- --
Southbound Through	230	A.M. P.M.	E D [a]	653 --	653 --	YES --	0 --

Notes:

All lengths shown in feet based on 25 feet per vehicle. Queues based on 95th percentile queue calculated by the HCM methodology.

[a] The directional approach is not anticipated to operate at LOS E or F. As such, no further corridor queue analysis is not required.

[b] As detailed in Table 8, the intersection is not anticipated to operate at LOS D or worse during this peak hour. As such, a detailed corridor queue analysis is not required.

**TABLE 14
FUTURE CONDITIONS (YEAR 2027)
INTERSECTION TURN POCKET QUEUES**

Intersection	Turn Pocket Length (ft)	Peak Hour	95th Percentile Queue (ft)		Exceeds Capacity?	Project Contribution to Queue (ft)
			Future without Project Conditions	Future with Project Conditions		
Intersection #1. La Cienega Boulevard & 3rd Street						
Westbound Left-Turn	170	A.M.	285	285	YES	0
		P.M.	193	200	YES	7
Intersection #2. La Cienega Boulevard & Blackburn Avenue						
Southbound Left-Turn	50	A.M.	15	25	NO	10
		P.M.	30	45	NO	15

Notes:

All lengths shown in feet based on 25 feet per vehicle. Queues based on 95th percentile queue calculated by the HCM methodology.

[a] Queues based on 95th percentile queue (in feet) as calculated by Synchro software.



Section 5C

Residential Street Cut-Through Analysis

This section summarizes the residential street cut-through analysis for the Project. The residential street cut-through analysis determines potential increases in average daily traffic volumes on designated Local Streets, as classified in the Mobility Plan, that can be identified as cut-through trips generated by the Project and that can adversely affect the character and function of those streets.

Section 3.5.2 of the TAG provides a list of questions to assess whether the Project would negatively affect residential streets. The net daily trips of 795 generated by the Project as detailed in Table 9 are not projected to lead to trip diversion from the adjacent and nearby streets to alternative routes along a residential Local Streets that are not located adjacent to the Project Site, the Project is not projected to add a substantial amount of automobile traffic to congested Arterial Streets that could potentially cause a shift to residential Local Streets, and there is not a nearby local residential street that provides a viable alternative route to the Project Site. Thus, no further Local Residential Street Cut-Through Analysis is necessary.



Section 5D

Project Construction Assessment

This section summarizes the construction schedule and construction analysis for the Project. The construction analysis relates to the temporary effects that may result from the construction activities associated with the Project and was conducted in accordance with Section 3.4 of the TAG.

CONSTRUCTION EVALUATION CRITERIA

Section 3.4.3 of the TAG identifies the following three types of in-street construction constraints that require further analysis to assess the effects of Project construction on the existing pedestrian, bicycle, transit, or vehicle circulation:

1. Temporary transportation constraints – potential effects on the transportation system
2. Temporary loss of access – potential effects on visitors entering and leaving sites
3. Temporary loss of bus stops or rerouting of bus lines – potential effects on bus service

The factors to be considered include the magnitude and duration of the temporary loss of access and transportation facilities, the potential inconvenience caused to users of the transportation system, and consideration for public safety. Construction activities could potentially interfere with pedestrian, bicycle, transit, or vehicle circulation and accessibility to adjoining areas. As detailed in Section 3.4.4 of the TAG, the proposed construction plans should be reviewed to determine whether construction activities would require any of the following actions:

- Street, sidewalk, or lane closures
- Blockage of existing vehicle, bicycle, or pedestrian access along a street or to parcels fronting the street
- Modification of access to transit stations, stops, or facilities during revenue hours

- Closure or movement of an existing bus stop or rerouting of an existing bus line
- Creation of transportation hazards

PROPOSED CONSTRUCTION SCHEDULE

The Project is anticipated to be constructed over a period of approximately 28 months, with anticipated completion in Year 2027. The construction period would include sub-phases of site demolition, grading/excavation, building construction, and building finishes. Construction vehicle, worker travel, and other associated construction information were forecasted by the Project team. Peak haul truck activity would occur during grading/excavation, and peak worker activity would occur during building construction. These two sub-phases of construction were studied in greater detail.

GRADING/ EXCAVATION SUBPHASE

The peak period of truck activity during construction of the Project would occur during the grading/excavation of the Project Site. Haul trucks would travel on approved truck routes designated within the City to the United Rock Products Landfill in Irwindale. Given the Project Site's proximity to I-10, haul truck traffic would generally travel southbound along La Cienega Boulevard to access the freeway ramps. The proposed haul route will be reviewed by the City.

Based on projections compiled for the Project, approximately 46,000 cubic yards of material would be removed from the Project Site. This period is estimated to require up to 100 haul trucks per day. Thus, up to 200 daily haul truck trips (100 inbound, 100 outbound) are forecast to occur during the grading/excavation period. Larger trucks were converted into the equivalent value of passenger cars (PCE) at a rate of 2.0 due to the slower headway and delay-creating effects of heavy vehicles. Thus, the 200 haul truck trips would be equivalent to 400 daily PCE trips. It is also anticipated that up to two delivery trucks would arrive to and from the site on a daily basis. With implementation of the Construction Traffic Management Plan, it is anticipated that almost all haul truck activity and worker trips would occur outside of the peak hours.

BUILDING CONSTRUCTION SUBPHASE

The traffic-related effects associated with construction workers depend on the number of construction workers employed during various subphases of construction, as well as the travel mode and travel time of the workers. In general, the hours of construction typically require workers to be on-site before the weekday morning commuter peak period and allow them to leave before or after the afternoon commuter peak period (i.e., arrive at the site prior to 7:00 AM and depart before 4:00 PM or after 6:00 PM). Therefore, most, if not all, construction worker trips would occur outside of the typical weekday commuter peak periods.

According to construction projections prepared for the Project, the building construction subphase would employ the most construction workers, with an average of approximately 60 workers per day during the peak of construction for all components of the building (i.e., framing, plumbing, elevators, inspections, finishing). However, since the different building components would not be constructed or installed simultaneously, this cumulative estimate likely overstates the number of workers that would be expected on the peak construction day. Furthermore, on most of the estimated workdays to complete the Project, there would be far fewer workers than on the peak day. Therefore, the estimate of 60 workers per day used for the purposes of this analysis represents a very conservative estimate.

Assuming minimal carpooling amongst those workers, an average vehicle occupancy (AVO) of 1.135 persons per vehicle was applied, as provided in *CEQA Air Quality Handbook* (South Coast Air Quality Management District, 1993). Therefore, 60 workers would result in a total of 53 vehicles, or 106 trips (53 inbound and 53 outbound) to and from the Project Site on a daily basis, but nearly all of those trips would occur outside of the peak hours, as described above.

During building construction, parking for construction workers would be provided at adjacent parking structures until the parking garage is built to grade. Restrictions against workers parking in the public ROW in the vicinity of (or adjacent to) the Project Site would be identified as part of the Construction Traffic Management Plan.

POTENTIAL CONSTRAINTS ON ACCESS, TRANSIT, AND PARKING

Project construction is not expected to create hazards for roadway travelers, bus riders, or parkers, as long as commonly practiced safety procedures for construction are followed. Such procedures and other measures (e.g., to address temporary traffic control, lane closures, sidewalk closures, etc.) will be incorporated into the Construction Traffic Management Plan. The construction-related effects associated with access and transit are anticipated to be less than significant, and the implementation of the Construction Traffic Management Plan described below would further reduce those effects.

Access

Construction would affect the public ROW (e.g., sidewalks and roadways) during improvement work on curb, gutter, etc., to conduct any B-Permit work that is required by the City. Additionally, construction materials storage and truck staging would be located along 4th Street and San Vicente Boulevard adjacent to the Project Site frontages throughout the construction period. Along the western terminus of 4th Street at La Cienega Boulevard, vehicle access is not permitted in the eastbound direction and, as such, construction staging would only affect bicycle travel. Along San Vicente, two northbound travel lanes adjacent to the Project Site would be temporarily removed; all other travel lanes would remain. Temporary traffic controls would be provided to direct traffic around any closures, as required in the Construction Traffic Management Plan. Both directions of travel would be maintained throughout the construction period and emergency access would not be impeded. The anticipated temporary lane closures on San Vicente Boulevard would be coordinated with LADOT to minimize operational effects to the intersections of La Cienega Boulevard & San Vicente (Intersection #5) through the implementation of the Construction Traffic Management Plan. For informational purposes, the intersection operating conditions associated with the anticipated lane closures at the study intersection were reviewed under Existing Conditions and are provided in Appendix F.

The use of the public ROW along 4th Street and San Vicente Boulevard would require temporary re-routing of pedestrian and bicycle traffic. The Construction Traffic Management Plan would include measures (e.g., use of light-duty barriers and cones, use of directional signage, maintaining continuous and unobstructed pedestrian paths, and/or providing overhead covering)

to ensure pedestrian and bicycle safety along the affected sidewalks, bicycle facilities, and temporary walkways.

Transit

The Project construction activities will not require transit rerouting or temporary transit stop relocation as there are no active transit stops adjacent to the Project Site.

Parking

On-street parking is allowed along the north side of 4th Street between La Cienega Avenue and the alley, along San Vicente Boulevard south of the Project's southernmost driveway, and along Colgate Avenue. Thus, if utilized, the Project construction could result in a temporary loss of up to three metered parking spaces on 4th Street, five metered parking spaces on San Vicente Boulevard, and/or three metered parking spaces on Colgate Avenue. Coordination with LADOT would be included in the Construction Traffic Management Plan as a result of the potential temporary loss of any on-street metered parking spaces.

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

A detailed Construction Traffic Management Plan, including street closure information, a detour plan, haul routes, and a staging plan, would be prepared and submitted to the City for review and approval, prior to issuance of building permits. The Construction Traffic Management Plan would formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. The Construction Traffic Management Plan shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and shall include, but not be limited to, the following elements, as appropriate:

- Advance, bilingual notification of adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of operation

-
- Temporary pedestrian, bicycle, and vehicular traffic controls during all construction activities adjacent to San Vicente Boulevard, 4th Street, and Colgate Avenue, to ensure traffic safety on public ROW
 - Temporary traffic control (e.g., flag persons) during all construction activities adjacent to public ROW to improve traffic flow on public roadways
 - Scheduling of construction activities to reduce the effect on traffic flow on surrounding Arterial Streets
 - Coordination with the LADOT Parking Meter Division to address loss of metered parking spaces
 - Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers shall be implemented as appropriate
 - Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers shall be implemented as appropriate, including along all identified Los Angeles Unified School District (LAUSD) pedestrian routes to nearby schools
 - Scheduling of construction-related deliveries, haul trips, etc., to occur outside the commuter peak hours, so as to not impede school drop-off and pick-up activities and students using LAUSD's identified pedestrian routes to nearby schools
 - Spacing of trucks so as to discourage a convoy effect
 - Sufficient dampening of the construction area to control dust caused by grading and hauling and reasonable control at all times of dust caused by wind
 - Maintenance of a log, available on the job site at all times, documenting the dates of hauling and the number of trips (i.e., trucks) per day
 - Identification of a construction manager and provision of a telephone number for any inquiries or complaints from residents regarding construction activities. The telephone number shall be posted at the site readily visible to any interested party during site preparation, grading, and construction

It is likely that Construction Traffic Management Plans would also be submitted to the City by the Related Projects prior to the start of construction activities. As part of the LADOT and/or Los Angeles Department of Building and Safety established process for reviewing Construction Traffic Management Plans, potential overlapping construction activities and proposed haul routes would be reviewed to minimize the effects of cumulative construction activities on any particular roadway.

Chapter 6

Summary and Conclusions

This study was undertaken to analyze the potential transportation impacts of the Project on the local transportation system. The following summarizes the results of this analysis:

- The Project consists of a mixed-use development, including 127 multi-family residential units, of which 14 are affordable housing units, and 12,900 sf of restaurant uses. The Project would provide a total of 168 vehicle parking spaces within three subterranean parking levels and a total of 109 bicycle parking spaces, including 15 short-term and 94 long-term bicycle parking spaces. A total of 22,494 sf of commercial uses would be removed to allow for the development of the Project. The Project is anticipated to be complete in Year 2027.
- The Project is approximately 0.77 acres and is located at 400-432 S. San Vicente Boulevard. Primary vehicular access would be provided along San Vicente Boulevard, with a secondary outlet to the adjacent alley. Access to the internal loading area would also be provided along the alley. Pedestrian access would be provided via entrances along the Project's San Vicente Boulevard frontage. Access to the valet-operated bicycle parking would be provided at the porte-cochere.
- The Project is estimated to generate 104 net new morning peak hour trips and 64 net new afternoon peak hour trips.
- The Project would generally not conflict with the City's plans, programs, ordinances, and polices and would not result in any significant geometric design hazard impacts. The Project would not cause a significant safety impact at any freeway off-ramp locations.
- The Project would not result in significant VMT impacts and, therefore, no mitigation measures would be required.
- The Project would provide adequate internal circulation to accommodate vehicular, pedestrian, and bicycle traffic without impeding through-traffic movements on City streets.
- The addition of Project trips would not adversely affect any residential Local Streets.
- Construction traffic would be generated outside of the commuter morning and afternoon peak hours to the extent feasible and would not result in substantial operational constraints to the adjacent roadway system. A Construction Traffic Management Plan would be prepared to minimize temporary operational effects of construction activities.

References

2010 Bicycle Plan, A Component of the City of Los Angeles Transportation Element, Los Angeles Department of City Planning, 2010.

2012 Developer Fee Justification Study, Los Angeles Unified School District, 2012.

California Environmental Quality Act (CEQA) Guidelines (California Code of Regulations, Title 14, Section 15000 and following).

CEQA Air Quality Handbook, South Coast Air Quality Management District, 1993.

City of Los Angeles VMT Calculator Documentation, Los Angeles Department of Transportation and Los Angeles Department of City Planning, May 2020.

City of Los Angeles VMT Calculator User Guide, Los Angeles Department of Transportation and Los Angeles Department of City Planning, May 2020.

City of Los Angeles VMT Calculator Version 1.3, Los Angeles Department of Transportation, July 2020.

Citywide Design Guidelines, Los Angeles City Planning Urban Design Studio, October 2019.

Connect SoCal - The 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy, Southern California Association of Governments, Adopted September 2020.

Highway Capacity Manual, 6th Edition, Transportation Research Board, 2016.

Los Angeles Municipal Code, City of Los Angeles.

Manual of Policies and Procedures, Los Angeles Department of Transportation, December 2008, Updated 2020.

Mobility Plan 2035, An Element of the General Plan, Los Angeles Department of City Planning, September 2016.

Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan, Los Angeles Department of City Planning, March 2015.

Quantifying Greenhouse Gas Mitigation Measures, California Air Pollution Control Officers Association, 2010.

SCAG Regional Travel Demand Model and 2012 Model Validation, Southern California Association of Governments, March 2016.



References, cont.

State of California Senate Bill 743, Steinberg, 2013.

Technical Advisory on Evaluating Transportation Impacts in CEQA, Governor's Office of Planning and Research, December 2018.

Transportation Assessment Guidelines, Los Angeles Department of Transportation, July 2020, Updated August 2021.

Trip Generation Manual, 9th Edition, Institute of Transportation Engineers, 2012.

Trip Generation Manual, 11th Edition, Institute of Transportation Engineers, 2021.

Vision Zero: Eliminating Traffic Deaths in Los Angeles by 2025, City of Los Angeles, August 2015.

Wilshire Community Plan, Los Angeles Department of City Planning, 2001.

Appendix A

Memorandum of Understanding



Attachment C

Transportation Assessment Memorandum of Understanding (MOU)

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

I. PROJECT INFORMATION

Project Name: Beverly Plaza

Project Address: 400-432 S. San Vicente Boulevard, Los Angeles, CA 90048

Project Description: The Project proposes 127 multi-family residential units, of which 14 are affordable housing units, and 12,900 square feet (sf) of restaurant uses. The existing uses on site would be removed as part of the Project.

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

II. TRANSPORTATION DEMAND MANAGEMENT (TDM) MEASURES

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

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

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

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

III. TRIP GENERATION

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

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

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

	IN	OUT	TOTAL
AM Trips	<u>44</u>	<u>60</u>	<u>104</u>
PM Trips	<u>45</u>	<u>19</u>	<u>64</u>

NET Daily Vehicle Trips (DVT)
_____ DVT (ITE ____ ed.)
<u>795</u> DVT (VMT Calculator ver. <u>1.3</u>)

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

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

**IV. STUDY AREA AND ASSUMPTIONS**Project Buildout Year: 2027 Ambient Growth Rate: 1 % Per Yr.Related Projects List, researched by the consultant and approved by LADOT, attached? *(Required)* ☐ Yes ☐ No

STUDY INTERSECTIONS and/or STREET SEGMENTS:

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

- | | |
|---|---|
| 1 <u>La Cienega Bl & 3rd St</u> | 3 <u>Le Doux Road & Burton Way/San Vicente Bl</u> |
| 2 <u>La Cienega Bl & Blackburn Ave</u> | 4 <u>Orlando Ave & 4th St</u> |
| 5 <u>La Cienega Bl & San Vicente Bl</u> | 6 _____ |

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

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

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

V. ACCESS ASSESSMENT

- Does the project exceed 1,000 net DVT? ☐ Yes ☒ No
- Is the project's frontage 250 linear feet or more along an Avenue or Boulevard as classified by the City's General Plan? ☒ Yes ☐ No
- Is the project's building frontage encompassing an entire block along an Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ☒ No

VI. ACCESS ASSESSMENT CRITERIA

If Yes to any of the above questions a., b., or c., the Transportation Assessment must assess the project's potential effect on pedestrian, bicycle, and transit facilities in the vicinity of the proposed project. Complete **Attachment C.1: Access Assessment Criteria** and attach to the draft Transportation Assessment to support the analysis. For the full scope of analysis, see Section 3.2 of the Transportation Assessment Guidelines.

VII. SITE PLAN AND MAP OF STUDY AREA

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

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

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

**VIII. FREEWAY SAFETY ANALYSIS SCREENING**

Will the project add 25 or more trips to any freeway off-ramp in either the AM or PM peak hour? ☐ Yes ☒ No

Provide a brief explanation or graphic identifying the number of project trips expected to be added to the nearby freeway off-ramps serving the project site. If Yes to the question above, a freeway ramp analysis is required.

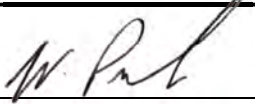
See Table 3

IX. CONTACT INFORMATIONCONSULTANT

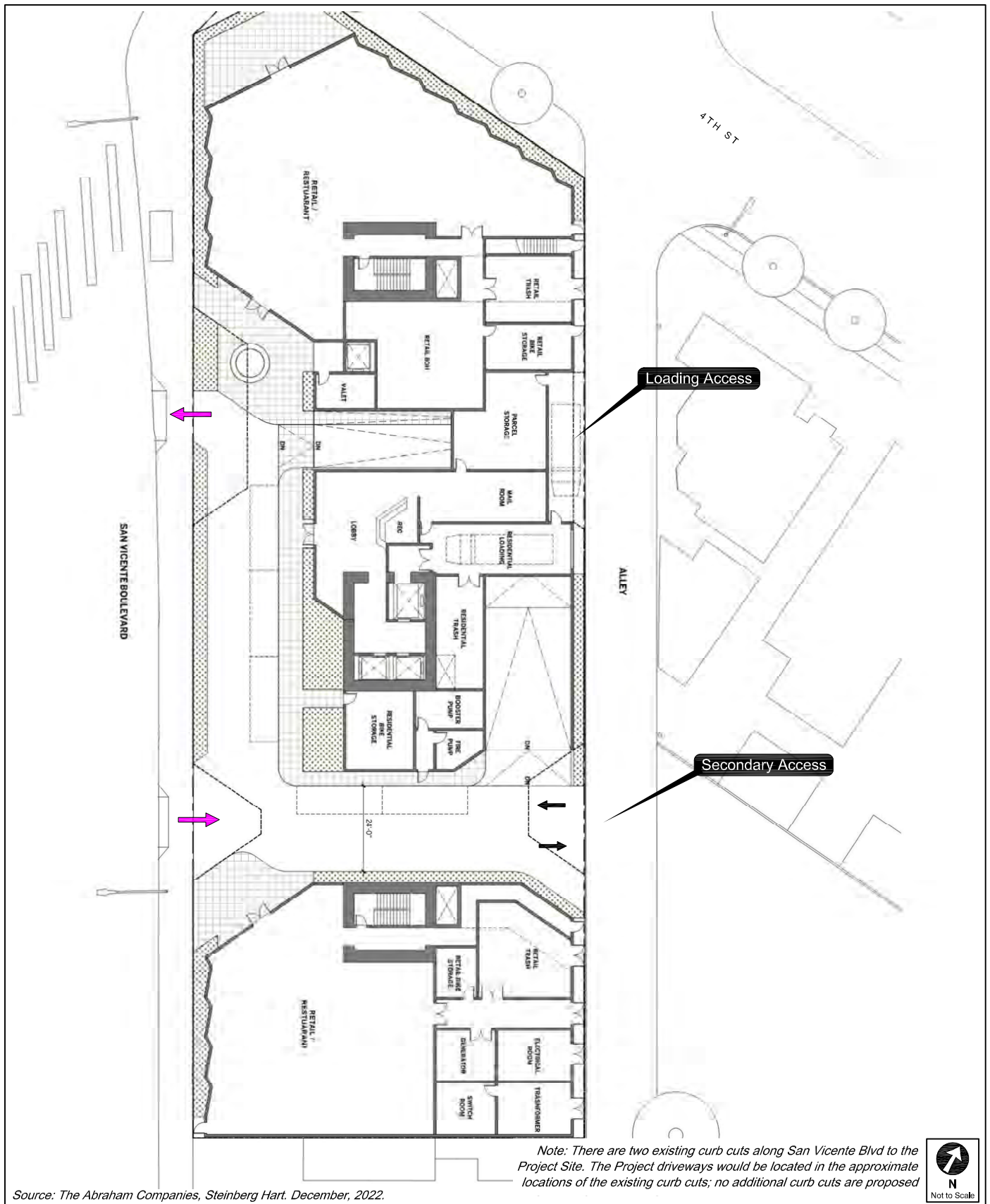
Name: Gibson Transportation Consulting, Inc.
Address: 555 W. 5th St., Suite 3375, Los Angeles, CA 90013
Phone Number: (213) 683-0088
E-Mail: cle@gibsontrans.com

DEVELOPER

400 S. San Vicente LLC
900 Cercis Place, Newport Beach, CA 92660
(415) 819-0143
dennis@theabrahamco.com

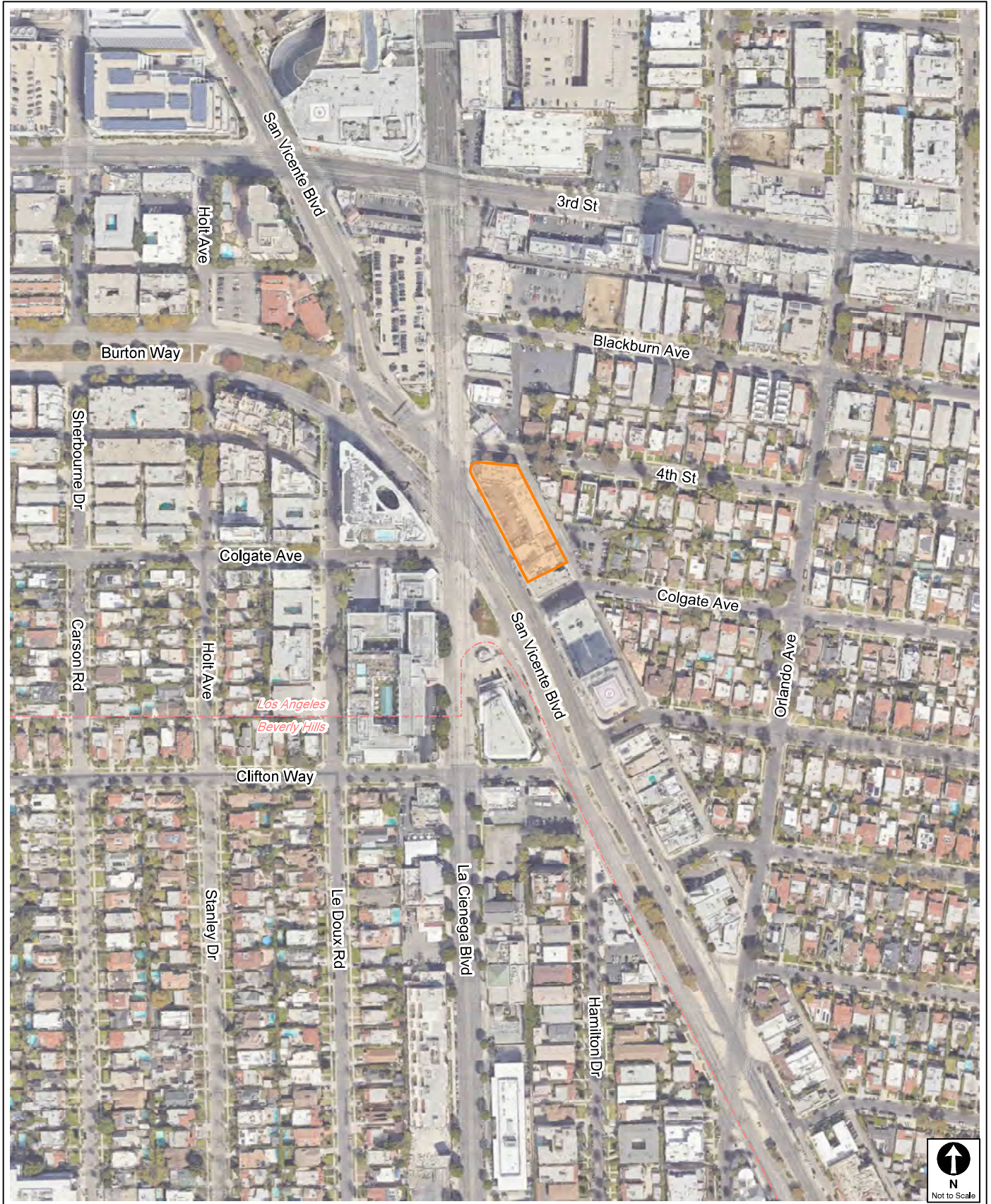
Approved by:	x		11/2/2022	x		12/20/22
		Consultant's Representative			Date	
Adjacent Municipality:			Approved by: (if applicable)		Representative	Date

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



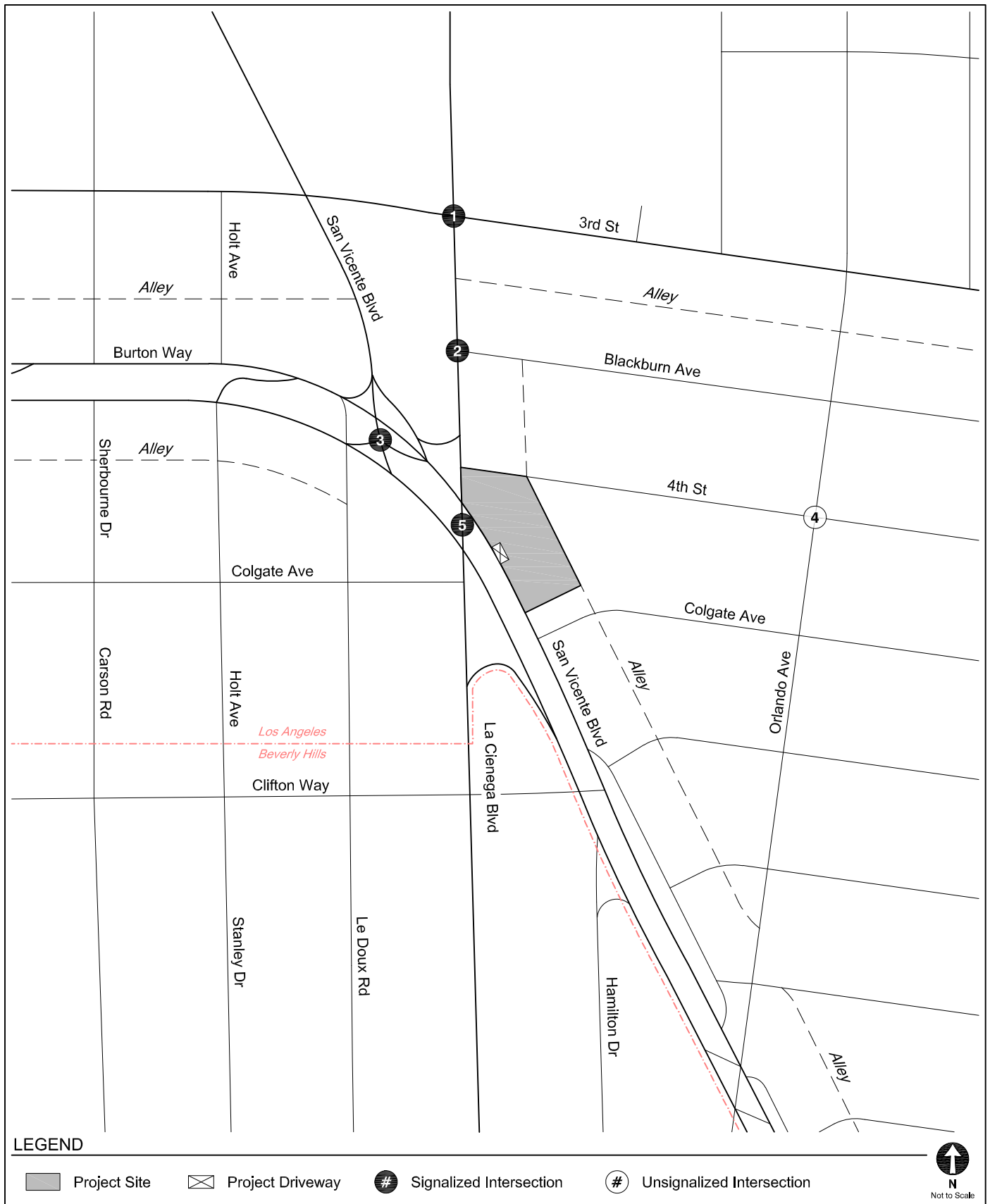
PROJECT SITE PLAN

FIGURE
1



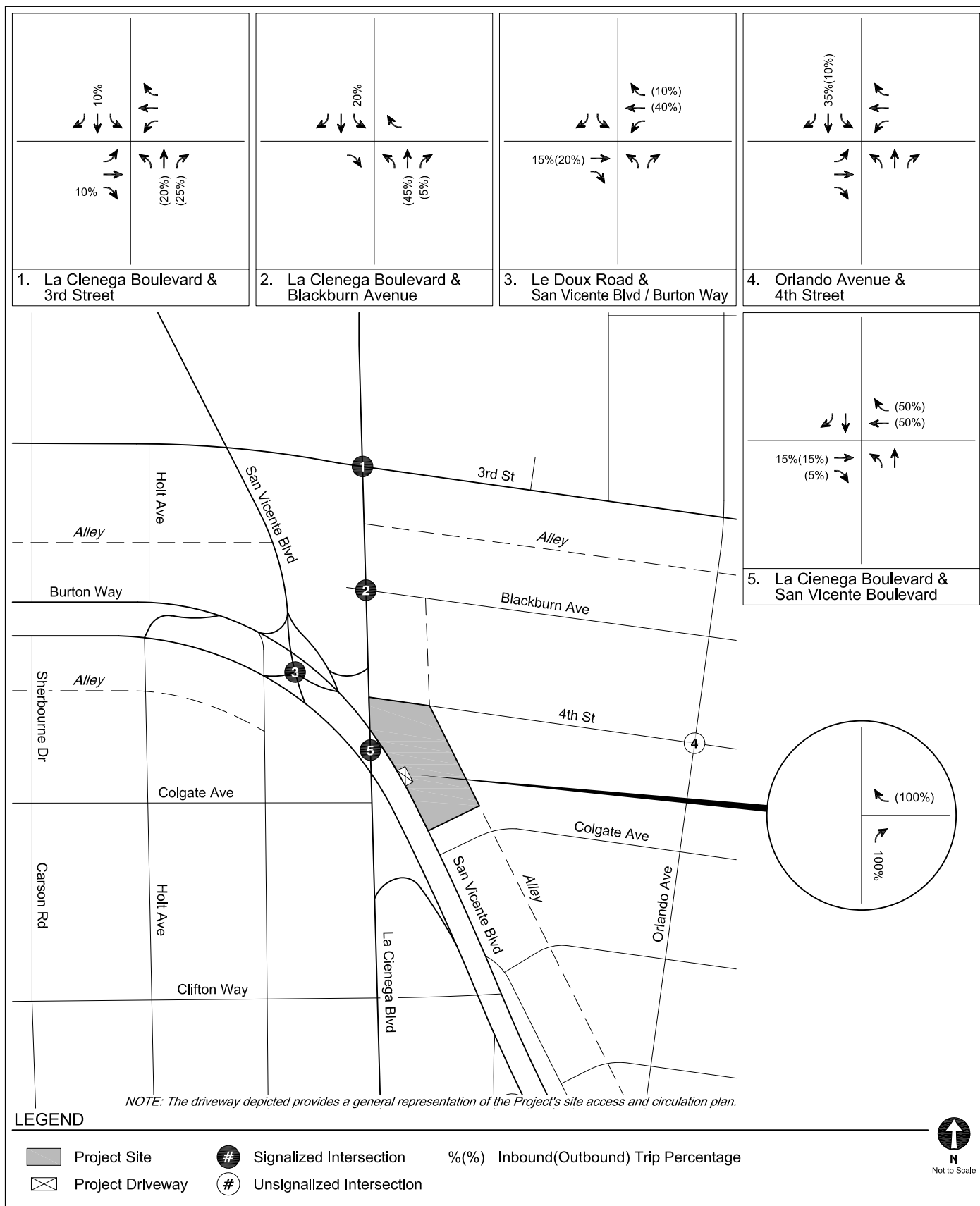
PROJECT SITE LOCATION

FIGURE
2



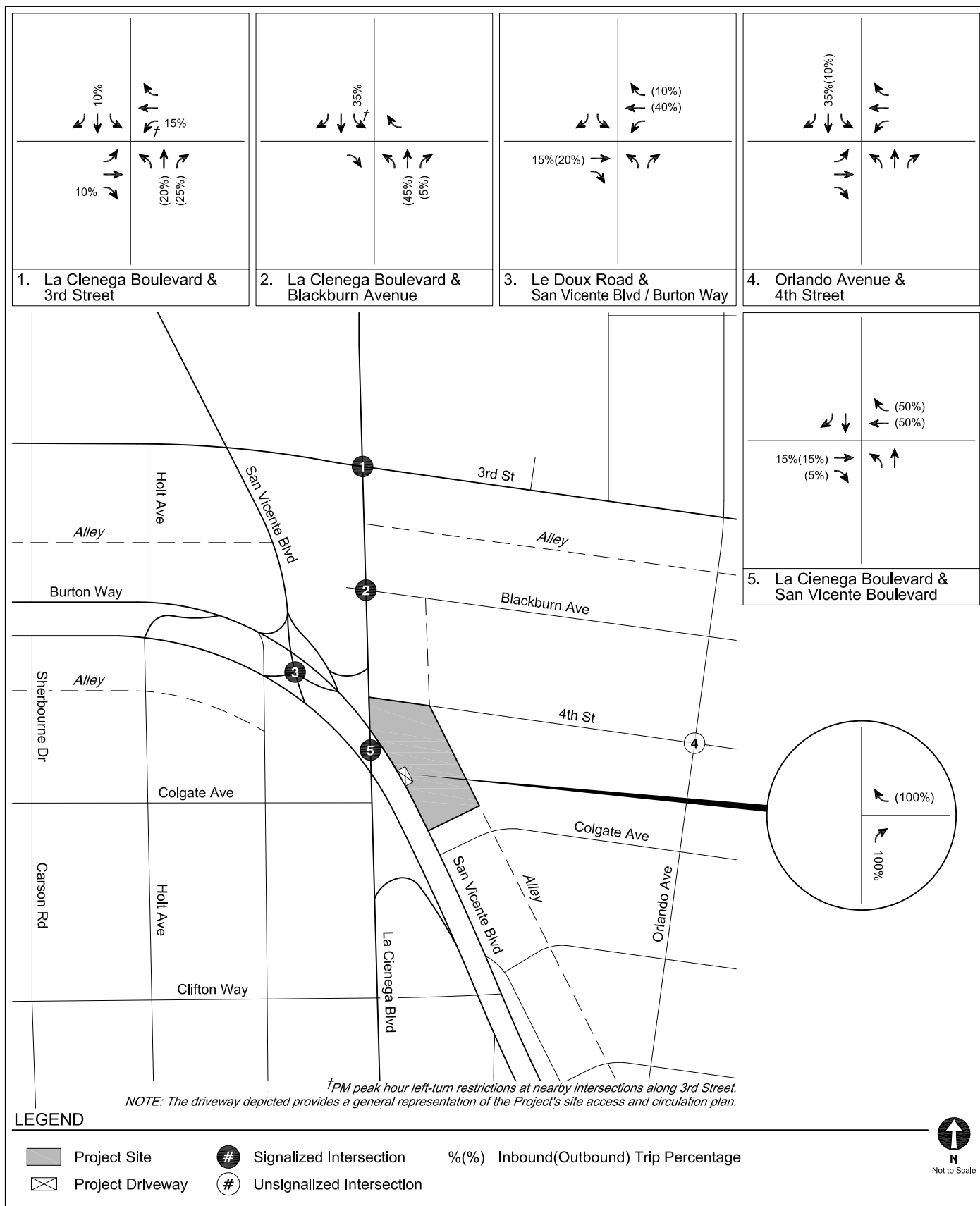
STUDY AREA AND ANALYZED INTERSECTIONS

FIGURE
3



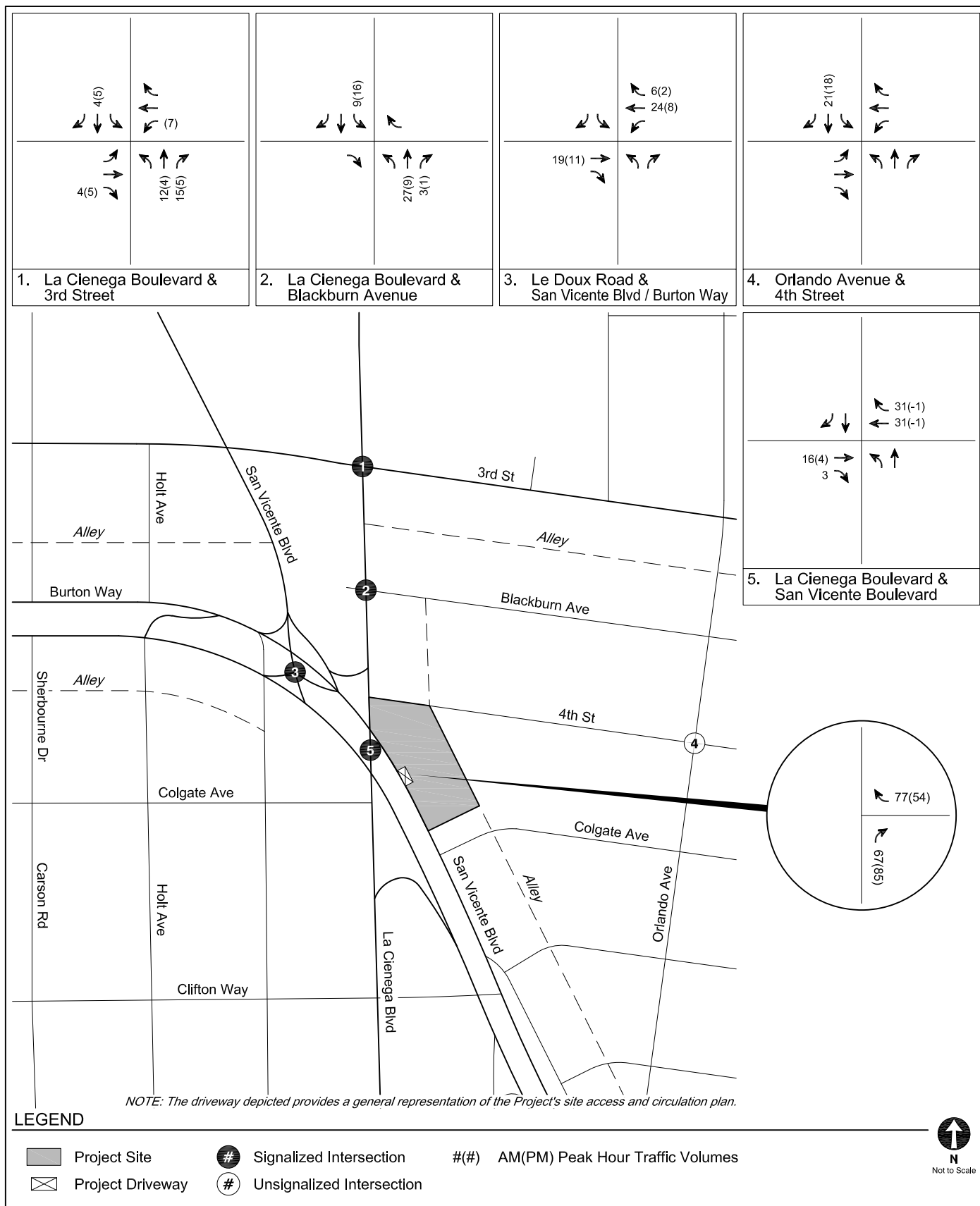
PROJECT TRIP DISTRIBUTION
AM PEAK HOUR

FIGURE
4A



PROJECT TRIP DISTRIBUTION
PM PEAK HOUR

FIGURE
4B



**NET NEW PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES**

**FIGURE
5**

**TABLE 1
BEVERLY PLAZA
TRIP GENERATION**

Land Use	ITE Land Use	Rate or Size	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
TRIP GENERATION RATES [a]								
Multi-Family Housing (Mid-Rise)	221	per Dwelling Unit	23%	77%	0.37	61%	39%	0.39
Strip Retail Plaza (Less than 40 ksf)	822	per 1,000 sf	60%	40%	2.36	50%	50%	6.59
High-Turnover (Sit-Down) Restaurant	932	per 1,000 sf	55%	45%	9.57	61%	39%	9.05
Affordable Housing - Family	[b]	per du	37%	63%	0.49	56%	44%	0.35
TRIP GENERATION ESTIMATES								
<u>Proposed Project</u>								
Multi-Family Housing (Mid-Rise) <i>Transit/Walk-In Reduction - 10% [c]</i>	221	113 du	10 (1)	32 (3)	42 (4)	27 (3)	17 (2)	44 (5)
Affordable Housing - Family	[b]	14 du	3	4	7	3	2	5
Restaurant <i>Internal Capture Reduction - 10% [d]</i> <i>Transit/Walk-In Reduction - 10% [c]</i> <i>Pass-By Trip Reduction - 20% [e]</i>	932	12,900 sf	68 (7) (6) (11)	55 (6) (5) (9)	123 (13) (11) (20)	71 (7) (6) (12)	46 (5) (4) (7)	117 (12) (10) (19)
<i>Proposed Project Trips</i>			56	68	124	73	47	120
<u>Existing Uses to be Removed [f]</u>								
Retail <i>Transit/Walk-In Reduction - 10% [c]</i> <i>Pass-By Trip Reduction - 50% [e]</i>	822	18,862 sf	27 (3) (12)	18 (2) (8)	45 (5) (20)	62 (6) (28)	62 (6) (28)	124 (12) (56)
<i>Existing Trips to be Removed</i>			12	8	20	28	28	56
TOTAL NET NEW PROJECT TRIPS			44	60	104	45	19	64

Notes:

sf = square feet

[a] Trip generation rates are for General Urban/Suburban areas from *Trip Generation Manual, 11th Edition* (Institute of Transportation Engineers, 2021), unless otherwise noted.

[b] Per LADOT's *Transportation Assessment Guidelines*, residential or mixed-use developments inside a Transit Priority Area (TPA) which include Affordable Housing Units are eligible to use a City specific trip generation rate based on vehicle trip count data collected at affordable housing sites in the City of Los Angeles in 2016.

[c] Per LADOT's *Transportation Assessment Guidelines*, the Project Site is located within 0.25 miles from bus stops that serve Metro Local lines, thus a 10% transit reduction was applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments.

[d] Internal capture reductions account for person trips made between distinct land uses within a mixed-use development (i.e., residents visiting the commercial uses).

[e] Per Attachment J of LADOT's *Transportation Assessment Guidelines*, pass-by reductions were taken into account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.

[f] The Project would remove a total of 22,494 sf of commercial uses on the site. For trip generation purposes, trip credits were taken for the removal of the occupied uses (18,862 sf of commercial uses).

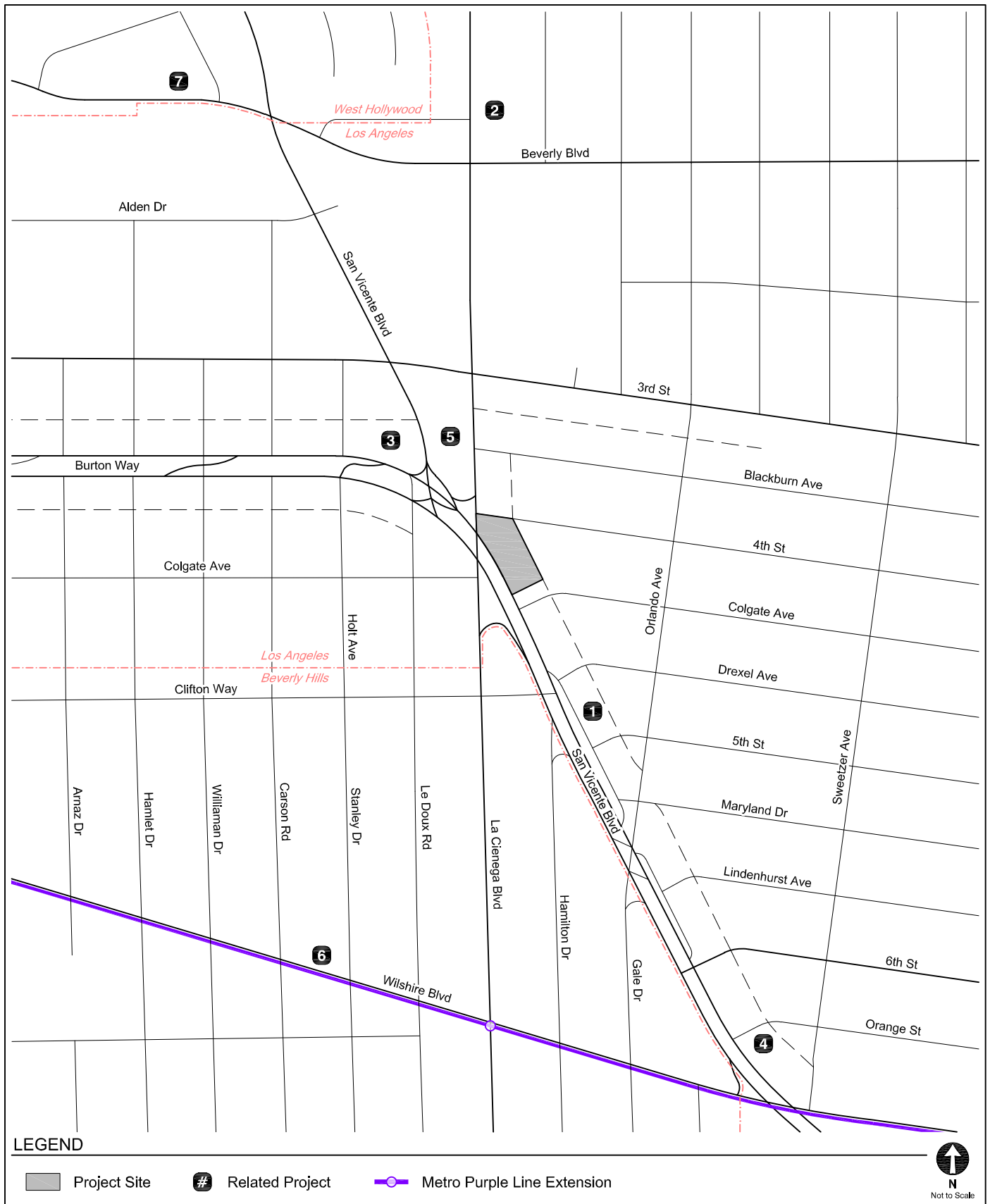


**TABLE 2
BEVERLY PLAZA
RELATED PROJECTS**

No.	Project	Address	Approx. Distance (miles)	Use	Trip Generation [a]						
					Daily	Morning Peak Hour			Afternoon Peak Hour		
						In	Out	Total	In	Out	Total
City of Los Angeles [a]											
1.	Mixed-Use	488 S San Vicente Blvd	0.2	54 residential units and 5651 sf retail	281	1	20	21	18	9	27
2.	Mixed-Use	316 N La Cienega Blvd	0.4	45 residential units and 4,485 sf commercial	331	5	7	12	16	12	28
3.	Mt Lebanon MU	333 S San Vicente Blvd	0.1	153 residential units including 17 affordable housing & church remodel	650	11	32	43	32	21	53
4.	Medical Office Building	656 S San Vicente Blvd	0.5	140,305 sf of medical office use and 5,000 sf ground floor retail	3,552	234	70	304	113	269	382
5.	333 La Cienega Blvd	333 S La Cienega Blvd	0.1	145 residential units, 27,685 sf supermarket and 3,370 sf restaurant	2,020	35	71	106	114	77	191
City of Beverly Hills [b]											
6.	8613 Wilshire	8613 Wilshire Blvd	0.4	25,565 sf office	380	32	6	38	8	32	40
City of West Hollywood [c]											
7.	8713 Beverly Blvd	8713 Beverly Blvd	0.5	30 residential units and 9,391 sf art gallery/retail/office	626	11	15	26	30	26	56
Infrastructure Project											
No.	Project	Extents			Description						
8.	Metro Purple Line Extension	Metro Wilshire/Western Station to Metro Westwood/Veterans Administration Hospital Station			Provide extended rail service with seven new transit stations by year 2035.						

Notes:

- [a] Related project information and trip generation estimates for development projects are provided by Los Angeles Department of Transportation (LADOT) or accessed from <http://planning.lacity.org> based on cases filed since July 2022. This list includes known development projects within one-half mile (2,640 foot) radius of the Project Site.
- [b] Related project information provided by the City of Beverly Hills Department of Planning. Related projects include developments within one-half mile radius of the Project Site.
- [c] Related project information provided by the City of West Hollywood staff. Related projects include developments within one-half mile radius of the Project Site.
- [d] Source: *Westside Subway Extension Final Environmental Impact Statement/Environmental Impact Report*, Los Angeles County Metropolitan Transportation Authority, United States Department of Transportation, and Federal Transit Administration, March 2012.

TABLE 3
BEVERLY PLAZA
FREEWAY OFF-RAMP SAFETY SCREENING ANALYSIS

Freeway Off-Ramp	Peak Hour	Proposed Project Trips	Meets Screening Criteria? [a]
I-10 [b]			
Eastbound Off-ramp to La Cienega Boulevard	AM	11	NO
	PM	15	NO
Westbound Off-ramp to La Cienega Boulevard	AM	11	NO
	PM	15	NO

Notes:

- [a] Based on *Interim Guidance for Freeway Safety Analysis* (LADOT, 2020), a transportation assessment for a development project must include further analysis of any freeway off-ramp where a project adds 25 or more peak hour trips.
- [b] 20% of incoming Proposed Project trips was assumed to utilize I-10 off-ramps to La Cienega Boulevard to travel to the Project Site.

Attachment C.1: Access Assessment Worksheet



Access Assessment Worksheet

This Worksheet supports the analysis needed to assess the project's potential effect on pedestrian, bicycle, and transit facilities in the vicinity of the proposed project. If the project exceeds the screening criteria in Section V of the MOU, complete and attach to the draft Transportation Assessment to support the analysis. For the full scope of analysis, see Section 3.2 of the Transportation Assessment Guidelines.:

I. PROJECT INFORMATION

Project Name: Beverly Plaza

Project Address: 400-432 S. San Vicente Boulevard, Los Angeles, CA 90048

Project Description: The Project proposes 127 multi-family residential units, of which 14 are affordable housing units, and 12,900 square feet (sf) of restaurant uses. The existing uses on site would be removed as part of the Project.

LADOT Project Case Number: _____

II. PEDESTRIAN/ PERSON TRIP GENERATION

Source of Pedestrian/Person Trip Generation Rate(s)? ☐ ITE 10th Edition ☐ Other:

	Land Use	Size/Unit	Daily Person Trips
Proposed	To be Provided.		
	Total new trips:		

Pedestrian/Person trip generation table including a description of the proposed land uses, trip credits, person trip assumptions, comparison studies used for reference, etc. attached? ☐ Yes ☒ No

III. PEDESTRIAN ATTRACTORS INVENTORY

Attach Pedestrian Map for the area (1,320 foot radius from edge of the project site) depicting:

- site pedestrian entrance(s)
- Existing or proposed passenger loading zones
- pedestrian generation/distribution values
 - Geographic Distribution: N 50 % S 30 % E 10 % W 10 %
- transit boarding and alighting of transit stops (should include Metro rail stations; Metro, DASH, and other municipal bus stops)



City of Los Angeles Transportation Assessment MOU

- Key pedestrian destinations with hours of operation:
 - schools (school times)
 - government offices with a public counter or meeting room
 - senior citizen centers
 - recreation centers or playgrounds
 - public libraries
 - medical centers or clinics
 - child care facilities
 - post offices
 - places of worship
 - grocery stores
 - other facilities that attract pedestrian trips
- pedestrian walking routes to key destinations from project site

Note: Pedestrian Count Summary, Bicycle Count Summary, Manual Traffic Count Summary will need to be attached to the Transportation Assessment

IV. FACILITIES INVENTORY

Is a High Injury Network street located within 1,320 foot radius from the edge of the project site? ☒ Yes ☐ No

If yes, list streets and include distance from the project:

3rd Street	at	600	(feet)
	at		(feet)
	at		(feet)
	at		(feet)

Attach Radius Map for the area (1,320 foot radius from edge of the project site) depicting the following existing and proposed facilities:

- transit stops
- bike facilities
- traffic control devices for controlled crossings
- uncontrolled crosswalks
- location of any missing, damaged or substandard sidewalks

For a reference of planned facilities, see the [Transportation Assessment Support Map](#)

Crossing Distances



City of Los Angeles Transportation Assessment MOU

Does the project property have frontage along an arterial street (designated as either an Avenue or Boulevard?)

☒ Yes ☐ No

If yes, provide the distance between the crossing control devices (e.g. signalized crosswalk, or controlled mid-block crossing) along any arterial within 1,320 feet of the property.

_____ (feet) at <u>See Table 4</u>	_____ (feet) at _____
_____ (feet) at _____	_____ (feet) at _____
_____ (feet) at _____	_____ (feet) at _____
_____ (feet) at _____	_____ (feet) at _____
_____ (feet) at _____	_____ (feet) at _____
_____ (feet) at _____	_____ (feet) at _____

For each street along the property frontage, provide:

the roadway configuration: See Table 5

- | | |
|----------------------------|----------------------------|
| • 2-Lane | • 5-Lane w/ striped median |
| • 3-Lane w/ striped median | • 5-Lane w/ raised median |
| • 3-Lane w/ raised median | • 6-Lane |
| • 4-Lane | • Other: _____ |

and crossing distance: _____ ft total _____ ft to median _____ ft to median

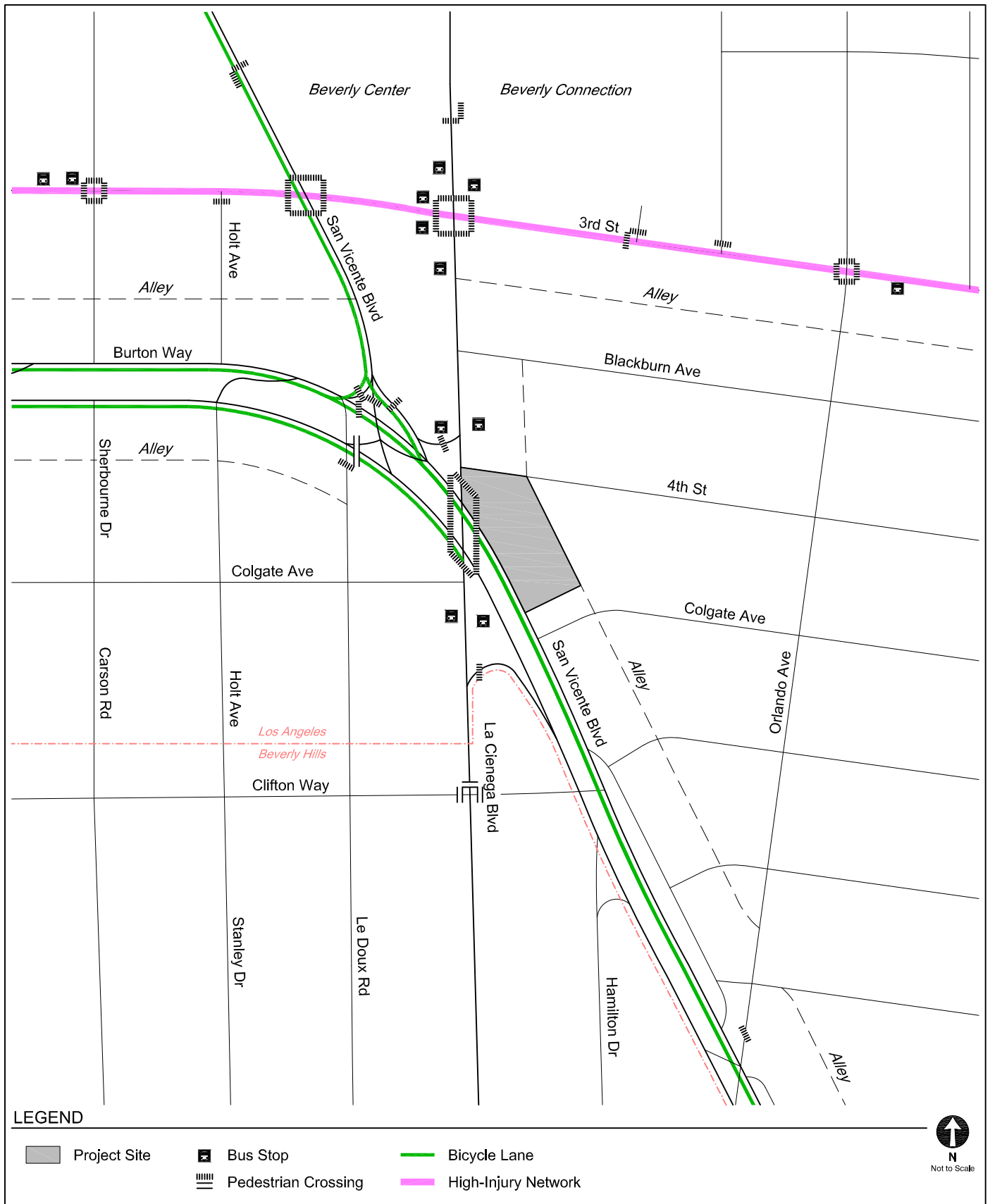
V. Project Construction

Will the project require any construction activity within the city right-of-way? ☒ Yes ☐ No

If yes, will the project require temporary closure of any of the following city facilities?

- ✓ • sidewalk
 - ✓ • bike lane
 - ✓ • parking lane
 - travel lane
 - ✓ • bus stop
 - bicycle parking (racks or corrals)
 - bike share or other micro-mobility station
 - car share station
 - parklet
 - other: _____
- Additional information to be provided.





EXISTING TRANSPORTATION FACILITIES

FIGURE
8

TABLE 4
BEVERLY PLAZA
DISTANCE BETWEEN EXISTING PEDESTRIAN CROSSINGS
WITHIN VICINITY OF PROJECT SITE

Street Segment	Distance (ft)	From	To
La Cienega Blvd	710	W 3rd St	S San Vicente Blvd
	770	San Vicente Blvd	Clifton Way
W 3rd St	390	La Cienega Blvd	S San Vicente Blvd
	530	S San Vicente Blvd	S Sherbourne Dr
	475	La Cienega Blvd	Beverly Connection Wy
	550	Beverly Connection Wy	S Orlando Ave
S San Vicente Blvd	320	La Cienega Blvd	S San Vicente Blvd

TABLE 5
BEVERLY PLAZA
ROADWAY CONFIGURATION AND CROSSING DISTANCE
ALONG PROJECT FRONTAGES

Street Segment	Roadway Configuration	Total Distance (ft)	Distance to Median (ft)	Distance to Median (ft)
S San Vicente Boulevard	6-lane w/ raised median	220	110	90
4th Street	2-Lane	35	N/A	N/A

VMT Screening Summary

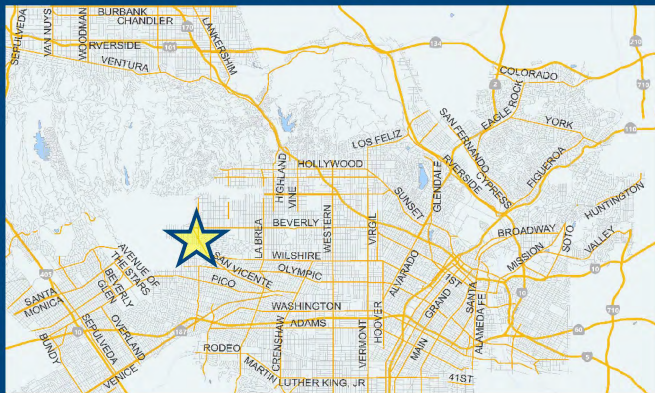
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



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

Project Information

Project:
 Scenario:
 Address:



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

☒ Yes ☐ No

Existing Land Use

Land Use Type	Value	Unit
Retail General Retail	18.862	ksf
Retail General Retail	18.862	ksf

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

Proposed Project Land Use

Land Use Type	Value	Unit
Housing Multi-Family	113	DU
Housing Multi-Family	113	DU
Retail High-Turnover Sit-Down Restaurant	12.9	ksf
Housing Affordable Housing - Family	14	DU

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

Project Screening Summary

Existing Land Use	Proposed Project
644 Daily Vehicle Trips	1,439 Daily Vehicle Trips
4,380 Daily VMT	9,244 Daily VMT

Tier 1 Screening Criteria

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

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips 795
Net Daily Trips

The net increase in daily VMT ≤ 0 4,864
Net Daily VMT

The proposed project consists of only retail land uses ≤ 50,000 square feet total. 12.900
ksf

The proposed project is required to perform VMT analysis.

VMT Calculator User Agreement

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

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

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

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

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

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

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

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

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

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

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

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

You, the User	
By:	<u>Casey Tonalé</u>
Print Name:	<u>Casey T Le</u>
Title:	<u>Senior Associate</u>
Company:	<u>Gibson Transportation Consulting, Inc.</u>
Address:	<u>555 W. 5th St., Suite 3375</u>
	<u>Los Angeles, CA 90013</u>
Phone:	<u>(213) 683-0088</u>
Email Address:	<u>cle@gibsontrans.com</u>
Date:	<u>November 2, 2022</u>

ITE 11th Edition Rates

Land Use: 221

Multifamily Housing (Mid-Rise)

Description

Mid-rise multifamily housing includes apartments and condominiums located in a building that has between four and 10 floors of living space. Access to individual dwelling units is through an outside building entrance, a lobby, elevator, and a set of hallways.

Multifamily housing (low-rise) (Land Use 220), multifamily housing (high-rise) (Land Use 222), off-campus student apartment (mid-rise) (Land Use 226), and mid-rise residential with ground-floor commercial (Land Use 231) are related land uses.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the six sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.5 residents per occupied dwelling unit.

For the five sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96 percent of the total dwelling units were occupied.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), California, District of Columbia, Florida, Georgia, Illinois, Maryland, Massachusetts, Minnesota, Montana, New Jersey, New York, Ontario (CAN), Oregon, Utah, and Virginia.

Source Numbers

168, 188, 204, 305, 306, 321, 818, 857, 862, 866, 901, 904, 910, 949, 951, 959, 963, 964, 966, 967, 969, 970, 1004, 1014, 1022, 1023, 1025, 1031, 1032, 1035, 1047, 1056, 1057, 1058, 1071, 1076

Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 30

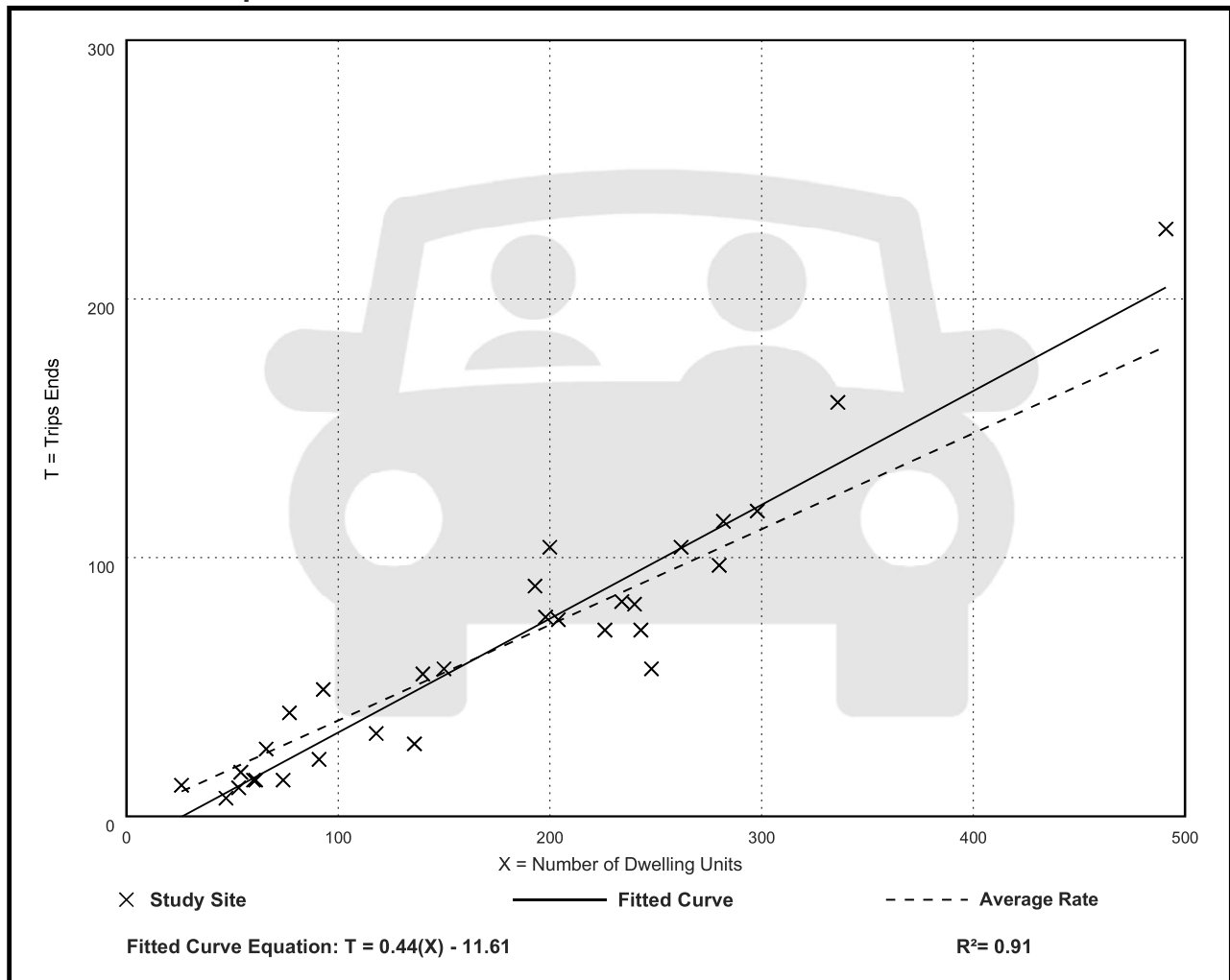
Avg. Num. of Dwelling Units: 173

Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.37	0.15 - 0.53	0.09

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 31

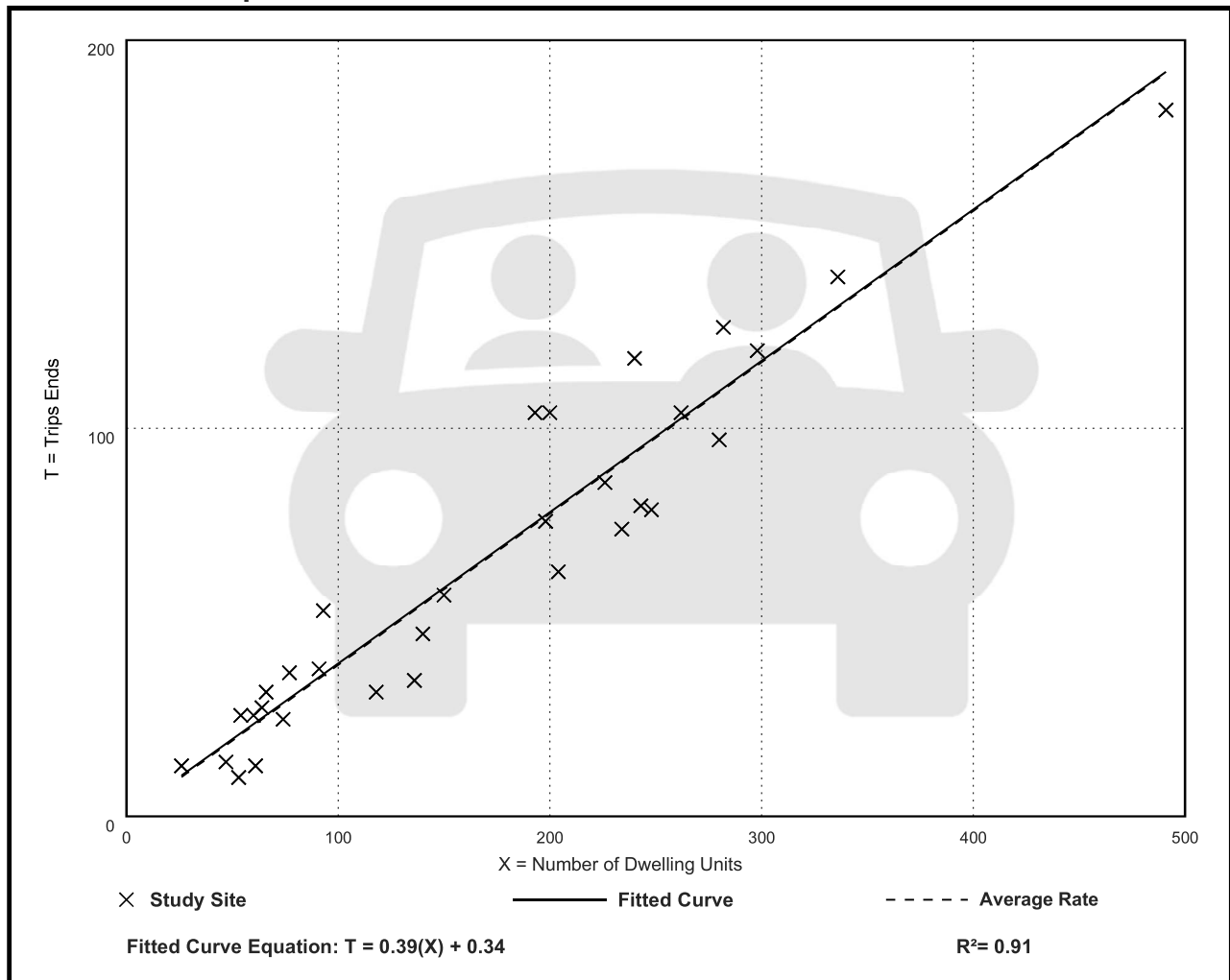
Avg. Num. of Dwelling Units: 169

Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.19 - 0.57	0.08

Data Plot and Equation



Land Use: 822

Strip Retail Plaza (<40k)

Description

A strip retail plaza is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has less than 40,000 square feet of gross leasable area (GLA). Because a strip retail plaza is open-air, the GLA is the same as the gross floor area of the building.

The 40,000 square feet GFA threshold between strip retail plaza and shopping plaza (Land Use 821) was selected based on an examination of the overall shopping center/plaza database. No shopping plaza with a supermarket as its anchor is smaller than 40,000 square feet GLA.

Shopping center (>150k) (Land use 820), shopping plaza (40-150k) (Land Use 821), and factory outlet center (Land Use 823) are related uses.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Delaware, Florida, New Jersey, Ontario (CAN), South Dakota, Vermont, Washington, and Wisconsin.

Source Numbers

304, 358, 423, 428, 437, 507, 715, 728, 936, 960, 961, 974, 1009

Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 5

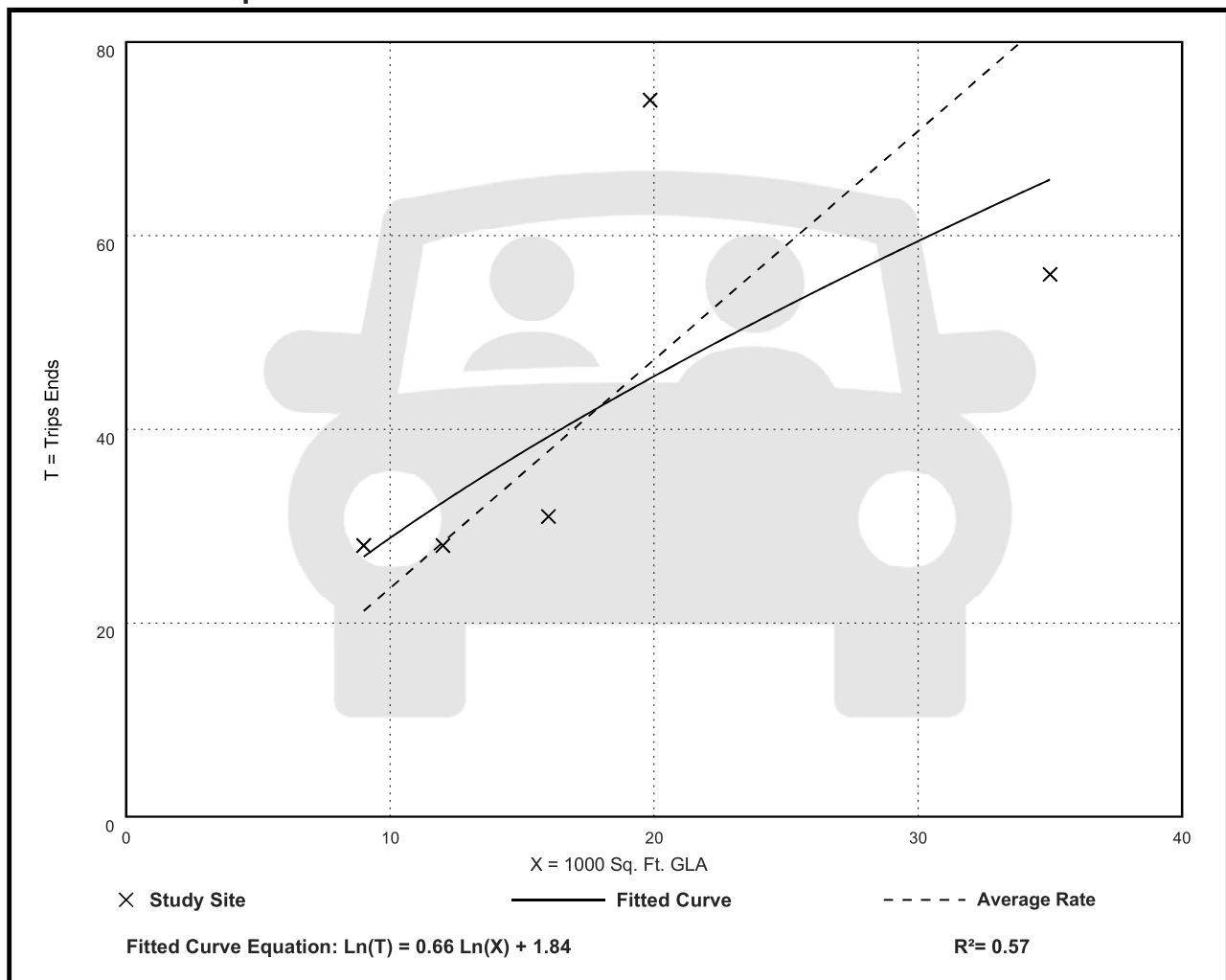
Avg. 1000 Sq. Ft. GLA: 18

Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
2.36	1.60 - 3.73	0.94

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 25

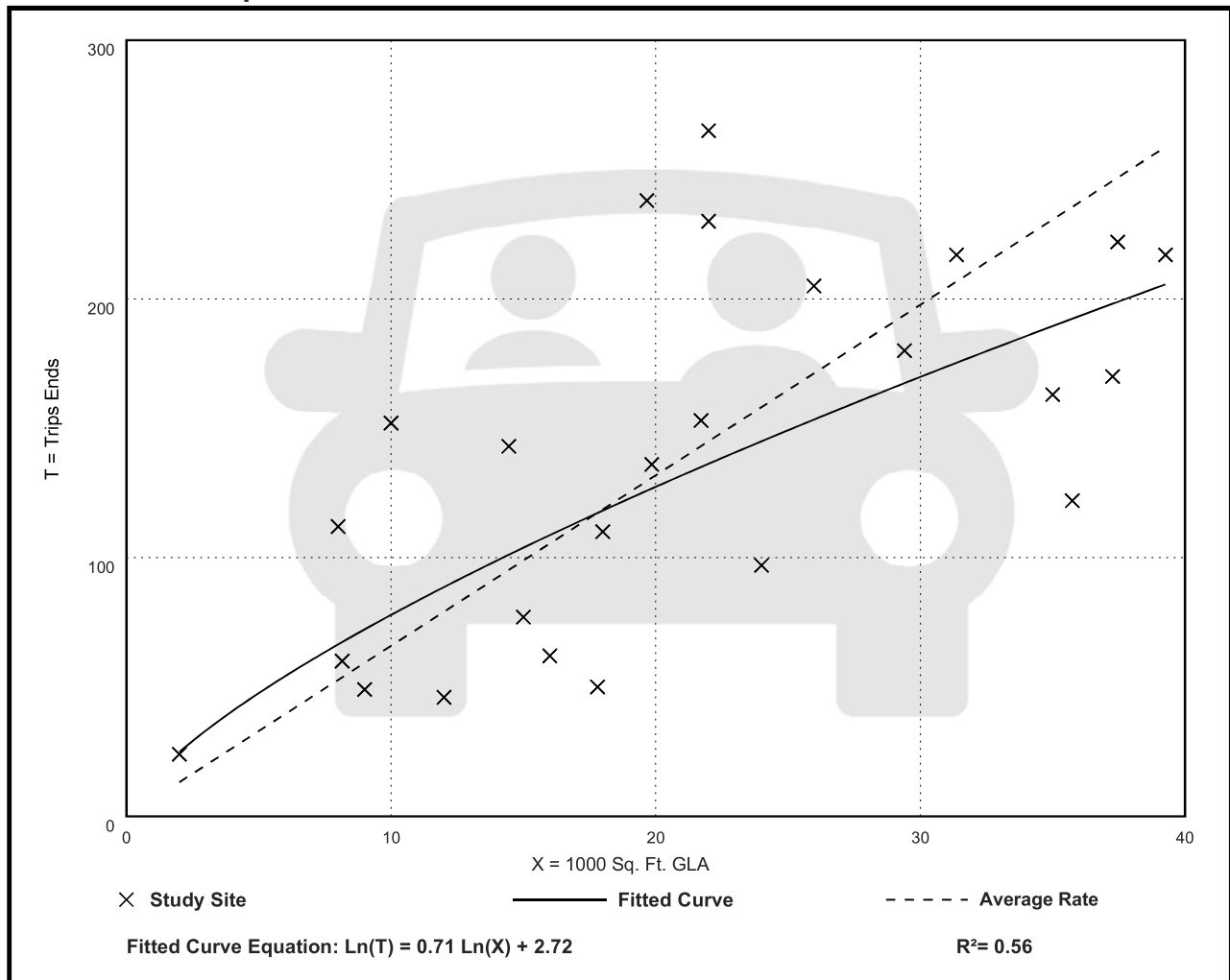
Avg. 1000 Sq. Ft. GLA: 21

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.59	2.81 - 15.20	2.94

Data Plot and Equation



Land Use: 932

High-Turnover (Sit-Down) Restaurant

Description

This land use consists of sit-down, full-service eating establishments with a typical duration of stay of 60 minutes or less. This type of restaurant is usually moderately priced, frequently belongs to a restaurant chain, and is commonly referred to as casual dining. Generally, these restaurants serve lunch and dinner; they may also be open for breakfast and are sometimes open 24 hours a day. These restaurants typically do not accept reservations. A patron commonly waits to be seated, is served by wait staff, orders from a menu, and pays after the meal.

Some facilities offer carry-out for a small proportion of its customers. Some facilities within this land use may also contain a bar area for serving food and alcoholic drinks.

Fast casual restaurant (Land Use 930), fine dining restaurant (Land Use 931), fast-food restaurant without drive-through window (Land Use 933), and fast-food restaurant with drive-through window (Land Use 934) are related uses.

Additional Data

Users should exercise caution when applying statistics during the AM peak periods, as the sites contained in the database for this land use may or may not be open for breakfast. In cases where it was confirmed that the sites were not open for breakfast, data for the AM peak hour of the adjacent street traffic were removed from the database.

If the restaurant has outdoor seating, its area is not included in the overall gross floor area. For a restaurant that has significant outdoor seating, the number of seats may be more reliable than GFA as an independent variable on which to establish a trip generation rate.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Florida, Georgia, Indiana, Kentucky, Massachusetts, Minnesota, New Hampshire, New Jersey, New York, Ohio, Oklahoma, Oregon, Pennsylvania, South Carolina, South Dakota, Texas, Vermont, and Wisconsin.

Source Numbers

126, 269, 275, 280, 300, 301, 305, 338, 340, 341, 358, 384, 424, 432, 437, 438, 444, 507, 555, 577, 589, 617, 618, 728, 868, 884, 885, 903, 927, 939, 944, 961, 962, 977, 1048

High-Turnover (Sit-Down) Restaurant (932)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 37

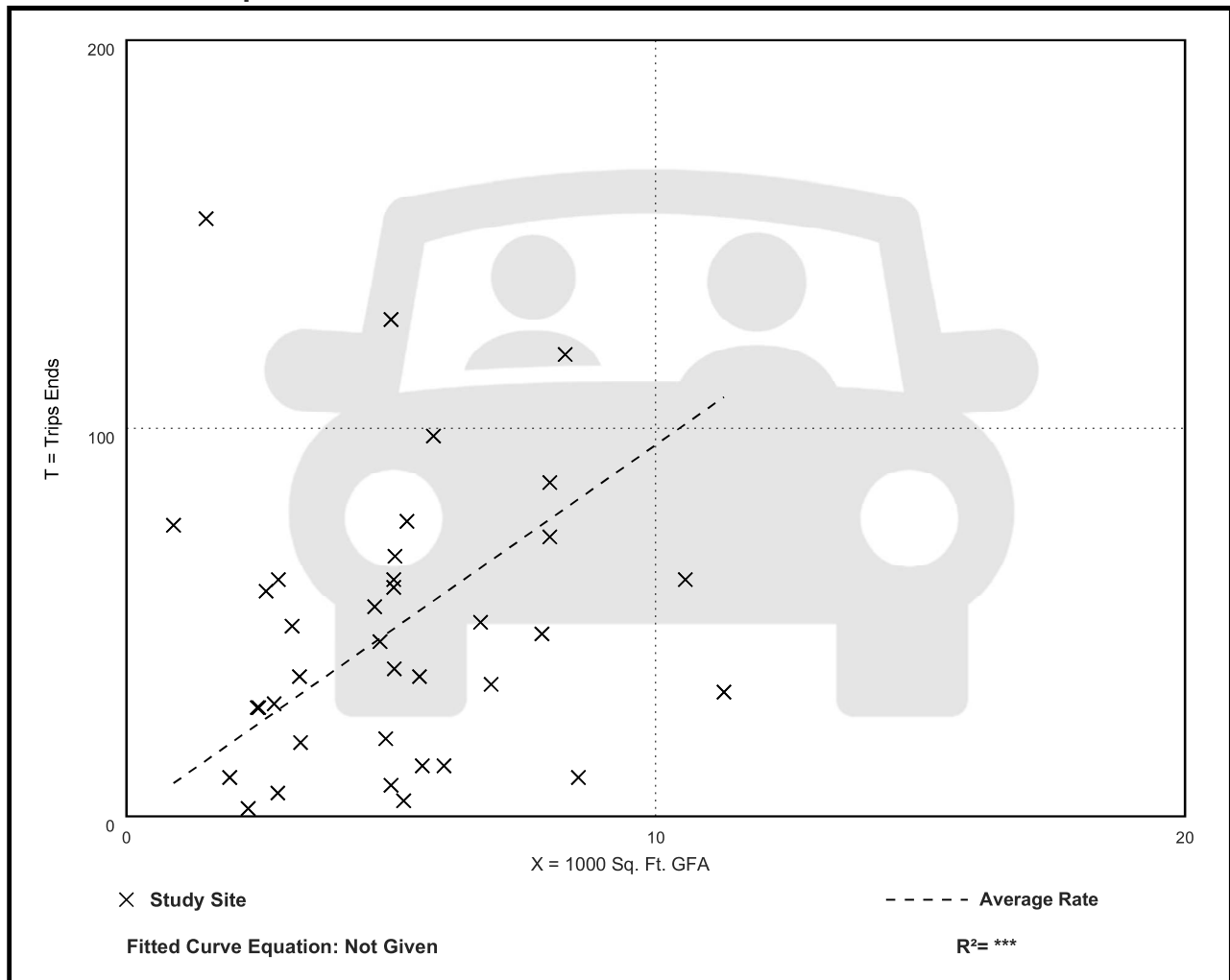
Avg. 1000 Sq. Ft. GFA: 5

Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.57	0.76 - 102.39	11.61

Data Plot and Equation



High-Turnover (Sit-Down) Restaurant (932)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 104

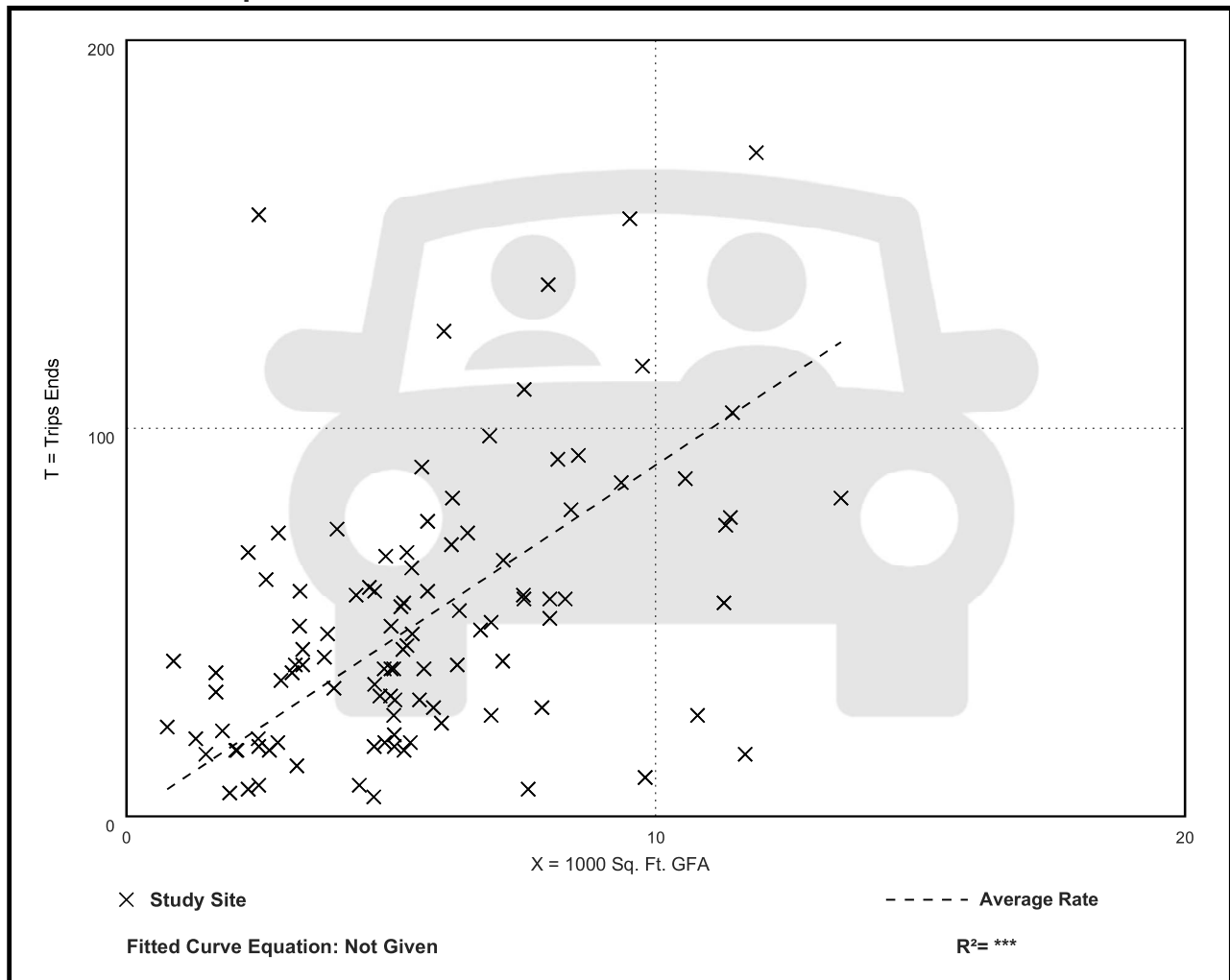
Avg. 1000 Sq. Ft. GFA: 6

Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.05	0.92 - 62.00	6.18

Data Plot and Equation



Appendix B

Traffic Volume Data

Turning Movement Count Report AM

Location ID: 1
 North/South: La Cienega Boulevard
 East/West: 3rd Street

Date: 01/12/23
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			
	1	2	3	4	5	6	7	8	9	10	11	12	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	41	151	7	5	90	24	7	110	28	8	41	7	519
7:15	57	207	5	11	128	46	15	129	31	6	43	12	690
7:30	51	241	4	15	158	49	7	167	36	25	72	30	855
7:45	52	261	12	15	169	40	22	194	28	20	85	31	929
8:00	54	247	7	10	192	65	14	206	29	10	106	32	972
8:15	39	268	12	12	247	87	23	212	25	16	83	24	1048
8:30	49	244	5	19	263	77	24	215	40	4	79	23	1042
8:45	45	233	13	14	251	73	21	195	42	5	80	23	995
9:00	48	227	11	16	239	67	18	188	40	11	96	27	988
9:15	49	229	9	20	180	60	32	200	41	11	68	27	926
9:30	50	230	15	29	153	62	30	216	38	12	94	32	961
9:45	60	220	12	27	156	51	29	188	30	5	100	33	911

Total Volume:	595	2758	112	193	2226	701	242	2220	408	133	947	301	10836
Approach %	17%	80%	3%	6%	71%	22%	8%	77%	14%	10%	69%	22%	

Peak Hr Begin:	8:15												
PHV	181	972	41	61	1000	304	86	810	147	36	338	97	4073
PHF	0.936			0.951			0.935			0.879			0.972

Turning Movement Count Report PM

Location ID: 1
 North/South: La Cienega Boulevard
 East/West: 3rd Street

Date: 01/12/23
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			
	1	2	3	4	5	6	7	8	9	10	11	12	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	31	211	24	25	131	42	46	226	24	20	152	39	971
15:15	26	242	37	30	106	38	42	243	36	25	159	29	1013
15:30	30	205	26	29	106	33	33	225	22	24	171	39	943
15:45	38	243	40	33	108	28	31	252	22	40	133	27	995
16:00	20	242	22	30	102	18	37	305	37	33	137	24	1007
16:15	48	244	27	28	119	28	47	283	19	27	124	16	1010
16:30	23	210	32	16	112	42	36	297	24	33	158	22	1005
16:45	27	244	36	35	123	33	31	292	17	35	137	30	1040
17:00	24	217	47	25	101	41	37	248	22	26	162	33	983
17:15	28	253	48	31	115	36	35	227	22	24	186	32	1037
17:30	31	238	33	34	115	31	41	228	17	24	146	26	964
17:45	21	269	40	24	93	25	36	282	20	29	143	25	1007

Total Volume:	347	2818	412	340	1331	395	452	3108	282	340	1808	342	11975
Approach %	10%	79%	12%	16%	64%	19%	12%	81%	7%	14%	73%	14%	

Peak Hr Begin:	16:30												
PHV	102	924	163	107	451	152	139	1064	85	118	643	117	4065
PHF	0.903			0.929			0.902			0.907			0.977

Pedestrian/Bicycle Count Report

Leg:	North		East		South		West	
Class:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	3	0	4	0	4	0	1	0
7:15	9	0	4	0	2	0	8	0
7:30	14	1	8	0	8	0	12	0
7:45	5	2	3	0	9	0	6	0
8:00	26	0	2	0	5	0	15	0
8:15	7	0	3	0	5	0	13	0
8:30	10	1	6	0	9	0	15	0
8:45	22	0	8	0	9	0	12	0
9:00	24	0	8	0	11	0	8	0
9:15	5	1	14	1	7	0	6	0
9:30	19	1	3	1	13	0	12	0
9:45	19	1	5	0	8	0	14	0

Leg:	North		East		South		West	
Class:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	38	1	28	0	18	0	27	0
15:15	44	1	24	0	13	0	26	0
15:30	38	2	18	0	18	0	31	1
15:45	33	1	31	0	17	0	19	2
16:00	33	2	16	0	7	0	21	0
16:15	41	0	16	1	12	0	40	0
16:30	43	0	31	1	18	0	25	0
16:45	36	1	18	1	9	0	41	0
17:00	49	3	14	1	22	1	30	0
17:15	41	0	24	0	9	0	22	0
17:30	38	0	11	0	8	0	38	0
17:45	25	1	9	0	9	0	34	0

Turning Movement Count Report AM

Location ID: 2
 North/South: La Cienega Boulevard
 East/West: Blackburn Avenue

Date: 01/12/23
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			
	1	2	3	4	5	6	7	8	9	10	11	12	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	0	185	3	2	0	0	4	141	0	0	0	0	335
7:15	1	251	2	3	0	0	4	176	0	0	0	0	437
7:30	0	314	2	6	0	0	5	207	0	0	0	0	534
7:45	0	318	0	7	0	0	4	231	0	0	0	0	560
8:00	0	319	1	5	0	0	6	243	0	0	0	0	574
8:15	1	367	6	5	0	0	3	255	0	1	0	0	638
8:30	0	326	3	9	0	0	11	267	0	0	0	1	617
8:45	0	324	3	10	0	1	3	253	0	0	0	0	594
9:00	0	322	1	11	0	0	8	240	0	0	0	0	582
9:15	0	272	1	10	0	0	8	266	1	0	0	0	558
9:30	1	296	2	8	0	0	8	279	0	0	0	0	594
9:45	0	273	7	4	0	0	16	242	0	0	0	0	542

Total Volume:	3	3567	31	80	0	1	80	2800	1	1	0	1	6565
Approach %	0%	99%	1%	99%	0%	1%	3%	97%	0%	50%	0%	50%	

Peak Hr Begin:	8:15												
PHV	1	1339	13	35	0	1	25	1015	0	1	0	1	2431
PHF	0.904			0.818			0.935			0.500			0.953

Turning Movement Count Report PM

Location ID: 2
 North/South: La Cienega Boulevard
 East/West: Blackburn Avenue

Date: 01/12/23
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			
	1	2	3	4	5	6	7	8	9	10	11	12	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	0	265	7	3	0	0	21	298	0	0	0	0	594
15:15	0	302	1	9	0	1	22	314	0	0	0	0	649
15:30	1	264	7	5	0	0	19	281	0	0	0	0	577
15:45	0	291	5	3	0	0	30	301	0	0	0	0	630
16:00	0	285	6	4	0	0	20	386	0	0	0	0	701
16:15	0	308	5	7	0	0	20	331	0	0	0	0	671
16:30	0	282	8	6	0	0	29	369	0	0	0	0	694
16:45	0	315	9	7	0	0	25	322	0	0	0	0	678
17:00	0	268	9	7	0	0	33	305	0	0	0	0	622
17:15	0	318	9	6	0	0	24	290	0	0	0	0	647
17:30	0	283	2	2	0	0	36	314	0	0	0	0	637
17:45	0	299	13	5	0	0	30	325	0	1	0	0	673

Total Volume:	1	3480	81	64	0	1	309	3836	0	1	0	0	7773
Approach %	0%	98%	2%	98%	0%	2%	7%	93%	0%	100%	0%	0%	

Peak Hr Begin:	16:00												
PHV	0	1190	28	24	0	0	94	1408	0	0	0	0	2744
PHF	0.940			0.857			0.925			#DIV/0!			0.979

Pedestrian/Bicycle Count Report

Leg:	North		East		South		West	
Class:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	0	0	2	1	0	0	3	1
7:15	0	0	2	0	0	0	3	0
7:30	0	0	2	0	0	0	2	0
7:45	0	0	4	0	0	0	2	0
8:00	0	0	4	0	0	0	5	0
8:15	0	0	1	1	0	0	4	0
8:30	0	0	3	3	0	0	3	0
8:45	0	0	5	1	0	0	6	0
9:00	0	0	5	1	0	0	11	0
9:15	0	0	9	3	0	0	9	0
9:30	0	0	3	1	0	0	5	0
9:45	0	0	1	1	1	0	12	0

Leg:	North		East		South		West	
Class:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	0	0	9	2	0	0	14	0
15:15	0	0	4	1	0	0	7	0
15:30	0	0	7	1	0	0	5	2
15:45	0	1	6	0	0	0	6	3
16:00	0	0	6	0	0	0	7	0
16:15	0	0	10	1	0	0	12	0
16:30	0	0	4	1	0	0	9	0
16:45	0	0	5	1	0	0	6	0
17:00	0	0	6	1	0	0	14	0
17:15	0	0	6	0	0	0	11	0
17:30	0	0	11	0	0	0	8	1
17:45	0	0	7	3	0	0	8	0

Turning Movement Count Report AM

Location ID: 3
 North/South: Le Doux Road/San Vicente Boulevard
 East/West: Burton Way

Date: 10/17/17
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			
	1	2	3	4	5	6	7	8	9	10	11	12	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	7	0	47	98	223	0	1	0	0	2	65	1	444
7:15	15	0	65	147	266	1	1	0	4	6	89	2	596
7:30	18	0	72	164	253	1	2	0	2	3	118	0	633
7:45	29	0	117	191	352	0	0	0	4	10	109	1	813
8:00	26	0	88	184	315	1	6	0	12	6	119	4	761
8:15	26	0	111	163	347	2	6	0	10	3	147	1	816
8:30	25	0	113	148	384	5	4	0	9	7	166	3	864
8:45	32	0	116	198	428	6	5	0	10	11	152	5	963
9:00	33	0	104	176	397	11	4	0	15	4	189	2	935
9:15	24	0	117	178	384	6	6	0	18	6	137	4	880
9:30	29	0	118	173	333	6	8	0	15	7	157	6	852
9:45	27	0	107	207	329	1	10	0	15	10	136	4	846

Total Volume:	291	0	1175	2027	4011	40	53	0	114	75	1584	33	9403
Approach %	20%	0%	80%	33%	66%	1%	32%	0%	68%	4%	94%	2%	

Peak Hr Begin:	8:30												
PHV	114	0	450	700	1593	28	19	0	52	28	644	14	3642
PHF	0.953			0.918			0.740			0.879			0.945

Turning Movement Count Report PM

Location ID: 3
 North/South: Le Doux Road/San Vicente Boulevard
 East/West: Burton Way

Date: 10/17/17
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			
	1	2	3	4	5	6	7	8	9	10	11	12	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	9	0	131	117	149	1	9	0	23	16	281	8	744
15:15	17	0	221	111	188	2	6	0	18	12	292	2	869
15:30	29	0	115	101	198	3	11	0	18	12	305	4	796
15:45	25	0	189	119	195	3	5	0	12	10	346	4	908
16:00	18	0	183	88	192	2	13	0	20	10	337	3	866
16:15	12	0	178	106	205	5	14	0	12	17	336	9	894
16:30	21	0	115	87	191	5	14	0	15	12	377	8	845
16:45	15	0	149	115	199	7	12	0	19	11	431	4	962
17:00	12	0	128	109	186	9	4	0	19	13	456	12	948
17:15	5	0	123	132	213	8	11	0	23	14	420	7	956
17:30	9	0	132	103	201	3	17	0	17	12	452	6	952
17:45	9	0	134	135	223	3	6	0	32	18	450	8	1018

Total Volume:	181	0	1798	1323	2340	51	122	0	228	157	4483	75	10758
Approach %	9%	0%	91%	36%	63%	1%	35%	0%	65%	3%	95%	2%	

Peak Hr Begin:	17:00												
PHV	35	0	517	479	823	23	38	0	91	57	1778	33	3874
PHF	0.965			0.918			0.849			0.971			0.951

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	0	0	1	0	0	0	0	0
7:15	0	0	0	1	1	0	0	0
7:30	0	0	1	0	3	0	1	0
7:45	0	0	4	0	0	0	0	0
8:00	0	0	4	0	5	0	0	0
8:15	0	0	3	0	5	0	0	0
8:30	0	0	2	0	13	0	0	0
8:45	0	0	4	1	5	0	0	0
9:00	0	0	3	0	11	0	0	0
9:15	0	0	2	0	15	0	0	0
9:30	0	0	7	0	5	0	0	0
9:45	0	0	2	0	4	0	0	0

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	0	0	3	1	9	0	0	0
15:15	0	0	4	0	4	0	0	0
15:30	0	0	2	1	5	1	0	0
15:45	0	0	2	0	12	0	0	0
16:00	0	0	5	0	10	1	0	0
16:15	0	0	4	0	15	3	0	0
16:30	0	0	7	1	21	0	0	0
16:45	0	0	4	1	10	0	0	0
17:00	0	0	7	0	14	0	0	0
17:15	0	0	8	0	14	0	0	0
17:30	0	0	11	0	19	0	0	0
17:45	0	0	9	0	19	0	0	0

Turning Movement Count Report AM

Location ID: 4
 North/South: Orlando Avenue
 East/West: 4th Street

Date: 01/12/23
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	2	18	1	0	0	2	0	6	1	2	1	0	33
7:15	0	23	0	0	2	2	1	11	0	0	0	1	40
7:30	0	30	1	2	0	3	1	12	1	0	1	1	52
7:45	0	39	1	0	2	8	1	16	1	1	1	0	70
8:00	1	44	2	1	0	2	3	17	0	1	4	0	75
8:15	1	43	0	2	3	3	0	12	1	3	1	2	71
8:30	0	51	2	2	1	1	1	21	2	2	1	0	84
8:45	2	49	1	1	1	3	1	18	0	2	3	0	81
9:00	0	49	0	2	1	4	0	22	1	3	2	0	84
9:15	5	37	1	3	2	2	2	28	1	0	1	1	83
9:30	2	33	0	2	3	3	2	9	1	1	0	1	57
9:45	3	55	0	4	2	3	3	22	0	3	0	2	97

Total Volume:	16	471	9	19	17	36	15	194	9	18	15	8	827
Approach %	3%	95%	2%	26%	24%	50%	7%	89%	4%	44%	37%	20%	

Peak Hr Begin:	8:30												
PHV	7	186	4	8	5	10	4	89	4	7	7	1	332
PHF	0.929			0.821			0.782			0.750			0.988

Turning Movement Count Report PM

Location ID: 4
 North/South: Orlando Avenue
 East/West: 4th Street

Date: 01/12/23
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			
	1	2	3	4	5	6	7	8	9	10	11	12	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	2	44	4	6	0	0	1	31	1	2	1	1	93
15:15	1	51	1	1	1	3	1	32	1	0	4	1	97
15:30	2	55	4	3	1	2	3	39	1	5	1	1	117
15:45	4	67	3	3	0	4	3	37	0	2	2	3	128
16:00	1	63	4	0	1	6	2	35	0	4	3	0	119
16:15	3	59	0	2	4	1	3	50	0	1	2	1	126
16:30	0	74	3	3	1	2	4	53	1	0	6	6	153
16:45	3	49	4	2	2	3	4	53	0	3	2	3	128
17:00	3	48	1	0	1	1	1	58	0	1	4	1	119
17:15	4	53	0	2	3	1	3	42	0	4	2	2	116
17:30	4	53	2	1	2	1	3	65	1	4	4	2	142
17:45	1	53	1	2	2	2	1	47	1	3	4	2	119

Total Volume:	28	669	27	25	18	26	29	542	6	29	35	23	1457
Approach %	4%	92%	4%	36%	26%	38%	5%	94%	1%	33%	40%	26%	

Peak Hr Begin:	15:45												
PHV	8	263	10	8	6	13	12	175	1	7	13	10	526
PHF	0.912			0.964			0.810			0.625			0.859

Pedestrian/Bicycle Count Report

Leg:	North		East		South		West	
Class:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	1	0	1	0	0	0	1	0
7:15	0	0	1	0	0	0	2	0
7:30	0	0	1	0	0	0	0	0
7:45	2	0	6	0	1	0	3	0
8:00	2	0	3	0	1	0	3	0
8:15	1	0	6	0	0	0	1	0
8:30	1	0	3	0	1	0	5	0
8:45	0	0	4	0	0	0	1	0
9:00	1	0	3	0	0	0	3	0
9:15	1	0	4	0	0	0	3	0
9:30	1	0	3	0	1	0	2	0
9:45	4	0	5	0	0	0	0	0

Leg:	North		East		South		West	
Class:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	1	0	6	0	3	0	1	0
15:15	0	0	3	1	3	0	1	0
15:30	5	0	2	0	5	0	8	0
15:45	0	0	5	0	2	0	1	0
16:00	1	0	4	0	2	0	3	0
16:15	3	0	6	0	2	0	3	0
16:30	3	0	3	0	1	0	3	0
16:45	4	0	3	0	1	0	1	1
17:00	2	0	4	0	0	0	1	0
17:15	2	0	2	0	0	0	1	0
17:30	1	0	3	0	1	0	1	0
17:45	0	0	2	0	1	0	2	0

Turning Movement Count Report AM

Location ID: 5
 North/South: La Cienega Boulevard
 East/West: San Vicente Boulevard/BurtonWay

Date: 10/17/17
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			
	1	2	3	4	5	6	7	8	9	10	11	12	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	23	304	0	43	259	0	0	134	45	31	85	0	500
7:15	23	277	0	50	350	0	1	121	39	33	120	0	602
7:30	29	339	0	43	360	0	0	154	28	42	155	0	607
7:45	32	324	0	56	466	0	1	170	40	51	173	0	766
8:00	33	387	0	65	442	0	0	173	24	37	161	0	732
8:15	29	358	2	59	439	0	0	165	42	45	250	0	825
8:30	45	338	0	64	456	0	0	189	37	43	217	0	796
8:45	39	246	0	52	550	1	0	159	47	51	237	0	900
9:00	34	280	0	88	502	1	0	186	42	49	231	0	844
9:15	37	230	0	72	479	0	0	172	51	48	220	0	839
9:30	29	297	1	80	439	0	0	195	38	47	193	0	775
9:45	27	256	0	96	464	0	0	171	45	59	222	0	774

Total Volume:	380	3636	3	768	5206	2	2	1989	478	536	2264	0	15264
Approach %	9%	90%	0%	13%	87%	0%	0%	81%	19%	19%	81%	0%	

Peak Hr Begin:	8:30												
PHV	155	1094	0	276	1987	2	0	706	177	191	905	0	5493
PHF	0.815			0.939			0.968			0.951			1.526

Turning Movement Count Report PM

Location ID: 5
 North/South: La Cienega Boulevard
 East/West: San Vicente Boulevard/BurtonWay

Date: 10/12/17
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	27	266	0	82	221	0	0	237	28	58	357	0	1276
15:15	32	221	0	92	236	0	0	191	31	60	470	0	1333
15:30	19	295	0	87	246	0	0	233	31	48	385	0	1344
15:45	31	261	0	69	268	0	0	213	32	69	465	0	1408
16:00	24	269	0	75	228	0	1	229	28	68	458	0	1380
16:15	31	267	0	74	245	0	0	210	35	47	490	0	1399
16:30	27	310	0	69	218	0	0	242	33	62	437	0	1398
16:45	24	275	0	91	280	0	0	246	30	78	537	0	1561
17:00	25	323	0	96	233	0	0	279	33	57	455	0	1501
17:15	24	250	0	73	294	0	0	227	37	58	563	0	1526
17:30	26	266	0	62	235	0	0	252	38	61	475	0	1415
17:45	24	246	0	95	296	0	0	241	38	57	591	0	1588

Total Volume:	314	3249	0	965	3000	0	1	2800	394	723	5683	0	17129
Approach %	9%	91%	0%	24%	76%	0%	0%	88%	12%	11%	89%	0%	

Peak Hr Begin:	17:00												
PHV	99	1085	0	326	1058	0	0	999	146	233	2084	0	6030
PHF	0.851			0.885			0.917			0.894			0.949

Pedestrian/Bicycle Count Report

Leg:	North		East		South		West	
	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00	0	0	3	0	2	0	2	0
7:15	1	0	1	1	0	0	3	0
7:30	3	0	1	0	0	0	5	2
7:45	5	0	2	0	3	0	3	1
8:00	2	1	4	0	0	0	6	0
8:15	8	0	6	2	4	0	5	2
8:30	4	0	1	0	1	0	3	0
8:45	5	1	5	1	0	0	15	1
9:00	7	2	5	0	1	0	4	0
9:15	4	3	6	1	4	0	5	0
9:30	2	2	5	1	3	0	5	0
9:45	0	0	7	1	3	0	2	2

Leg:	North		East		South		West	
	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	9	0	7	3	2	0	17	0
15:15	4	0	6	3	4	0	17	1
15:30	5	1	3	2	5	0	30	1
15:45	7	0	7	0	5	0	14	1
16:00	4	2	9	1	9	0	16	4
16:15	18	1	4	0	7	2	33	1
16:30	4	0	8	0	9	0	26	5
16:45	1	1	8	0	3	0	9	1
17:00	11	0	4	1	5	0	12	1
17:15	8	0	11	2	6	0	16	0
17:30	6	1	9	0	18	0	19	0
17:45	6	1	14	2	7	0	12	1

Appendix C

Threshold T-1 Consistency Worksheet

Plans, Policies and Programs Consistency Worksheet

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

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

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

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

I. SCREENING CRITERIA FOR POLICY ANALYSIS

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

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

☒ Yes ☐ No

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

☐ Yes ☒ No

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

☒ Yes ☐ No

II. PLAN CONSISTENCY ANALYSIS

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

These questions address potential conflict with:

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

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

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

Mobility Plan 2035 Street Designations and Standard Roadway Dimensions

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

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

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

☒ Yes ☐ No ☐ N/A

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

A.4 If the answer to **A.3. is NO**, is the project applicant asking to waive from the dedication standards? ☐ Yes ☐ No ☒ N/A

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

San Vicente Boulevard (Boulevard II)	1/2-Rdwy Varies 10-19' Sidewalk	Required	40' 1/2-Roadway 15' Sidewalk	Proposed	1/2-Rdwy Varies 10-19' Sidewalk
Frontage 1 Existing PROW'/Curb' : Existing					
4th Street (Local)	17.5' 1/2-Rdwy 12.5" Sidewalk	Required	18' 1/2-Roadway 12' Sidewalk	Proposed	17.5' 1/2-Rdwy 12.5' Sidewalk
Frontage 2 Existing PROW'/Curb' : Existing					
Frontage 3 Existing PROW'/Curb' : Existing					
Frontage 4 Existing PROW'/Curb' : Existing					

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

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

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

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

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

[See Future Roadway and Street Improvements discussion in Transportation Assessment.](#)

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

[Metro Bike Share does not provide service in the vicinity of the Project Site.](#)

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

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

B.1 Project-Initiated Changes to the PROW Dimensions

These questions address potential conflict with:

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

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

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

Mobility Plan 2035 Policy 2.10 – Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.

Mobility Plan 2035 Street Designations and Standard Roadway Dimensions

¹ LADOT Transportation Assessment Support Map <https://arcg.is/fubbd>

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

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

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

☐ Yes ☒ No

B.2 Driveway Access

These questions address potential conflict with:

Mobility Plan 2035 Policy 2.10 – Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.

Mobility Plan 2035 Program PL.1. Driveway Access. Require driveway access to buildings from non-arterial streets or alleys (where feasible) in order to minimize interference with pedestrian access and vehicular movement.

Citywide Design Guidelines - Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.

Site Planning Best Practices:

- *Prioritize pedestrian access first and automobile access second. Orient parking and driveways toward the rear or side of buildings and away from the public right-of-way. On corner lots, parking should be oriented as far from the corner as possible.*
- *Minimize both the number of driveway entrances and overall driveway widths.*
- *Do not locate drop-off/pick-up areas between principal building entrances and the adjoining sidewalks.*
- *Orient vehicular access as far from street intersections as possible.*
- *Place drive-thru elements away from intersections and avoid placing them so that they create a barrier between the sidewalk and building entrance(s).*
- *Ensure that loading areas do not interfere with on-site pedestrian and vehicular circulation by separating loading areas and larger commercial vehicles from areas that are used for public parking and public entrances.*

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

- locating new driveways for residential properties on an Avenue or Boulevard, and access is otherwise possible using an alley or a collector/local street, or
- locating new driveways for industrial or commercial properties on an Avenue or Boulevard and access is possible along a collector/local street, or

- the total number of new driveways exceeds 1 driveway per every 200 feet² along on the Avenue or Boulevard frontage, or
- locating new driveways on an Avenue or Boulevard within 150 feet from the intersecting street, or
- locating new driveways on a collector or local street within 75 feet from the intersecting street, or
- locating new driveways near mid-block crosswalks, requiring relocation of the mid-block crosswalk

☐ Yes ☒ No

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

Impact Analysis

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

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

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

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

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

☐ Yes ☒ No ☐ N/A

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

³ LADOT Transportation Assessment Support Map <https://arcg.is/fubbd>

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

☐ Yes ☒ No ☐ N/A

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

C. Network Access

C. 1 Alley, Street and Stairway Access

These questions address potential conflict with:

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

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

☐ Yes ☒ No

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

☐ Yes ☐ No ☒ N/A

C.2 New Cul-de-sacs

These questions address potential conflict with:

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

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

☐ Yes ☒ No

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

☐ Yes ☐ No ☒ N/A

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

D. Parking Supply and Transportation Demand Management

These questions address potential conflict with:

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

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

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

D.1 Would the project propose a supply of onsite parking that exceeds the baseline amount⁴ as required in the Los Angeles Municipal Code or a Specific plan, whichever requirement prevails?

☐ Yes ☒ No

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

☐ Yes ☐ No ☒ N/A

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

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

☒ Yes ☐ No

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

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

☐ Yes ☒ No

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

☐ Yes ☐ No ☒ N/A

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

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

E. Consistency with Regional Plans

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

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

☒ Yes ☐ No

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

☐ Yes ☒ No ☐ N/A

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

☐ Yes ☐ No ☒ N/A

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

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

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

References

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

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

LADOT Transportation Assessment Support Map <https://arcg.is/fubbd>

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

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

ATTACHMENT D.1: CITY PLAN, POLICIES AND GUIDELINES

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

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

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

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

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

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

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

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

Appendix D

VMT Analysis Worksheets

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



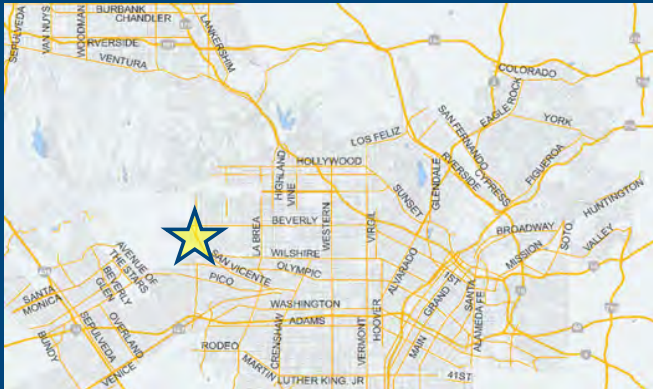
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario:

Address:



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

☒ Yes ☐ No

Existing Land Use

Land Use Type	Value	Unit
Retail General Retail	18.862	ksf
Retail General Retail	18.862	ksf

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

Proposed Project Land Use

Land Use Type	Value	Unit
Housing Multi-Family	113	DU
Housing Multi-Family	113	DU
Retail High-Turnover Sit-Down Restaurant	12.9	ksf
Housing Affordable Housing - Family	14	DU

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

Project Screening Summary

Existing Land Use	Proposed Project
644 Daily Vehicle Trips	1,439 Daily Vehicle Trips
4,380 Daily VMT	9,244 Daily VMT

Tier 1 Screening Criteria

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

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips 795
Net Daily Trips

The net increase in daily VMT ≤ 0 4,864
Net Daily VMT

The proposed project consists of only retail land uses ≤ 50,000 square feet total. 12.900
ksf

The proposed project is required to perform VMT analysis.

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

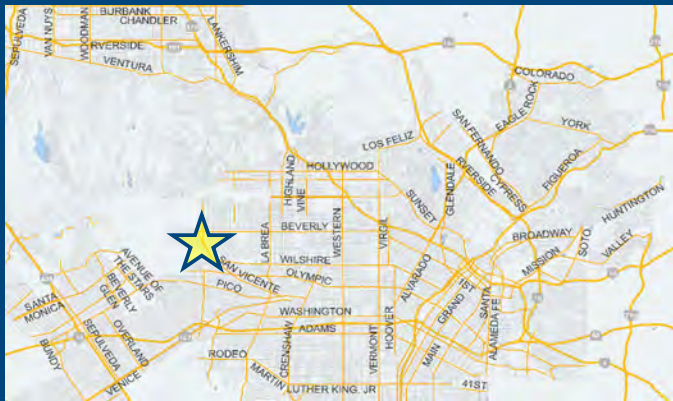


Project Information

Project:

Scenario:

Address:



Proposed Project Land Use Type	Value	Unit
Housing Multi-Family	113	DU
Retail High-Turnover Sit-Down Restaurant	12.9	ksf
Housing Affordable Housing - Family	14	DU

TDM Strategies

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

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

A
Parking

☐ Proposed Prj ☐ Mitigation

Reduce Parking Supply
 city code parking provision for the project site

☐ Proposed Prj ☐ Mitigation

Unbundle Parking
 actual parking provision for the project site

☐ Proposed Prj ☐ Mitigation

Parking Cash-Out
 monthly parking cost (dollar) for the project site

☐ Proposed Prj ☐ Mitigation

Price Workplace Parking
 percent of employees eligible

☐ Proposed Prj ☐ Mitigation

Residential Area Parking
 daily parking charge (dollar)

☐ Proposed Prj ☐ Mitigation

Permits
 percent of employees subject to priced parking

☐ Proposed Prj ☐ Mitigation

Residential Area Parking
 cost (dollar) of annual permit

☐ Proposed Prj ☐ Mitigation

- B** Transit
- C** Education & Encouragement
- D** Commute Trip Reductions
- E** Shared Mobility
- F** Bicycle Infrastructure
- G** Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
1,431 Daily Vehicle Trips	1,431 Daily Vehicle Trips
9,186 Daily VMT	9,186 Daily VMT
5.0 Household VMT per Capita	5.0 Household VMT per Capita
N/A Work VMT per Employee	N/A Work VMT per Employee

Significant VMT Impact?	
Household: No Threshold = 6.0 15% Below APC	Household: No Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	Work: N/A Threshold = 7.6 15% Below APC



CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 6, 2023

Project Name: Beverly Plaza

Project Scenario:

Project Address: 400 S SAN VICENTE BLVD, 90048



Version 1.3

Project Information			
Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	113	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	14	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	0.000	ksf
	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.000	ksf
	Supermarket	0.000	ksf
	Bank	0.000	ksf
	Health Club	0.000	ksf
	High-Turnover Sit-Down Restaurant	12.900	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
Office	General Office	0.000	ksf
	Medical Office	0.000	ksf
Industrial	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
School	University	0	Students
	High School	0	Students
	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students
Other		0	Trips

Project and Analysis Overview

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 6, 2023

Project Name: Beverly Plaza

Project Scenario:

Project Address: 400 S SAN VICENTE BLVD, 90048



Version 1.3

Analysis Results			
Total Employees: 52			
Total Population: 299			
Proposed Project		With Mitigation	
1,431	Daily Vehicle Trips	1,431	Daily Vehicle Trips
9,186	Daily VMT	9,186	Daily VMT
5	Household VMT per Capita	5	Household VMT per Capita
N/A	Work VMT per Employee	N/A	Work VMT per Employee
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 7.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	No	Household > 6.0	No
Work > 7.6	N/A	Work > 7.6	N/A

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: February 6, 2023

Project Name: Beverly Plaza

Project Scenario:

Project Address: 400 S SAN VICENTE BLVD, 90048



Version 1.3

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: February 6, 2023

Project Name: Beverly Plaza

Project Scenario:

Project Address: 400 S SAN VICENTE BLVD, 90048



Version 1.3

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: February 6, 2023

Project Name: Beverly Plaza

Project Scenario:

Project Address: 400 S SAN VICENTE BLVD, 90048



Version 1.3

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: February 6, 2023

Project Name: Beverly Plaza

Project Scenario:

Project Address: 400 S SAN VICENTE BLVD, 90048



Version 1.3

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: February 6, 2023
 Project Name: Beverly Plaza
 Project Scenario:
 Project Address: 400 S SAN VICENTE BLVD, 90048



Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: February 6, 2023
 Project Name: Beverly Plaza
 Project Scenario:
 Project Address: 400 S SAN VICENTE BLVD, 90048



Version 1.3

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

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

Final Combined & Maximum TDM Effect

	Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
MAX. TDM EFFECT	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%

$$= \text{Minimum}(X\%, 1 - [(1-A) * (1-B) \dots])$$

where X%=

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: February 6, 2023

Project Name: Beverly Plaza

Project Scenario:

Project Address: 400 S SAN VICENTE BLVD, 90048



Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	113	-19.5%	91	6.0	678	546
Home Based Other Production	313	-36.4%	199	4.8	1,502	955
Non-Home Based Other Production	385	-6.0%	362	6.1	2,349	2,208
Home-Based Work Attraction	75	-32.0%	51	8.7	653	444
Home-Based Other Attraction	698	-31.2%	480	7.3	5,095	3,504
Non-Home Based Other Attraction	274	-6.6%	256	6.2	1,699	1,587

MXD Methodology with TDM Measures

	Proposed Project			Project with Mitigation Measures		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-0.6%	91	543	-0.6%	91	543
Home Based Other Production	-0.6%	198	949	-0.6%	198	949
Non-Home Based Other Production	-0.6%	360	2,194	-0.6%	360	2,194
Home-Based Work Attraction	-0.6%	51	441	-0.6%	51	441
Home-Based Other Attraction	-0.6%	477	3,482	-0.6%	477	3,482
Non-Home Based Other Attraction	-0.6%	254	1,577	-0.6%	254	1,577

MXD VMT Methodology Per Capita & Per Employee

Total Population: 299

Total Employees: 52

APC: Central

	Proposed Project	Project with Mitigation Measures
Total Home Based Production VMT	1,492	1,492
Total Home Based Work Attraction VMT	441	441
Total Home Based VMT Per Capita	5.0	5.0
Total Work Based VMT Per Employee	N/A	N/A

VMT Calculator User Agreement

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

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

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

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

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

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

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

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

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

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

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

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

You, the User	
By:	_____
Print Name:	<u>Casey T Le</u>
Title:	<u>Senior Associate</u>
Company:	<u>Gibson Transportation Consulting, Inc.</u>
Address:	<u>555 W. 5th St., Suite 3375</u>
	<u>Los Angeles, CA 90013</u>
Phone:	<u>(213) 683-0088</u>
Email Address:	<u>cle@gibsontrans.com</u>
Date:	<u>February 6, 2023</u>

Appendix E

HCM Analysis Worksheets

HCM 6th Signalized Intersection Summary

1: La Cienega Blvd & 3rd St

01/30/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	338	36	304	1000	61	147	810	86	41	972	181
Future Volume (veh/h)	97	338	36	304	1000	61	147	810	86	41	972	181
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	105	367	39	330	1087	66	160	880	93	45	1057	197
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	188	928	414	501	1205	73	368	1715	181	179	1362	254
Arrive On Green	0.06	0.26	0.26	0.15	0.35	0.35	0.04	0.12	0.12	0.05	0.31	0.31
Sat Flow, veh/h	1781	3554	1585	1781	3403	207	3456	4692	494	3456	4325	805
Grp Volume(v), veh/h	105	367	39	330	567	586	160	638	335	45	832	422
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1833	1728	1702	1781	1728	1702	1725
Q Serve(g_s), s	5.1	10.2	2.2	15.6	36.4	36.4	5.4	21.1	21.2	1.5	26.6	26.6
Cycle Q Clear(g_c), s	5.1	10.2	2.2	15.6	36.4	36.4	5.4	21.1	21.2	1.5	26.6	26.6
Prop In Lane	1.00		1.00	1.00		0.11	1.00		0.28	1.00		0.47
Lane Grp Cap(c), veh/h	188	928	414	501	629	649	368	1244	651	179	1072	544
V/C Ratio(X)	0.56	0.40	0.09	0.66	0.90	0.90	0.44	0.51	0.52	0.25	0.78	0.78
Avail Cap(c_a), veh/h	210	928	414	575	674	695	368	1244	651	233	1072	544
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.0	36.5	33.6	25.0	36.8	36.8	54.4	42.7	42.8	54.7	37.3	37.3
Incr Delay (d2), s/veh	2.6	0.3	0.1	2.3	14.8	14.5	0.8	1.5	2.8	0.7	5.5	10.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.2	8.0	1.6	11.1	25.1	25.8	4.5	15.0	16.0	1.2	17.4	18.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.6	36.8	33.7	27.2	51.5	51.3	55.2	44.2	45.6	55.4	42.8	47.7
LnGrp LOS	D	D	C	C	D	D	E	D	D	E	D	D
Approach Vol, veh/h	511		1483			1133			1299			
Approach Delay, s/veh	36.3		46.0			46.2			44.8			
Approach LOS	D		D			D			D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.5	48.0	18.5	43.0	21.7	36.8	11.9	49.6				
Change Period (Y+Rc), s	3.6	* 5.5	* 5.7	5.2	3.6	* 5.5	5.7	* 5.7				
Max Green Setting (Gmax), s	8.4	* 46	* 8.3	37.8	23.1	* 31	8.1	* 38				
Max Q Clear Time (g_c+I1), s	7.1	38.4	7.4	28.6	17.6	12.2	3.5	23.2				
Green Ext Time (p_c), s	0.0	4.1	0.0	5.4	0.5	2.4	0.0	5.7				
Intersection Summary												
HCM 6th Ctrl Delay			44.6									
HCM 6th LOS			D									
Notes												

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

2: Private Dwy/Blackburn Ave & La Cienega Blvd

01/30/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	1	0	0	35	0	1015	25	13	1339	1
Future Volume (veh/h)	0	0	1	0	0	35	0	1015	25	13	1339	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	1	0	0	38	0	1103	27	14	1455	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	0	0	67	0	79	370	340	3354	82	340	3448	2
Arrive On Green	0.00	0.00	0.04	0.00	0.00	0.04	0.00	0.65	0.65	0.38	1.00	1.00
Sat Flow, veh/h	0	0	1585	0	1870	1585	1781	5126	125	1781	5270	4
Grp Volume(v), veh/h	0	0	1	0	0	38	0	732	398	14	940	516
Grp Sat Flow(s),veh/h/ln	0	0	1585	0	1870	1585	1781	1702	1848	1781	1702	1870
Q Serve(g_s), s	0.0	0.0	0.1	0.0	0.0	0.0	0.0	11.4	11.4	0.6	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.1	0.0	0.0	0.0	0.0	11.4	11.4	0.6	0.0	0.0
Prop In Lane	0.00		1.00	0.00		1.00	1.00		0.07	1.00		0.00
Lane Grp Cap(c), veh/h	0	0	67	0	79	370	340	2227	1209	340	2227	1223
V/C Ratio(X)	0.00	0.00	0.01	0.00	0.00	0.10	0.00	0.33	0.33	0.04	0.42	0.42
Avail Cap(c_a), veh/h	0	0	159	0	187	461	340	2227	1209	340	2227	1223
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.63	0.63	0.63
Uniform Delay (d), s/veh	0.0	0.0	55.1	0.0	0.0	36.1	0.0	9.1	9.1	30.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.4	0.7	0.0	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.1	0.0	0.0	2.3	0.0	7.5	8.1	0.5	0.2	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	55.1	0.0	0.0	36.3	0.0	9.5	9.9	30.2	0.4	0.7
LnGrp LOS	A	A	E	A	A	D	A	A	A	C	A	A
Approach Vol, veh/h	1			38			1130			1470		
Approach Delay, s/veh	55.1			36.3			9.7			0.8		
Approach LOS	E			D			A			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	27.4	83.0		9.6	27.4	83.0		9.6				
Change Period (Y+Rc), s	* 4.5	* 4.5		* 4.5	* 4.5	* 4.5		* 4.5				
Max Green Setting (Gmax), s	* 16	* 79		* 12	* 16	* 79		* 12				
Max Q Clear Time (g_c+I1), s	0.0	2.0		2.1	2.6	13.4		2.0				
Green Ext Time (p_c), s	0.0	15.8		0.0	0.0	10.3		0.0				
Intersection Summary												
HCM 6th Ctrl Delay	5.1											
HCM 6th LOS	A											
Notes												

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

3: Le Doux Rd/San Vicente Blvd & Burton Way

01/30/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑		↑	↑↑↑	↑↑	↑			↑↑		↑
Traffic Volume (veh/h)	0	683	30	30	1689	742	55	0	20	477	0	121
Future Volume (veh/h)	0	683	30	30	1689	742	55	0	20	477	0	121
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	1870	1870	0	1870	1870	0	1870
Adj Flow Rate, veh/h	0	742	33	33	1836	807	60	0	22	518	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	2	2	0	2	2	0	2
Cap, veh/h	0	3085	137	99	3724	2522	335	0	0	604	0	
Arrive On Green	0.00	0.62	0.62	0.06	0.73	0.73	0.19	0.00	0.00	0.17	0.00	0.00
Sat Flow, veh/h	0	5181	222	1781	5106	2790	1781	60		3456	518	
Grp Volume(v), veh/h	0	503	272	33	1836	807	60	41.2		518	53.9	
Grp Sat Flow(s),veh/h/ln	0	1702	1830	1781	1702	1395	1781	D		1728	D	
Q Serve(g_s), s	0.0	8.0	8.0	2.1	18.2	4.7	3.4			17.5		
Cycle Q Clear(g_c), s	0.0	8.0	8.0	2.1	18.2	4.7	3.4			17.5		
Prop In Lane	0.00		0.12	1.00		1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	0	2095	1126	99	3724	2522	335			604		
V/C Ratio(X)	0.00	0.24	0.24	0.33	0.49	0.32	0.18			0.86		
Avail Cap(c_a), veh/h	0	2095	1126	148	3724	2522	335			878		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00		
Upstream Filter(I)	0.00	1.00	1.00	0.09	0.09	0.09	1.00			1.00		
Uniform Delay (d), s/veh	0.0	10.4	10.4	54.5	6.9	0.8	40.9			48.1		
Incr Delay (d2), s/veh	0.0	0.3	0.5	0.2	0.0	0.0	0.3			5.9		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0		
%ile BackOfQ(95%),veh/ln	0.0	5.4	6.0	1.5	7.1	4.4	2.7			12.6		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	10.7	10.9	54.7	6.9	0.8	41.2			53.9		
LnGrp LOS	A	B	B	D	A	A	D			D		
Approach Vol, veh/h		775			2676							
Approach Delay, s/veh		10.8			5.7							
Approach LOS		B			A							
Timer - Assigned Phs	1	2	3			6	7					
Phs Duration (G+Y+Rc), s	13.7	78.9	27.5			92.5	27.5					
Change Period (Y+Rc), s	7.0	* 5	6.5			* 5	* 4.9					
Max Green Setting (Gmax), s	10.0	* 45	30.5			* 62	* 11					
Max Q Clear Time (g_c+I1), s	4.1	10.0	19.5			20.2	5.4					
Green Ext Time (p_c), s	0.0	10.6	1.5			28.7	0.0					
Intersection Summary												
HCM 6th Ctrl Delay			13.4									
HCM 6th LOS			B									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th AWSC
4: Orlando Ave & 4th St

01/30/2023

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	7	7	10	5	8	4	89	4	4	186	7
Future Vol, veh/h	1	7	7	10	5	8	4	89	4	4	186	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	8	8	11	5	9	4	97	4	4	202	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.5	7.7	7.8	8.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	7%	43%	2%
Vol Thru, %	92%	47%	22%	94%
Vol Right, %	4%	47%	35%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	97	15	23	197
LT Vol	4	1	10	4
Through Vol	89	7	5	186
RT Vol	4	7	8	7
Lane Flow Rate	105	16	25	214
Geometry Grp	1	1	1	1
Degree of Util (X)	0.122	0.02	0.031	0.242
Departure Headway (Hd)	4.149	4.389	4.524	4.067
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	854	820	796	876
Service Time	2.224	2.39	2.525	2.121
HCM Lane V/C Ratio	0.123	0.02	0.031	0.244
HCM Control Delay	7.8	7.5	7.7	8.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.1	0.1	0.9

HCM 6th Signalized Intersection Summary

5: La Cienega Blvd & San Vicente Blvd

01/30/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗	↗	↑↑↑	↗		↑↑↑	↗
Traffic Volume (veh/h)	0	959	202	0	2106	293	188	748	0	0	1160	164
Future Volume (veh/h)	0	959	202	0	2106	293	188	748	0	0	1160	164
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	0	1042	220	0	2289	318	204	813	0	0	1261	178
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	2	2	2	0	2	2
Cap, veh/h	0	2177	708	0	2177	536	193	2506		0	1466	207
Arrive On Green	0.00	0.11	0.11	0.00	0.34	0.34	0.11	0.49	0.00	0.00	0.32	0.32
Sat Flow, veh/h	0	6696	1585	0	6696	1585	1781	5106	1585	0	4690	638
Grp Volume(v), veh/h	0	1042	220	0	2289	318	204	813	0	0	949	490
Grp Sat Flow(s),veh/h/ln	0	1609	1585	0	1609	1585	1781	1702	1585	0	1702	1755
Q Serve(g_s), s	0.0	18.2	13.0	0.0	40.6	19.9	13.0	11.6	0.0	0.0	31.4	31.4
Cycle Q Clear(g_c), s	0.0	18.2	13.0	0.0	40.6	19.9	13.0	11.6	0.0	0.0	31.4	31.4
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00	0.00		0.36
Lane Grp Cap(c), veh/h	0	2177	708	0	2177	536	193	2506		0	1103	569
V/C Ratio(X)	0.00	0.48	0.31	0.00	1.05	0.59	1.06	0.32		0.00	0.86	0.86
Avail Cap(c_a), veh/h	0	2177	708	0	2177	536	193	2506		0	1103	569
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.89	0.89	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	43.4	29.5	0.0	39.7	32.9	53.5	18.5	0.0	0.0	38.0	38.0
Incr Delay (d2), s/veh	0.0	0.1	0.2	0.0	34.5	1.8	80.7	0.3	0.0	0.0	8.8	15.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	12.3	18.4	0.0	29.5	12.5	15.7	8.1	0.0	0.0	20.5	22.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	43.5	29.7	0.0	74.2	34.6	134.2	18.8	0.0	0.0	46.8	53.6
LnGrp LOS	A	D	C	A	F	C	F	B		A	D	D
Approach Vol, veh/h		1262			2607			1017			1439	
Approach Delay, s/veh		41.1			69.4			42.0			49.1	
Approach LOS		D			E			D			D	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	20.0	49.0		51.0		69.0		51.0				
Change Period (Y+Rc), s	7.0	* 10		* 10		* 10		* 10				
Max Green Setting (Gmax), s	13.0	* 39		* 41		* 59		* 41				
Max Q Clear Time (g_c+I1), s	15.0	33.4		42.6		13.6		20.2				
Green Ext Time (p_c), s	0.0	4.0		0.0		6.9		8.4				

Intersection Summary

HCM 6th Ctrl Delay 54.7

HCM 6th LOS D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

User approved changes to right turn type.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

1: La Cienega Blvd & 3rd St

01/30/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	117	643	118	152	451	107	85	1064	139	163	924	102
Future Volume (veh/h)	117	643	118	152	451	107	85	1064	139	163	924	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	127	699	128	165	490	116	92	1157	151	177	1004	111
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	260	826	368	244	713	168	504	2020	263	235	1719	190
Arrive On Green	0.07	0.23	0.23	0.09	0.25	0.25	0.29	0.88	0.88	0.07	0.37	0.37
Sat Flow, veh/h	1781	3554	1585	1781	2854	672	3456	4571	596	3456	4667	515
Grp Volume(v), veh/h	127	699	128	165	304	302	92	862	446	177	732	383
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1749	1728	1702	1763	1728	1702	1778
Q Serve(g_s), s	6.4	22.6	8.1	8.3	18.6	18.8	2.4	7.1	7.2	6.0	20.8	20.8
Cycle Q Clear(g_c), s	6.4	22.6	8.1	8.3	18.6	18.8	2.4	7.1	7.2	6.0	20.8	20.8
Prop In Lane	1.00		1.00	1.00		0.38	1.00		0.34	1.00		0.29
Lane Grp Cap(c), veh/h	260	826	368	244	444	437	504	1504	779	235	1254	655
V/C Ratio(X)	0.49	0.85	0.35	0.68	0.69	0.69	0.18	0.57	0.57	0.75	0.58	0.59
Avail Cap(c_a), veh/h	278	977	436	308	564	555	504	1504	779	325	1254	655
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.9	44.0	38.5	33.2	40.8	40.8	37.1	4.3	4.3	54.9	30.5	30.5
Incr Delay (d2), s/veh	1.4	6.1	0.6	4.1	2.4	2.6	0.2	1.5	2.9	6.2	2.0	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.2	15.9	5.8	6.9	13.2	13.1	1.8	3.2	3.9	5.1	13.7	14.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.3	50.1	39.0	37.3	43.2	43.4	37.3	5.8	7.2	61.2	32.5	34.3
LnGrp LOS	C	D	D	D	D	D	D	A	A	E	C	C
Approach Vol, veh/h	954				771				1400			
Approach Delay, s/veh	46.5				42.0				8.3			
Approach LOS	D				D				A			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.9	35.5	23.2	49.4	14.0	33.4	13.9	58.7				
Change Period (Y+Rc), s	3.6	* 5.5	* 5.7	5.2	3.6	* 5.5	5.7	* 5.7				
Max Green Setting (Gmax), s	9.6	* 38	* 8.1	44.2	14.7	* 33	11.3	* 41				
Max Q Clear Time (g_c+I1), s	8.4	20.8	4.4	22.8	10.3	24.6	8.0	9.2				
Green Ext Time (p_c), s	0.0	3.5	0.1	8.0	0.2	3.3	0.2	11.3				
Intersection Summary												
HCM 6th Ctrl Delay			30.8									
HCM 6th LOS			C									
Notes												

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

2: Private Dwy/Blackburn Ave & La Cienega Blvd

01/30/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	24	0	1408	94	28	1190	0
Future Volume (veh/h)	0	0	0	0	0	24	0	1408	94	28	1190	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	0	0	26	0	1530	102	30	1293	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	0	63	0	0	63	370	355	3199	213	355	3340	0
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.65	0.65	0.40	1.00	0.00
Sat Flow, veh/h	0	1870	0	0	1870	1585	1781	4890	326	1781	5274	0
Grp Volume(v), veh/h	0	0	0	0	0	26	0	1065	567	30	1293	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	0	1870	1585	1781	1702	1812	1781	1702	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.9	18.9	1.3	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.9	18.9	1.3	0.0	0.0
Prop In Lane	0.00		0.00	0.00		1.00	1.00		0.18	1.00		0.00
Lane Grp Cap(c), veh/h	0	63	0	0	63	370	355	2227	1185	355	3340	0
V/C Ratio(X)	0.00	0.00	0.00	0.00	0.00	0.07	0.00	0.48	0.48	0.08	0.39	0.00
Avail Cap(c_a), veh/h	0	187	0	0	187	475	355	2227	1185	355	3340	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	1.00	0.84	0.84	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	35.9	0.0	10.4	10.4	29.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.7	1.4	0.1	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	0.0	0.0	1.6	0.0	11.2	12.1	1.0	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.0	0.0	35.9	0.0	11.2	11.8	29.3	0.3	0.0
LnGrp LOS	A	A	A	A	A	D	A	B	B	C	A	A
Approach Vol, veh/h	0			26			1632			1323		
Approach Delay, s/veh	0.0			35.9			11.4			0.9		
Approach LOS				D			B			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	28.4	83.0		8.6	28.4	83.0		8.6				
Change Period (Y+Rc), s	* 4.5	* 4.5		* 4.5	* 4.5	* 4.5		* 4.5				
Max Green Setting (Gmax), s	* 16	* 79		* 12	* 16	* 79		* 12				
Max Q Clear Time (g_c+I1), s	0.0	2.0		0.0	3.3	20.9		2.0				
Green Ext Time (p_c), s	0.0	14.0		0.0	0.0	18.9		0.0				
Intersection Summary												
HCM 6th Ctrl Delay	7.0											
HCM 6th LOS	A											
Notes												

HCM 6th Signalized Intersection Summary

3: Le Doux Rd/San Vicente Blvd & Burton Way

01/30/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑		↑	↑↑↑	↑↑	↑			↑	↑↑	↑
Traffic Volume (veh/h)	0	1885	60	24	872	508	96	0	40	548	0	37
Future Volume (veh/h)	0	1885	60	24	872	508	96	0	40	548	0	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	1870	1870	0	1870	1870	0	1870
Adj Flow Rate, veh/h	0	2049	65	26	948	552	104	0	43	596	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	2	2	0	2	2	0	2
Cap, veh/h	0	3086	98	86	3643	2522	363	0	0	659	0	
Arrive On Green	0.00	0.61	0.61	0.05	0.71	0.71	0.20	0.00	0.00	0.19	0.00	0.00
Sat Flow, veh/h	0	5253	161	1781	5106	2790	1781	104		3456	596	
Grp Volume(v), veh/h	0	1370	744	26	948	552	104	40.8		596	61.9	
Grp Sat Flow(s),veh/h/ln	0	1702	1841	1781	1702	1395	1781	D		1728	E	
Q Serve(g_s), s	0.0	31.8	32.0	1.7	7.8	2.8	5.9			20.2		
Cycle Q Clear(g_c), s	0.0	31.8	32.0	1.7	7.8	2.8	5.9			20.2		
Prop In Lane	0.00		0.09	1.00		1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	0	2066	1117	86	3643	2522	363			659		
V/C Ratio(X)	0.00	0.66	0.67	0.30	0.26	0.22	0.29			0.90		
Avail Cap(c_a), veh/h	0	2066	1117	148	3643	2522	363			711		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00		
Upstream Filter(I)	0.00	1.00	1.00	0.78	0.78	0.78	1.00			1.00		
Uniform Delay (d), s/veh	0.0	15.5	15.6	55.1	6.0	0.7	40.4			47.5		
Incr Delay (d2), s/veh	0.0	1.7	3.1	1.5	0.1	0.2	0.4			14.4		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0		
%ile BackOfQ(95%),veh/ln	0.0	17.9	19.8	1.4	4.7	4.2	4.8			15.2		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	17.2	18.7	56.7	6.2	0.8	40.8			61.9		
LnGrp LOS	A	B	B	E	A	A	D			E		
Approach Vol, veh/h		2114			1526							
Approach Delay, s/veh		17.7			5.1							
Approach LOS		B			A							
Timer - Assigned Phs	1	2	3			6	7					
Phs Duration (G+Y+Rc), s	12.8	77.8	29.4			90.6	29.4					
Change Period (Y+Rc), s	7.0	* 5	6.5			* 5	* 4.9					
Max Green Setting (Gmax), s	10.0	* 53	24.7			* 70	* 9.1					
Max Q Clear Time (g_c+I1), s	3.7	34.0	22.2			9.8	7.9					
Green Ext Time (p_c), s	0.0	17.4	0.6			13.0	0.0					
Intersection Summary												
HCM 6th Ctrl Delay			19.9									
HCM 6th LOS			B									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th AWSC
4: Orlando Ave & 4th St

01/30/2023

Intersection

Intersection Delay, s/veh 9.3
Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	13	7	13	6	8	1	175	12	10	263	8
Future Vol, veh/h	10	13	7	13	6	8	1	175	12	10	263	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	14	8	14	7	9	1	190	13	11	286	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.3	8.3	8.8	9.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	33%	48%	4%
Vol Thru, %	93%	43%	22%	94%
Vol Right, %	6%	23%	30%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	188	30	27	281
LT Vol	1	10	13	10
Through Vol	175	13	6	263
RT Vol	12	7	8	8
Lane Flow Rate	204	33	29	305
Geometry Grp	1	1	1	1
Degree of Util (X)	0.248	0.045	0.041	0.364
Departure Headway (Hd)	4.365	5.013	5.01	4.292
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	826	714	714	840
Service Time	2.381	3.046	3.043	2.308
HCM Lane V/C Ratio	0.247	0.046	0.041	0.363
HCM Control Delay	8.8	8.3	8.3	9.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1	0.1	0.1	1.7

HCM 6th Signalized Intersection Summary

5: La Cienega Blvd & San Vicente Blvd

01/30/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗	↗	↑↑↑	↗		↑↑↑	↗
Traffic Volume (veh/h)	0	2209	247	0	1121	346	155	1059	0	0	1150	105
Future Volume (veh/h)	0	2209	247	0	1121	346	155	1059	0	0	1150	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	0	2401	268	0	1218	376	168	1151	0	0	1250	114
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	2	2	2	0	2	2
Cap, veh/h	0	2338	721	0	2338	576	163	2379		0	1504	137
Arrive On Green	0.00	0.12	0.12	0.00	0.36	0.36	0.09	0.47	0.00	0.00	0.32	0.32
Sat Flow, veh/h	0	6696	1585	0	6696	1585	1781	5106	1585	0	4930	434
Grp Volume(v), veh/h	0	2401	268	0	1218	376	168	1151	0	0	893	471
Grp Sat Flow(s),veh/h/ln	0	1609	1585	0	1609	1585	1781	1702	1585	0	1702	1792
Q Serve(g_s), s	0.0	43.6	16.2	0.0	17.8	23.8	11.0	18.7	0.0	0.0	29.2	29.2
Cycle Q Clear(g_c), s	0.0	43.6	16.2	0.0	17.8	23.8	11.0	18.7	0.0	0.0	29.2	29.2
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00	0.00		0.24
Lane Grp Cap(c), veh/h	0	2338	721	0	2338	576	163	2379		0	1075	566
V/C Ratio(X)	0.00	1.03	0.37	0.00	0.52	0.65	1.03	0.48		0.00	0.83	0.83
Avail Cap(c_a), veh/h	0	2338	721	0	2338	576	163	2379		0	1075	566
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.45	0.45	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	52.8	30.7	0.0	30.0	31.9	54.5	22.1	0.0	0.0	38.1	38.1
Incr Delay (d2), s/veh	0.0	20.1	0.1	0.0	0.2	2.6	78.2	0.7	0.0	0.0	7.5	13.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	27.8	20.0	0.0	11.2	14.5	13.4	12.0	0.0	0.0	19.1	21.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	72.9	30.9	0.0	30.2	34.5	132.7	22.8	0.0	0.0	45.6	51.4
LnGrp LOS	A	F	C	A	C	C	F	C		A	D	D
Approach Vol, veh/h		2669			1594			1319			1364	
Approach Delay, s/veh		68.7			31.2			36.8			47.6	
Approach LOS		E			C			D			D	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	18.0	48.0		54.0		66.0		54.0				
Change Period (Y+Rc), s	7.0	* 10		* 10		* 10		* 10				
Max Green Setting (Gmax), s	11.0	* 38		* 44		* 56		* 44				
Max Q Clear Time (g_c+I1), s	13.0	31.2		25.8		20.7		45.6				
Green Ext Time (p_c), s	0.0	4.5		9.8		10.4		0.0				

Intersection Summary

HCM 6th Ctrl Delay	49.9
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

User approved changes to right turn type.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

1: La Cienega Blvd & 3rd St

02/03/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	338	40	304	1000	61	147	822	101	41	976	181
Future Volume (veh/h)	97	338	40	304	1000	61	147	822	101	41	976	181
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	105	367	43	330	1087	66	160	893	110	45	1061	197
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	188	928	414	500	1205	73	368	1684	207	179	1363	253
Arrive On Green	0.06	0.26	0.26	0.15	0.35	0.35	0.04	0.12	0.12	0.05	0.31	0.31
Sat Flow, veh/h	1781	3554	1585	1781	3403	207	3456	4607	565	3456	4327	803
Grp Volume(v), veh/h	105	367	43	330	567	586	160	659	344	45	834	424
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1833	1728	1702	1769	1728	1702	1726
Q Serve(g_s), s	5.1	10.2	2.5	15.6	36.4	36.4	5.4	21.8	21.9	1.5	26.7	26.7
Cycle Q Clear(g_c), s	5.1	10.2	2.5	15.6	36.4	36.4	5.4	21.8	21.9	1.5	26.7	26.7
Prop In Lane	1.00		1.00	1.00		0.11	1.00		0.32	1.00		0.47
Lane Grp Cap(c), veh/h	188	928	414	500	629	649	368	1244	646	179	1072	544
V/C Ratio(X)	0.56	0.40	0.10	0.66	0.90	0.90	0.44	0.53	0.53	0.25	0.78	0.78
Avail Cap(c_a), veh/h	210	928	414	575	674	695	368	1244	646	233	1072	544
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.0	36.5	33.7	25.0	36.8	36.8	54.4	43.1	43.1	54.7	37.3	37.3
Incr Delay (d2), s/veh	2.6	0.3	0.1	2.3	14.8	14.5	0.8	1.6	3.1	0.7	5.6	10.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.2	8.0	1.7	11.1	25.1	25.8	4.5	15.5	16.4	1.2	17.5	18.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.6	36.8	33.8	27.3	51.5	51.3	55.2	44.7	46.2	55.4	42.9	47.9
LnGrp LOS	D	D	C	C	D	D	E	D	D	E	D	D
Approach Vol, veh/h	515			1483			1163			1303		
Approach Delay, s/veh	36.3			46.0			46.6			44.9		
Approach LOS	D			D			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.5	48.0	18.5	43.0	21.7	36.8	11.9	49.6				
Change Period (Y+Rc), s	3.6	* 5.5	* 5.7	5.2	3.6	* 5.5	5.7	* 5.7				
Max Green Setting (Gmax), s	8.4	* 46	* 8.3	37.8	23.1	* 31	8.1	* 38				
Max Q Clear Time (g_c+I1), s	7.1	38.4	7.4	28.7	17.6	12.2	3.5	23.9				
Green Ext Time (p_c), s	0.0	4.1	0.0	5.4	0.5	2.4	0.0	5.7				

Intersection Summary

HCM 6th Ctrl Delay 44.7

HCM 6th LOS D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

2: Private Dwy/Blackburn Ave & La Cienega Blvd

02/03/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↻			↑	↻	↻	↑↑↑		↻	↑↑↑	
Traffic Volume (veh/h)	0	0	1	0	0	35	0	1042	28	22	1339	1
Future Volume (veh/h)	0	0	1	0	0	35	0	1042	28	22	1339	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	1	0	0	38	0	1133	30	24	1455	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	0	0	67	0	79	370	340	3346	89	340	3448	2
Arrive On Green	0.00	0.00	0.04	0.00	0.00	0.04	0.00	0.65	0.65	0.38	1.00	1.00
Sat Flow, veh/h	0	0	1585	0	1870	1585	1781	5115	135	1781	5270	4
Grp Volume(v), veh/h	0	0	1	0	0	38	0	754	409	24	940	516
Grp Sat Flow(s),veh/h/ln	0	0	1585	0	1870	1585	1781	1702	1846	1781	1702	1870
Q Serve(g_s), s	0.0	0.0	0.1	0.0	0.0	0.0	0.0	11.8	11.8	1.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.1	0.0	0.0	0.0	0.0	11.8	11.8	1.0	0.0	0.0
Prop In Lane	0.00		1.00	0.00		1.00	1.00		0.07	1.00		0.00
Lane Grp Cap(c), veh/h	0	0	67	0	79	370	340	2227	1208	340	2227	1223
V/C Ratio(X)	0.00	0.00	0.01	0.00	0.00	0.10	0.00	0.34	0.34	0.07	0.42	0.42
Avail Cap(c_a), veh/h	0	0	159	0	187	461	340	2227	1208	340	2227	1223
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.63	0.63	0.63
Uniform Delay (d), s/veh	0.0	0.0	55.1	0.0	0.0	36.1	0.0	9.2	9.2	30.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.4	0.8	0.1	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.1	0.0	0.0	2.3	0.0	7.7	8.4	0.8	0.2	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	55.1	0.0	0.0	36.3	0.0	9.6	10.0	30.4	0.4	0.7
LnGrp LOS	A	A	E	A	A	D	A	A	A	C	A	A
Approach Vol, veh/h		1			38			1163			1480	
Approach Delay, s/veh		55.1			36.3			9.8			1.0	
Approach LOS		E			D			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	27.4	83.0		9.6	27.4	83.0		9.6				
Change Period (Y+Rc), s	* 4.5	* 4.5		* 4.5	* 4.5	* 4.5		* 4.5				
Max Green Setting (Gmax), s	* 16	* 79		* 12	* 16	* 79		* 12				
Max Q Clear Time (g_c+I1), s	0.0	2.0		2.1	3.0	13.8		2.0				
Green Ext Time (p_c), s	0.0	15.8		0.0	0.0	10.7		0.0				

Intersection Summary

HCM 6th Ctrl Delay	5.3
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

3: Le Doux Rd/San Vicente Blvd & Burton Way

02/03/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑		↑	↑↑↑	↑↑	↑			↑	↑↑	↑
Traffic Volume (veh/h)	0	702	30	30	1713	748	55	0	20	477	0	121
Future Volume (veh/h)	0	702	30	30	1713	748	55	0	20	477	0	121
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	1870	1870	0	1870	1870	0	1870
Adj Flow Rate, veh/h	0	763	33	33	1862	813	60	0	22	518	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	2	2	0	2	2	0	2
Cap, veh/h	0	3091	133	99	3727	2522	334	0	0	602	0	
Arrive On Green	0.00	0.62	0.62	0.06	0.73	0.73	0.19	0.00	0.00	0.17	0.00	0.00
Sat Flow, veh/h	0	5187	216	1781	5106	2790	1781	60		3456	518	
Grp Volume(v), veh/h	0	517	279	33	1862	813	60	41.2		518	54.6	
Grp Sat Flow(s),veh/h/ln	0	1702	1831	1781	1702	1395	1781	D		1728	D	
Q Serve(g_s), s	0.0	8.2	8.3	2.1	18.6	4.7	3.4			17.5		
Cycle Q Clear(g_c), s	0.0	8.2	8.3	2.1	18.6	4.7	3.4			17.5		
Prop In Lane	0.00		0.12	1.00		1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	0	2097	1128	99	3727	2522	334			602		
V/C Ratio(X)	0.00	0.25	0.25	0.33	0.50	0.32	0.18			0.86		
Avail Cap(c_a), veh/h	0	2097	1128	148	3727	2522	334			850		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00		
Upstream Filter(I)	0.00	1.00	1.00	0.09	0.09	0.09	1.00			1.00		
Uniform Delay (d), s/veh	0.0	10.4	10.4	54.5	6.9	0.8	41.0			48.1		
Incr Delay (d2), s/veh	0.0	0.3	0.5	0.2	0.0	0.0	0.3			6.5		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0		
%ile BackOfQ(95%),veh/ln	0.0	5.6	6.2	1.5	7.2	4.4	2.7			12.7		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	10.7	11.0	54.7	6.9	0.8	41.2			54.6		
LnGrp LOS	A	B	B	D	A	A	D			D		
Approach Vol, veh/h		796			2708							
Approach Delay, s/veh		10.8			5.7							
Approach LOS		B			A							
Timer - Assigned Phs	1	2	3			6	7					
Phs Duration (G+Y+Rc), s	13.7	78.9	27.4			92.6	27.4					
Change Period (Y+Rc), s	7.0	* 5	6.5			* 5	* 4.9					
Max Green Setting (Gmax), s	10.0	* 46	29.5			* 63	* 11					
Max Q Clear Time (g_c+I1), s	4.1	10.3	19.5			20.6	5.4					
Green Ext Time (p_c), s	0.0	11.1	1.4			29.4	0.0					
Intersection Summary												
HCM 6th Ctrl Delay			13.4									
HCM 6th LOS			B									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th AWSC
4: Orlando Ave & 4th St

02/03/2023

Intersection												
Intersection Delay, s/veh	8.3											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	7	7	10	5	8	4	89	4	4	207	7
Future Vol, veh/h	1	7	7	10	5	8	4	89	4	4	207	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	8	8	11	5	9	4	97	4	4	225	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.5	7.7	7.8	8.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	7%	43%	2%
Vol Thru, %	92%	47%	22%	95%
Vol Right, %	4%	47%	35%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	97	15	23	218
LT Vol	4	1	10	4
Through Vol	89	7	5	207
RT Vol	4	7	8	7
Lane Flow Rate	105	16	25	237
Geometry Grp	1	1	1	1
Degree of Util (X)	0.122	0.02	0.032	0.268
Departure Headway (Hd)	4.167	4.44	4.573	4.069
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	849	811	788	877
Service Time	2.248	2.441	2.574	2.124
HCM Lane V/C Ratio	0.124	0.02	0.032	0.27
HCM Control Delay	7.8	7.5	7.7	8.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.1	0.1	1.1

HCM 6th Signalized Intersection Summary

5: La Cienega Blvd & San Vicente Blvd

02/03/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗	↗	↑↑↑	↗		↑↑↑	↗
Traffic Volume (veh/h)	0	975	205	0	2137	324	188	748	0	0	1160	164
Future Volume (veh/h)	0	975	205	0	2137	324	188	748	0	0	1160	164
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	0	1060	223	0	2323	352	204	813	0	0	1261	178
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	2	2	2	0	2	2
Cap, veh/h	0	2177	708	0	2177	536	193	2506		0	1466	207
Arrive On Green	0.00	0.11	0.11	0.00	0.34	0.34	0.11	0.49	0.00	0.00	0.32	0.32
Sat Flow, veh/h	0	6696	1585	0	6696	1585	1781	5106	1585	0	4690	638
Grp Volume(v), veh/h	0	1060	223	0	2323	352	204	813	0	0	949	490
Grp Sat Flow(s),veh/h/ln	0	1609	1585	0	1609	1585	1781	1702	1585	0	1702	1755
Q Serve(g_s), s	0.0	18.6	13.2	0.0	40.6	22.7	13.0	11.6	0.0	0.0	31.4	31.4
Cycle Q Clear(g_c), s	0.0	18.6	13.2	0.0	40.6	22.7	13.0	11.6	0.0	0.0	31.4	31.4
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00	0.00		0.36
Lane Grp Cap(c), veh/h	0	2177	708	0	2177	536	193	2506		0	1103	569
V/C Ratio(X)	0.00	0.49	0.31	0.00	1.07	0.66	1.06	0.32		0.00	0.86	0.86
Avail Cap(c_a), veh/h	0	2177	708	0	2177	536	193	2506		0	1103	569
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.89	0.89	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	43.5	29.6	0.0	39.7	33.8	53.5	18.5	0.0	0.0	38.0	38.0
Incr Delay (d2), s/veh	0.0	0.2	0.2	0.0	40.1	2.9	80.7	0.3	0.0	0.0	8.8	15.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	12.4	18.6	0.0	30.8	14.0	15.7	8.1	0.0	0.0	20.5	22.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	43.7	29.8	0.0	79.8	36.7	134.2	18.8	0.0	0.0	46.8	53.6
LnGrp LOS	A	D	C	A	F	D	F	B		A	D	D
Approach Vol, veh/h		1283			2675			1017			1439	
Approach Delay, s/veh		41.3			74.1			42.0			49.1	
Approach LOS		D			E			D			D	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	20.0	49.0		51.0		69.0		51.0				
Change Period (Y+Rc), s	7.0	* 10		* 10		* 10		* 10				
Max Green Setting (Gmax), s	13.0	* 39		* 41		* 59		* 41				
Max Q Clear Time (g_c+I1), s	15.0	33.4		42.6		13.6		20.6				
Green Ext Time (p_c), s	0.0	4.0		0.0		6.9		8.5				

Intersection Summary

HCM 6th Ctrl Delay 56.8

HCM 6th LOS E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

User approved changes to right turn type.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

1: La Cienega Blvd & 3rd St

02/03/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	117	643	123	159	451	107	85	1068	144	163	929	102
Future Volume (veh/h)	117	643	123	159	451	107	85	1068	144	163	929	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	127	699	134	173	490	116	92	1161	157	177	1010	111
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	263	826	369	250	722	170	507	1995	270	235	1701	187
Arrive On Green	0.07	0.23	0.23	0.09	0.25	0.25	0.29	0.88	0.88	0.07	0.36	0.36
Sat Flow, veh/h	1781	3554	1585	1781	2854	672	3456	4549	615	3456	4670	512
Grp Volume(v), veh/h	127	699	134	173	304	302	92	869	449	177	736	385
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1749	1728	1702	1760	1728	1702	1778
Q Serve(g_s), s	6.4	22.6	8.5	8.7	18.5	18.7	2.4	7.7	7.7	6.0	21.0	21.1
Cycle Q Clear(g_c), s	6.4	22.6	8.5	8.7	18.5	18.7	2.4	7.7	7.7	6.0	21.0	21.1
Prop In Lane	1.00		1.00	1.00		0.38	1.00		0.35	1.00		0.29
Lane Grp Cap(c), veh/h	263	826	369	250	449	443	507	1493	772	235	1240	648
V/C Ratio(X)	0.48	0.85	0.36	0.69	0.68	0.68	0.18	0.58	0.58	0.75	0.59	0.60
Avail Cap(c_a), veh/h	282	977	436	315	572	563	507	1493	772	325	1240	648
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.8	44.0	38.6	32.9	40.4	40.5	37.0	4.6	4.6	54.9	30.9	31.0
Incr Delay (d2), s/veh	1.4	6.1	0.6	4.6	2.2	2.4	0.2	1.6	3.0	6.2	2.1	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.2	15.9	6.1	7.3	13.1	13.1	1.8	3.5	4.1	5.1	13.8	14.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.2	50.1	39.2	37.5	42.6	42.8	37.2	6.2	7.6	61.2	33.0	35.0
LnGrp LOS	C	D	D	D	D	D	D	A	A	E	C	C
Approach Vol, veh/h	960				779				1410			
Approach Delay, s/veh	46.5				41.5				8.7			
Approach LOS	D				D				A			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.9	35.9	23.3	48.9	14.4	33.4	13.9	58.3				
Change Period (Y+Rc), s	3.6	* 5.5	* 5.7	5.2	3.6	* 5.5	5.7	* 5.7				
Max Green Setting (Gmax), s	9.6	* 39	* 8.1	43.7	15.2	* 33	11.3	* 40				
Max Q Clear Time (g_c+I1), s	8.4	20.7	4.4	23.1	10.7	24.6	8.0	9.7				
Green Ext Time (p_c), s	0.0	3.6	0.1	7.9	0.2	3.3	0.2	11.3				
Intersection Summary												
HCM 6th Ctrl Delay			31.0									
HCM 6th LOS			C									
Notes												

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

2: Private Dwy/Blackburn Ave & La Cienega Blvd

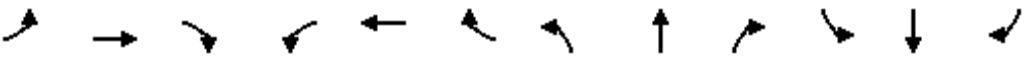
02/03/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	24	0	1417	95	44	1190	0
Future Volume (veh/h)	0	0	0	0	0	24	0	1417	95	44	1190	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	0	0	26	0	1540	103	48	1293	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	0	63	0	0	63	370	355	3198	214	355	3340	0
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.65	0.65	0.40	1.00	0.00
Sat Flow, veh/h	0	1870	0	0	1870	1585	1781	4889	327	1781	5274	0
Grp Volume(v), veh/h	0	0	0	0	0	26	0	1072	571	48	1293	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	0	1870	1585	1781	1702	1812	1781	1702	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.1	19.1	2.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.1	19.1	2.1	0.0	0.0
Prop In Lane	0.00		0.00	0.00		1.00	1.00		0.18	1.00		0.00
Lane Grp Cap(c), veh/h	0	63	0	0	63	370	355	2227	1185	355	3340	0
V/C Ratio(X)	0.00	0.00	0.00	0.00	0.00	0.07	0.00	0.48	0.48	0.14	0.39	0.00
Avail Cap(c_a), veh/h	0	187	0	0	187	475	355	2227	1185	355	3340	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	1.00	0.83	0.83	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	35.9	0.0	10.5	10.5	29.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.7	1.4	0.1	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	0.0	0.0	1.6	0.0	11.3	12.2	1.6	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.0	0.0	35.9	0.0	11.2	11.9	29.6	0.3	0.0
LnGrp LOS	A	A	A	A	A	D	A	B	B	C	A	A
Approach Vol, veh/h	0			26			1643			1341		
Approach Delay, s/veh	0.0			35.9			11.5			1.3		
Approach LOS				D			B			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	28.4	83.0		8.6	28.4	83.0		8.6				
Change Period (Y+Rc), s	* 4.5	* 4.5		* 4.5	* 4.5	* 4.5		* 4.5				
Max Green Setting (Gmax), s	* 16	* 79		* 12	* 16	* 79		* 12				
Max Q Clear Time (g_c+I1), s	0.0	2.0		0.0	4.1	21.1		2.0				
Green Ext Time (p_c), s	0.0	14.0		0.0	0.1	19.1		0.0				
Intersection Summary												
HCM 6th Ctrl Delay	7.2											
HCM 6th LOS	A											
Notes												

HCM 6th Signalized Intersection Summary

3: Le Doux Rd/San Vicente Blvd & Burton Way

02/03/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑		↑	↑↑↑	↑↑	↑			↑	↑↑	↑
Traffic Volume (veh/h)	0	1896	60	24	880	510	96	0	40	548	0	37
Future Volume (veh/h)	0	1896	60	24	880	510	96	0	40	548	0	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	1870	1870	0	1870	1870	0	1870
Adj Flow Rate, veh/h	0	2061	65	26	957	554	104	0	43	596	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	2	2	0	2	2	0	2
Cap, veh/h	0	3086	97	86	3643	2522	363	0	0	659	0	
Arrive On Green	0.00	0.61	0.61	0.05	0.71	0.71	0.20	0.00	0.00	0.19	0.00	0.00
Sat Flow, veh/h	0	5254	160	1781	5106	2790	1781	104		3456	596	
Grp Volume(v), veh/h	0	1378	748	26	957	554	104	40.8		596	61.9	
Grp Sat Flow(s),veh/h/ln	0	1702	1842	1781	1702	1395	1781	D		1728	E	
Q Serve(g_s), s	0.0	32.1	32.3	1.7	7.9	2.8	5.9			20.2		
Cycle Q Clear(g_c), s	0.0	32.1	32.3	1.7	7.9	2.8	5.9			20.2		
Prop In Lane	0.00		0.09	1.00		1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	0	2066	1118	86	3643	2522	363			659		
V/C Ratio(X)	0.00	0.67	0.67	0.30	0.26	0.22	0.29			0.90		
Avail Cap(c_a), veh/h	0	2066	1118	148	3643	2522	363			711		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00		
Upstream Filter(I)	0.00	1.00	1.00	0.78	0.78	0.78	1.00			1.00		
Uniform Delay (d), s/veh	0.0	15.6	15.6	55.1	6.1	0.7	40.4			47.5		
Incr Delay (d2), s/veh	0.0	1.7	3.2	1.5	0.1	0.2	0.4			14.4		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0		
%ile BackOfQ(95%),veh/ln	0.0	18.1	20.0	1.4	4.8	4.2	4.8			15.2		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	17.3	18.8	56.7	6.2	0.8	40.8			61.9		
LnGrp LOS	A	B	B	E	A	A	D			E		
Approach Vol, veh/h		2126			1537							
Approach Delay, s/veh		17.8			5.1							
Approach LOS		B			A							
Timer - Assigned Phs	1	2	3			6	7					
Phs Duration (G+Y+Rc), s	12.8	77.8	29.4			90.6	29.4					
Change Period (Y+Rc), s	7.0	* 5	6.5			* 5	* 4.9					
Max Green Setting (Gmax), s	10.0	* 53	24.7			* 70	* 9.1					
Max Q Clear Time (g_c+I1), s	3.7	34.3	22.2			9.9	7.9					
Green Ext Time (p_c), s	0.0	17.1	0.6			13.2	0.0					
Intersection Summary												
HCM 6th Ctrl Delay			19.9									
HCM 6th LOS			B									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th AWSC
4: Orlando Ave & 4th St

02/03/2023

Intersection

Intersection Delay, s/veh 9.4
Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	13	7	13	6	8	1	175	12	10	281	8
Future Vol, veh/h	10	13	7	13	6	8	1	175	12	10	281	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	14	8	14	7	9	1	190	13	11	305	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.3	8.3	8.9	10
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	33%	48%	3%
Vol Thru, %	93%	43%	22%	94%
Vol Right, %	6%	23%	30%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	188	30	27	299
LT Vol	1	10	13	10
Through Vol	175	13	6	281
RT Vol	12	7	8	8
Lane Flow Rate	204	33	29	325
Geometry Grp	1	1	1	1
Degree of Util (X)	0.249	0.046	0.041	0.388
Departure Headway (Hd)	4.385	5.057	5.054	4.294
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	821	708	708	839
Service Time	2.404	3.091	3.089	2.311
HCM Lane V/C Ratio	0.248	0.047	0.041	0.387
HCM Control Delay	8.9	8.3	8.3	10
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1	0.1	0.1	1.8

HCM 6th Signalized Intersection Summary

5: La Cienega Blvd & San Vicente Blvd

02/03/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗	↗	↑↑↑	↗		↑↑↑	↗
Traffic Volume (veh/h)	0	2213	247	0	1120	345	155	1059	0	0	1150	105
Future Volume (veh/h)	0	2213	247	0	1120	345	155	1059	0	0	1150	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	0	2405	268	0	1217	375	168	1151	0	0	1250	114
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	2	2	2	0	2	2
Cap, veh/h	0	2338	721	0	2338	576	163	2379		0	1504	137
Arrive On Green	0.00	0.12	0.12	0.00	0.36	0.36	0.09	0.47	0.00	0.00	0.32	0.32
Sat Flow, veh/h	0	6696	1585	0	6696	1585	1781	5106	1585	0	4930	434
Grp Volume(v), veh/h	0	2405	268	0	1217	375	168	1151	0	0	893	471
Grp Sat Flow(s),veh/h/ln	0	1609	1585	0	1609	1585	1781	1702	1585	0	1702	1792
Q Serve(g_s), s	0.0	43.6	16.2	0.0	17.8	23.7	11.0	18.7	0.0	0.0	29.2	29.2
Cycle Q Clear(g_c), s	0.0	43.6	16.2	0.0	17.8	23.7	11.0	18.7	0.0	0.0	29.2	29.2
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00	0.00		0.24
Lane Grp Cap(c), veh/h	0	2338	721	0	2338	576	163	2379		0	1075	566
V/C Ratio(X)	0.00	1.03	0.37	0.00	0.52	0.65	1.03	0.48		0.00	0.83	0.83
Avail Cap(c_a), veh/h	0	2338	721	0	2338	576	163	2379		0	1075	566
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.00	0.45	0.45	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	52.8	30.7	0.0	30.0	31.9	54.5	22.1	0.0	0.0	38.1	38.1
Incr Delay (d2), s/veh	0.0	20.7	0.1	0.0	0.2	2.6	78.2	0.7	0.0	0.0	7.5	13.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	28.0	20.0	0.0	11.2	14.4	13.4	12.0	0.0	0.0	19.1	21.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	73.5	30.9	0.0	30.2	34.5	132.7	22.8	0.0	0.0	45.6	51.4
LnGrp LOS	A	F	C	A	C	C	F	C		A	D	D
Approach Vol, veh/h	2673			1592			1319			1364		
Approach Delay, s/veh	69.2			31.2			36.8			47.6		
Approach LOS	E			C			D			D		
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	18.0	48.0		54.0		66.0		54.0				
Change Period (Y+Rc), s	7.0	* 10		* 10		* 10		* 10				
Max Green Setting (Gmax), s	11.0	* 38		* 44		* 56		* 44				
Max Q Clear Time (g_c+I1), s	13.0	31.2		25.7		20.7		45.6				
Green Ext Time (p_c), s	0.0	4.5		9.8		10.4		0.0				

Intersection Summary

HCM 6th Ctrl Delay	50.1
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

User approved changes to right turn type.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

1: La Cienega Blvd & 3rd St

01/30/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	361	51	318	1044	63	153	856	94	43	1040	191
Future Volume (veh/h)	113	361	51	318	1044	63	153	856	94	43	1040	191
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	123	392	55	346	1135	68	166	930	102	47	1130	208
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	197	971	433	510	1239	74	341	1624	178	182	1325	244
Arrive On Green	0.06	0.27	0.27	0.16	0.36	0.36	0.03	0.11	0.11	0.05	0.31	0.31
Sat Flow, veh/h	1781	3554	1585	1781	3407	204	3456	4672	511	3456	4334	797
Grp Volume(v), veh/h	123	392	55	346	592	611	166	677	355	47	888	450
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1834	1728	1702	1778	1728	1702	1727
Q Serve(g_s), s	5.9	10.8	3.1	16.0	38.1	38.2	5.7	22.6	22.7	1.6	29.4	29.4
Cycle Q Clear(g_c), s	5.9	10.8	3.1	16.0	38.1	38.2	5.7	22.6	22.7	1.6	29.4	29.4
Prop In Lane	1.00		1.00	1.00		0.11	1.00		0.29	1.00		0.46
Lane Grp Cap(c), veh/h	197	971	433	510	646	667	341	1184	618	182	1041	528
V/C Ratio(X)	0.62	0.40	0.13	0.68	0.92	0.92	0.49	0.57	0.57	0.26	0.85	0.85
Avail Cap(c_a), veh/h	215	971	433	595	677	698	341	1184	618	233	1041	528
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.2	35.6	32.8	24.0	36.4	36.4	55.1	44.7	44.7	54.6	39.1	39.1
Incr Delay (d2), s/veh	4.9	0.3	0.1	2.5	16.8	16.5	1.0	2.0	3.7	0.7	8.8	15.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.0	8.3	2.2	11.4	26.5	27.2	4.7	15.9	17.0	1.3	19.4	21.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.1	35.9	33.0	26.5	53.2	53.0	56.1	46.6	48.4	55.3	47.9	55.1
LnGrp LOS	D	D	C	C	D	D	E	D	D	E	D	E
Approach Vol, veh/h	570			1549			1198			1385		
Approach Delay, s/veh	35.9			47.1			48.5			50.5		
Approach LOS	D			D			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.4	49.2	17.6	41.9	22.2	38.3	12.0	47.4				
Change Period (Y+Rc), s	3.6	* 5.5	* 5.7	5.2	3.6	* 5.5	5.7	* 5.7				
Max Green Setting (Gmax), s	9.0	* 46	* 8.6	36.7	24.4	* 30	8.1	* 37				
Max Q Clear Time (g_c+I1), s	7.9	40.2	7.7	31.4	18.0	12.8	3.6	24.7				
Green Ext Time (p_c), s	0.0	3.5	0.0	3.7	0.6	2.5	0.0	5.4				

Intersection Summary

HCM 6th Ctrl Delay 47.1

HCM 6th LOS D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

2: Private Dwy/Blackburn Ave & La Cienega Blvd

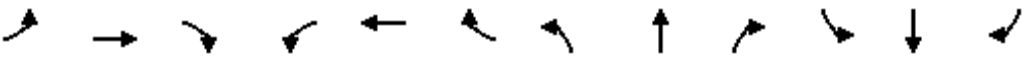
01/30/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↗			↖	↗	↖	↖	↖	↖	↖	↖
Traffic Volume (veh/h)	0	0	28	0	0	36	0	1074	26	14	1431	8
Future Volume (veh/h)	0	0	28	0	0	36	0	1074	26	14	1431	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	30	0	0	39	0	1167	28	15	1555	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	0	0	83	0	98	370	322	3355	80	322	3427	20
Arrive On Green	0.00	0.00	0.05	0.00	0.00	0.05	0.00	0.65	0.65	0.24	0.87	0.87
Sat Flow, veh/h	0	0	1585	0	1870	1585	1781	5129	123	1781	5239	30
Grp Volume(v), veh/h	0	0	30	0	0	39	0	774	421	15	1010	554
Grp Sat Flow(s),veh/h/ln	0	0	1585	0	1870	1585	1781	1702	1848	1781	1702	1865
Q Serve(g_s), s	0.0	0.0	2.2	0.0	0.0	0.0	0.0	12.2	12.2	0.8	7.6	7.6
Cycle Q Clear(g_c), s	0.0	0.0	2.2	0.0	0.0	0.0	0.0	12.2	12.2	0.8	7.6	7.6
Prop In Lane	0.00		1.00	0.00		1.00	1.00		0.07	1.00		0.02
Lane Grp Cap(c), veh/h	0	0	83	0	98	370	322	2227	1209	322	2227	1220
V/C Ratio(X)	0.00	0.00	0.36	0.00	0.00	0.11	0.00	0.35	0.35	0.05	0.45	0.45
Avail Cap(c_a), veh/h	0	0	159	0	187	445	322	2227	1209	322	2227	1220
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.53	0.53	0.53
Uniform Delay (d), s/veh	0.0	0.0	54.9	0.0	0.0	36.2	0.0	9.3	9.3	37.6	3.2	3.2
Incr Delay (d2), s/veh	0.0	0.0	2.6	0.0	0.0	0.1	0.0	0.4	0.8	0.0	0.4	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	1.7	0.0	0.0	2.4	0.0	7.9	8.6	0.6	3.5	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	57.5	0.0	0.0	36.3	0.0	9.7	10.1	37.7	3.5	3.8
LnGrp LOS	A	A	E	A	A	D	A	A	B	D	A	A
Approach Vol, veh/h		30			39			1195			1579	
Approach Delay, s/veh		57.5			36.3			9.8			4.0	
Approach LOS		E			D			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	26.2	83.0		10.8	26.2	83.0		10.8				
Change Period (Y+Rc), s	* 4.5	* 4.5		* 4.5	* 4.5	* 4.5		* 4.5				
Max Green Setting (Gmax), s	* 16	* 79		* 12	* 16	* 79		* 12				
Max Q Clear Time (g_c+I1), s	0.0	9.6		4.2	2.8	14.2		2.0				
Green Ext Time (p_c), s	0.0	17.9		0.0	0.0	11.2		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			7.5									
HCM 6th LOS			A									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary

3: Le Doux Rd/San Vicente Blvd & Burton Way

01/30/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑		↑	↑↑↑	↑↑	↑			↑	↑↑	↑
Traffic Volume (veh/h)	0	728	31	31	1780	785	57	0	21	527	0	126
Future Volume (veh/h)	0	728	31	31	1780	785	57	0	21	527	0	126
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	1870	1870	0	1870	1870	0	1870
Adj Flow Rate, veh/h	0	791	34	34	1935	853	62	0	23	573	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	2	2	0	2	2	0	2
Cap, veh/h	0	3003	129	101	3641	2522	364	0	0	661	0	
Arrive On Green	0.00	0.60	0.60	0.06	0.71	0.71	0.20	0.00	0.00	0.19	0.00	0.00
Sat Flow, veh/h	0	5189	215	1781	5106	2790	1781	62		3456	573	
Grp Volume(v), veh/h	0	536	289	34	1935	853	62	39.6		573	53.8	
Grp Sat Flow(s),veh/h/ln	0	1702	1832	1781	1702	1395	1781	D		1728	D	
Q Serve(g_s), s	0.0	9.0	9.0	2.2	21.0	5.1	3.4			19.3		
Cycle Q Clear(g_c), s	0.0	9.0	9.0	2.2	21.0	5.1	3.4			19.3		
Prop In Lane	0.00		0.12	1.00		1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	0	2036	1096	101	3641	2522	364			661		
V/C Ratio(X)	0.00	0.26	0.26	0.34	0.53	0.34	0.17			0.87		
Avail Cap(c_a), veh/h	0	2036	1096	148	3641	2522	364			907		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00		
Upstream Filter(I)	0.00	1.00	1.00	0.09	0.09	0.09	1.00			1.00		
Uniform Delay (d), s/veh	0.0	11.5	11.5	54.5	8.0	0.8	39.3			47.1		
Incr Delay (d2), s/veh	0.0	0.3	0.6	0.2	0.1	0.0	0.2			6.8		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0		
%ile BackOfQ(95%),veh/ln	0.0	6.2	6.8	1.5	8.3	5.1	2.8			13.8		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	11.8	12.1	54.6	8.0	0.8	39.6			53.8		
LnGrp LOS	A	B	B	D	A	A	D			D		
Approach Vol, veh/h		825			2822							
Approach Delay, s/veh		11.9			6.4							
Approach LOS		B			A							
Timer - Assigned Phs	1	2	3			6	7					
Phs Duration (G+Y+Rc), s	13.8	76.8	29.4			90.6	29.4					
Change Period (Y+Rc), s	7.0	* 5	6.5			* 5	* 4.9					
Max Green Setting (Gmax), s	10.0	* 45	31.5			* 62	* 10					
Max Q Clear Time (g_c+I1), s	4.2	11.0	21.3			23.0	5.4					
Green Ext Time (p_c), s	0.0	11.3	1.6			28.9	0.0					
Intersection Summary												
HCM 6th Ctrl Delay			14.3									
HCM 6th LOS			B									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th AWSC
4: Orlando Ave & 4th St

01/30/2023

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	7	7	10	5	8	4	93	4	4	194	7
Future Vol, veh/h	1	7	7	10	5	8	4	93	4	4	194	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	8	8	11	5	9	4	101	4	4	211	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.5	7.7	7.9	8.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	7%	43%	2%
Vol Thru, %	92%	47%	22%	95%
Vol Right, %	4%	47%	35%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	101	15	23	205
LT Vol	4	1	10	4
Through Vol	93	7	5	194
RT Vol	4	7	8	7
Lane Flow Rate	110	16	25	223
Geometry Grp	1	1	1	1
Degree of Util (X)	0.127	0.02	0.032	0.252
Departure Headway (Hd)	4.157	4.418	4.552	4.071
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	852	815	791	876
Service Time	2.235	2.419	2.553	2.128
HCM Lane V/C Ratio	0.129	0.02	0.032	0.255
HCM Control Delay	7.9	7.5	7.7	8.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.1	0.1	1

HCM 6th Signalized Intersection Summary

5: La Cienega Blvd & San Vicente Blvd

01/30/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗	↗	↑↑↑	↗		↑↑↑	↗
Traffic Volume (veh/h)	0	1042	213	0	2218	319	204	782	0	0	1257	185
Future Volume (veh/h)	0	1042	213	0	2218	319	204	782	0	0	1257	185
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	0	1133	232	0	2411	347	222	850	0	0	1366	201
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	2	2	2	0	2	2
Cap, veh/h	0	2177	708	0	2177	536	193	2506		0	1457	214
Arrive On Green	0.00	0.11	0.11	0.00	0.34	0.34	0.11	0.49	0.00	0.00	0.32	0.32
Sat Flow, veh/h	0	6696	1585	0	6696	1585	1781	5106	1585	0	4663	661
Grp Volume(v), veh/h	0	1133	232	0	2411	347	222	850	0	0	1035	532
Grp Sat Flow(s),veh/h/ln	0	1609	1585	0	1609	1585	1781	1702	1585	0	1702	1751
Q Serve(g_s), s	0.0	19.9	13.7	0.0	40.6	22.3	13.0	12.2	0.0	0.0	35.4	35.4
Cycle Q Clear(g_c), s	0.0	19.9	13.7	0.0	40.6	22.3	13.0	12.2	0.0	0.0	35.4	35.4
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00	0.00		0.38
Lane Grp Cap(c), veh/h	0	2177	708	0	2177	536	193	2506		0	1103	568
V/C Ratio(X)	0.00	0.52	0.33	0.00	1.11	0.65	1.15	0.34		0.00	0.94	0.94
Avail Cap(c_a), veh/h	0	2177	708	0	2177	536	193	2506		0	1103	568
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.87	0.87	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	44.1	29.8	0.0	39.7	33.6	53.5	18.7	0.0	0.0	39.4	39.4
Incr Delay (d2), s/veh	0.0	0.2	0.2	0.0	55.8	2.7	111.1	0.4	0.0	0.0	15.7	25.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	13.1	19.1	0.0	34.5	13.8	18.4	8.5	0.0	0.0	23.8	26.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	44.3	30.0	0.0	95.5	36.3	164.6	19.0	0.0	0.0	55.1	64.6
LnGrp LOS	A	D	C	A	F	D	F	B		A	E	E
Approach Vol, veh/h		1365			2758			1072			1567	
Approach Delay, s/veh		41.9			88.0			49.2			58.3	
Approach LOS		D			F			D			E	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	20.0	49.0		51.0		69.0		51.0				
Change Period (Y+Rc), s	7.0	* 10		* 10		* 10		* 10				
Max Green Setting (Gmax), s	13.0	* 39		* 41		* 59		* 41				
Max Q Clear Time (g_c+I1), s	15.0	37.4		42.6		14.2		21.9				
Green Ext Time (p_c), s	0.0	1.2		0.0		7.3		8.8				

Intersection Summary

HCM 6th Ctrl Delay 65.7

HCM 6th LOS E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

User approved changes to right turn type.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

1: La Cienega Blvd & 3rd St

01/30/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	679	174	165	475	111	88	1141	147	170	998	112
Future Volume (veh/h)	133	679	174	165	475	111	88	1141	147	170	998	112
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	145	738	189	179	516	121	96	1240	160	185	1085	122
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	269	857	382	249	733	171	433	1950	252	242	1746	196
Arrive On Green	0.08	0.24	0.24	0.09	0.26	0.26	0.25	0.85	0.85	0.07	0.38	0.38
Sat Flow, veh/h	1781	3554	1585	1781	2860	667	3456	4578	591	3456	4657	523
Grp Volume(v), veh/h	145	738	189	179	320	317	96	922	478	185	793	414
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1750	1728	1702	1764	1728	1702	1776
Q Serve(g_s), s	7.3	23.9	12.3	8.9	19.6	19.8	2.6	10.5	10.5	6.3	22.8	22.8
Cycle Q Clear(g_c), s	7.3	23.9	12.3	8.9	19.6	19.8	2.6	10.5	10.5	6.3	22.8	22.8
Prop In Lane	1.00		1.00	1.00		0.38	1.00		0.33	1.00		0.29
Lane Grp Cap(c), veh/h	269	857	382	249	455	449	433	1450	751	242	1277	666
V/C Ratio(X)	0.54	0.86	0.49	0.72	0.70	0.71	0.22	0.64	0.64	0.76	0.62	0.62
Avail Cap(c_a), veh/h	287	962	429	299	540	532	433	1450	751	297	1277	666
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.0	43.6	39.2	32.7	40.5	40.5	40.3	5.9	5.9	54.8	30.6	30.6
Incr Delay (d2), s/veh	1.7	7.4	1.0	6.5	3.3	3.5	0.2	2.0	3.8	9.1	2.3	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.9	16.8	8.5	7.7	13.9	13.8	2.0	4.4	5.3	5.5	14.8	15.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.8	51.0	40.2	39.2	43.7	44.0	40.6	7.8	9.6	63.9	32.8	34.9
LnGrp LOS	C	D	D	D	D	D	D	A	A	E	C	C
Approach Vol, veh/h	1072				816				1496			
Approach Delay, s/veh	46.8				42.8				10.5			
Approach LOS	D				D				B			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.8	36.3	20.7	50.2	14.6	34.4	14.1	56.8				
Change Period (Y+Rc), s	3.6	* 5.5	* 5.7	5.2	3.6	* 5.5	5.7	* 5.7				
Max Green Setting (Gmax), s	10.4	* 37	* 8.1	45.0	14.4	* 33	10.3	* 43				
Max Q Clear Time (g_c+I1), s	9.3	21.8	4.6	24.8	10.9	25.9	8.3	12.5				
Green Ext Time (p_c), s	0.0	3.5	0.1	8.5	0.2	3.1	0.1	12.2				
Intersection Summary												
HCM 6th Ctrl Delay	32.1											
HCM 6th LOS	C											
Notes												

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

2: Private Dwy/Blackburn Ave & La Cienega Blvd

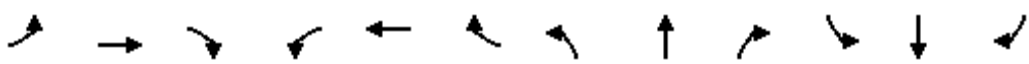
01/30/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	11	0	0	25	0	1501	98	33	1299	29
Future Volume (veh/h)	0	0	11	0	0	25	0	1501	98	33	1299	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	12	0	0	27	0	1632	107	36	1412	32
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	0	0	67	0	79	370	340	3203	210	340	3360	76
Arrive On Green	0.00	0.00	0.04	0.00	0.00	0.04	0.00	0.65	0.65	0.38	1.00	1.00
Sat Flow, veh/h	0	0	1585	0	1870	1585	1781	4896	321	1781	5137	116
Grp Volume(v), veh/h	0	0	12	0	0	27	0	1134	605	36	936	508
Grp Sat Flow(s),veh/h/ln	0	0	1585	0	1870	1585	1781	1702	1813	1781	1702	1849
Q Serve(g_s), s	0.0	0.0	0.9	0.0	0.0	0.0	0.0	20.7	20.8	1.6	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.9	0.0	0.0	0.0	0.0	20.7	20.8	1.6	0.0	0.0
Prop In Lane	0.00		1.00	0.00		1.00	1.00		0.18	1.00		0.06
Lane Grp Cap(c), veh/h	0	0	67	0	79	370	340	2227	1186	340	2227	1210
V/C Ratio(X)	0.00	0.00	0.18	0.00	0.00	0.07	0.00	0.51	0.51	0.11	0.42	0.42
Avail Cap(c_a), veh/h	0	0	159	0	187	461	340	2227	1186	340	2227	1210
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.79	0.79	0.79
Uniform Delay (d), s/veh	0.0	0.0	55.4	0.0	0.0	35.9	0.0	10.8	10.8	30.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.3	0.0	0.0	0.1	0.0	0.8	1.6	0.1	0.5	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.7	0.0	0.0	1.6	0.0	12.1	13.1	1.2	0.3	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	56.7	0.0	0.0	36.0	0.0	11.6	12.3	30.6	0.5	0.8
LnGrp LOS	A	A	E	A	A	D	A	B	B	C	A	A
Approach Vol, veh/h	12			27			1739			1480		
Approach Delay, s/veh	56.7			36.0			11.9			1.3		
Approach LOS	E			D			B			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	27.4	83.0		9.6	27.4	83.0		9.6				
Change Period (Y+Rc), s	* 4.5	* 4.5		* 4.5	* 4.5	* 4.5		* 4.5				
Max Green Setting (Gmax), s	* 16	* 79		* 12	* 16	* 79		* 12				
Max Q Clear Time (g_c+I1), s	0.0	2.0		2.9	3.6	22.8		2.0				
Green Ext Time (p_c), s	0.0	15.6		0.0	0.0	20.9		0.0				
Intersection Summary												
HCM 6th Ctrl Delay	7.4											
HCM 6th LOS	A											
Notes												

HCM 6th Signalized Intersection Summary

3: Le Doux Rd/San Vicente Blvd & Burton Way

01/30/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑		↑	↑↑↑	↑↑	↑			↑↑		↑
Traffic Volume (veh/h)	0	1973	62	25	948	567	100	0	42	591	0	39
Future Volume (veh/h)	0	1973	62	25	948	567	100	0	42	591	0	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	1870	1870	0	1870	1870	0	1870
Adj Flow Rate, veh/h	0	2145	67	27	1030	616	109	0	46	642	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	2	2	0	2	2	0	2
Cap, veh/h	0	3031	94	88	3592	2522	381	0	0	693	0	
Arrive On Green	0.00	0.60	0.60	0.05	0.70	0.70	0.21	0.00	0.00	0.20	0.00	0.00
Sat Flow, veh/h	0	5256	158	1781	5106	2790	1781	109		3456	642	
Grp Volume(v), veh/h	0	1433	779	27	1030	616	109	39.9		642	65.1	
Grp Sat Flow(s),veh/h/ln	0	1702	1842	1781	1702	1395	1781	D		1728	E	
Q Serve(g_s), s	0.0	35.3	35.5	1.8	9.0	3.3	6.1			21.9		
Cycle Q Clear(g_c), s	0.0	35.3	35.5	1.8	9.0	3.3	6.1			21.9		
Prop In Lane	0.00		0.09	1.00		1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	0	2028	1097	88	3592	2522	381			693		
V/C Ratio(X)	0.00	0.71	0.71	0.31	0.29	0.24	0.29			0.93		
Avail Cap(c_a), veh/h	0	2028	1097	148	3592	2522	381			706		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00		
Upstream Filter(I)	0.00	1.00	1.00	0.67	0.67	0.67	1.00			1.00		
Uniform Delay (d), s/veh	0.0	16.9	17.0	55.0	6.6	0.7	39.5			47.1		
Incr Delay (d2), s/veh	0.0	2.1	3.9	1.3	0.1	0.2	0.4			18.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0		
%ile BackOfQ(95%),veh/ln	0.0	19.8	21.9	1.5	5.4	5.1	5.0			16.6		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	19.0	20.9	56.3	6.7	0.9	39.9			65.1		
LnGrp LOS	A	B	C	E	A	A	D			E		
Approach Vol, veh/h		2212			1673							
Approach Delay, s/veh		19.7			5.4							
Approach LOS		B			A							
Timer - Assigned Phs	1	2	3			6	7					
Phs Duration (G+Y+Rc), s	12.9	76.5	30.6			89.4	30.6					
Change Period (Y+Rc), s	7.0	* 5	6.5			* 5	* 4.9					
Max Green Setting (Gmax), s	10.0	* 53	24.5			* 70	* 9.1					
Max Q Clear Time (g_c+I1), s	3.8	37.5	23.9			11.0	8.1					
Green Ext Time (p_c), s	0.0	14.6	0.2			15.0	0.0					
Intersection Summary												
HCM 6th Ctrl Delay			21.3									
HCM 6th LOS			C									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th AWSC
4: Orlando Ave & 4th St

01/30/2023

Intersection

Intersection Delay, s/veh 9.5
Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	14	7	14	6	8	1	182	12	10	282	8
Future Vol, veh/h	10	14	7	14	6	8	1	182	12	10	282	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	15	8	15	7	9	1	198	13	11	307	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.4	8.4	9	10.1
HCM LOS	A	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	32%	50%	3%
Vol Thru, %	93%	45%	21%	94%
Vol Right, %	6%	23%	29%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	195	31	28	300
LT Vol	1	10	14	10
Through Vol	182	14	6	282
RT Vol	12	7	8	8
Lane Flow Rate	212	34	30	326
Geometry Grp	1	1	1	1
Degree of Util (X)	0.259	0.048	0.043	0.39
Departure Headway (Hd)	4.397	5.083	5.087	4.311
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	818	704	703	838
Service Time	2.416	3.117	3.123	2.328
HCM Lane V/C Ratio	0.259	0.048	0.043	0.389
HCM Control Delay	9	8.4	8.4	10.1
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	1	0.2	0.1	1.9

HCM 6th Signalized Intersection Summary

5: La Cienega Blvd & San Vicente Blvd

01/30/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗	↗	↑↑↑	↗		↑↑↑	↗
Traffic Volume (veh/h)	0	2329	259	0	1237	384	184	1114	0	0	1244	132
Future Volume (veh/h)	0	2329	259	0	1237	384	184	1114	0	0	1244	132
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	0	2532	282	0	1345	417	200	1211	0	0	1352	143
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	2	2	2	0	2	2
Cap, veh/h	0	2230	695	0	2230	549	163	2464		0	1559	165
Arrive On Green	0.00	0.11	0.11	0.00	0.35	0.35	0.09	0.48	0.00	0.00	0.33	0.33
Sat Flow, veh/h	0	6696	1585	0	6696	1585	1781	5106	1585	0	4858	496
Grp Volume(v), veh/h	0	2532	282	0	1345	417	200	1211	0	0	981	514
Grp Sat Flow(s),veh/h/ln	0	1609	1585	0	1609	1585	1781	1702	1585	0	1702	1781
Q Serve(g_s), s	0.0	41.6	17.3	0.0	20.7	28.0	11.0	19.3	0.0	0.0	32.5	32.5
Cycle Q Clear(g_c), s	0.0	41.6	17.3	0.0	20.7	28.0	11.0	19.3	0.0	0.0	32.5	32.5
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00	0.00		0.28
Lane Grp Cap(c), veh/h	0	2230	695	0	2230	549	163	2464		0	1132	592
V/C Ratio(X)	0.00	1.14	0.41	0.00	0.60	0.76	1.22	0.49		0.00	0.87	0.87
Avail Cap(c_a), veh/h	0	2230	695	0	2230	549	163	2464		0	1132	592
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.00	0.37	0.37	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	53.1	32.2	0.0	32.4	34.8	54.5	21.1	0.0	0.0	37.6	37.6
Incr Delay (d2), s/veh	0.0	63.2	0.1	0.0	0.5	6.1	143.5	0.7	0.0	0.0	9.0	15.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	36.2	20.6	0.0	12.8	17.2	18.2	12.3	0.0	0.0	21.1	23.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	116.4	32.4	0.0	32.8	40.8	198.0	21.8	0.0	0.0	46.6	53.3
LnGrp LOS	A	F	C	A	C	D	F	C		A	D	D
Approach Vol, veh/h		2814			1762			1411			1495	
Approach Delay, s/veh		108.0			34.7			46.8			48.9	
Approach LOS		F			C			D			D	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	18.0	50.0		52.0		68.0		52.0				
Change Period (Y+Rc), s	7.0	* 10		* 10		* 10		* 10				
Max Green Setting (Gmax), s	11.0	* 40		* 42		* 58		* 42				
Max Q Clear Time (g_c+I1), s	13.0	34.5		30.0		21.3		43.6				
Green Ext Time (p_c), s	0.0	4.0		7.9		11.3		0.0				

Intersection Summary

HCM 6th Ctrl Delay	67.4
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

User approved changes to right turn type.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

1: La Cienega Blvd & 3rd St

02/03/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	361	55	318	1044	63	153	868	109	43	1044	191
Future Volume (veh/h)	113	361	55	318	1044	63	153	868	109	43	1044	191
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	123	392	60	346	1135	68	166	943	118	47	1135	208
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	197	971	433	509	1239	74	341	1599	199	182	1326	243
Arrive On Green	0.06	0.27	0.27	0.16	0.36	0.36	0.03	0.11	0.11	0.05	0.31	0.31
Sat Flow, veh/h	1781	3554	1585	1781	3407	204	3456	4598	574	3456	4337	794
Grp Volume(v), veh/h	123	392	60	346	592	611	166	697	364	47	891	452
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1834	1728	1702	1767	1728	1702	1727
Q Serve(g_s), s	5.9	10.8	3.4	16.0	38.1	38.2	5.7	23.3	23.4	1.6	29.5	29.5
Cycle Q Clear(g_c), s	5.9	10.8	3.4	16.0	38.1	38.2	5.7	23.3	23.4	1.6	29.5	29.5
Prop In Lane	1.00		1.00	1.00		0.11	1.00		0.32	1.00		0.46
Lane Grp Cap(c), veh/h	197	971	433	509	646	667	341	1184	614	182	1041	528
V/C Ratio(X)	0.62	0.40	0.14	0.68	0.92	0.92	0.49	0.59	0.59	0.26	0.86	0.86
Avail Cap(c_a), veh/h	215	971	433	596	677	698	341	1184	614	233	1041	528
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.2	35.6	32.9	24.0	36.4	36.4	55.1	45.0	45.0	54.6	39.2	39.2
Incr Delay (d2), s/veh	4.9	0.3	0.1	2.5	16.8	16.5	1.0	2.1	4.0	0.7	9.0	16.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.0	8.3	2.4	11.4	26.5	27.2	4.7	16.4	17.4	1.3	19.5	21.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.1	35.9	33.1	26.5	53.2	53.0	56.1	47.1	49.1	55.3	48.2	55.4
LnGrp LOS	D	D	C	C	D	D	E	D	D	E	D	E
Approach Vol, veh/h	575		1549			1227			1390			
Approach Delay, s/veh	35.9		47.1			48.9			50.7			
Approach LOS	D		D			D			D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.4	49.2	17.6	41.9	22.2	38.3	12.0	47.4				
Change Period (Y+Rc), s	3.6	* 5.5	* 5.7	5.2	3.6	* 5.5	5.7	* 5.7				
Max Green Setting (Gmax), s	9.0	* 46	* 8.6	36.7	24.5	* 30	8.1	* 37				
Max Q Clear Time (g_c+I1), s	7.9	40.2	7.7	31.5	18.0	12.8	3.6	25.4				
Green Ext Time (p_c), s	0.0	3.5	0.0	3.6	0.6	2.6	0.0	5.4				
Intersection Summary												
HCM 6th Ctrl Delay			47.3									
HCM 6th LOS			D									
Notes												

HCM 6th Signalized Intersection Summary

2: Private Dwy/Blackburn Ave & La Cienega Blvd

02/03/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↗			↖	↗	↖	↑↑↑		↖	↑↑↑	
Traffic Volume (veh/h)	0	0	28	0	0	36	0	1101	29	23	1431	8
Future Volume (veh/h)	0	0	28	0	0	36	0	1101	29	23	1431	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	30	0	0	39	0	1197	32	25	1555	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	0	0	83	0	98	370	322	3345	89	322	3427	20
Arrive On Green	0.00	0.00	0.05	0.00	0.00	0.05	0.00	0.65	0.65	0.24	0.87	0.87
Sat Flow, veh/h	0	0	1585	0	1870	1585	1781	5113	137	1781	5239	30
Grp Volume(v), veh/h	0	0	30	0	0	39	0	797	432	25	1010	554
Grp Sat Flow(s),veh/h/ln	0	0	1585	0	1870	1585	1781	1702	1846	1781	1702	1865
Q Serve(g_s), s	0.0	0.0	2.2	0.0	0.0	0.0	0.0	12.7	12.7	1.3	7.6	7.6
Cycle Q Clear(g_c), s	0.0	0.0	2.2	0.0	0.0	0.0	0.0	12.7	12.7	1.3	7.6	7.6
Prop In Lane	0.00		1.00	0.00		1.00	1.00		0.07	1.00		0.02
Lane Grp Cap(c), veh/h	0	0	83	0	98	370	322	2227	1207	322	2227	1220
V/C Ratio(X)	0.00	0.00	0.36	0.00	0.00	0.11	0.00	0.36	0.36	0.08	0.45	0.45
Avail Cap(c_a), veh/h	0	0	159	0	187	445	322	2227	1207	322	2227	1220
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.53	0.53	0.53
Uniform Delay (d), s/veh	0.0	0.0	54.9	0.0	0.0	36.2	0.0	9.4	9.4	37.8	3.2	3.2
Incr Delay (d2), s/veh	0.0	0.0	2.6	0.0	0.0	0.1	0.0	0.4	0.8	0.1	0.4	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	1.7	0.0	0.0	2.4	0.0	8.2	8.9	1.0	3.5	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	57.5	0.0	0.0	36.3	0.0	9.8	10.2	37.9	3.5	3.8
LnGrp LOS	A	A	E	A	A	D	A	A	B	D	A	A
Approach Vol, veh/h	30			39			1229			1589		
Approach Delay, s/veh	57.5			36.3			10.0			4.2		
Approach LOS	E			D			A			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	26.2	83.0		10.8	26.2	83.0		10.8				
Change Period (Y+Rc), s	* 4.5	* 4.5		* 4.5	* 4.5	* 4.5		* 4.5				
Max Green Setting (Gmax), s	* 16	* 79		* 12	* 16	* 79		* 12				
Max Q Clear Time (g_c+I1), s	0.0	9.6		4.2	3.3	14.7		2.0				
Green Ext Time (p_c), s	0.0	17.9		0.0	0.0	11.7		0.0				

Intersection Summary

HCM 6th Ctrl Delay	7.6
HCM 6th LOS	A

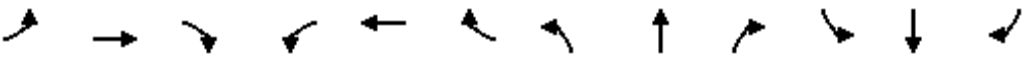
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

3: Le Doux Rd/San Vicente Blvd & Burton Way

02/03/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑		↑	↑↑↑	↑↑	↑			↑	↑↑	↑
Traffic Volume (veh/h)	0	747	31	31	1804	791	57	0	21	527	0	126
Future Volume (veh/h)	0	747	31	31	1804	791	57	0	21	527	0	126
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	1870	1870	0	1870	1870	0	1870
Adj Flow Rate, veh/h	0	812	34	34	1961	860	62	0	23	573	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	2	2	0	2	2	0	2
Cap, veh/h	0	3010	126	101	3644	2522	363	0	0	659	0	
Arrive On Green	0.00	0.60	0.60	0.06	0.71	0.71	0.20	0.00	0.00	0.19	0.00	0.00
Sat Flow, veh/h	0	5195	210	1781	5106	2790	1781	62		3456	573	
Grp Volume(v), veh/h	0	549	297	34	1961	860	62	39.6		573	54.5	
Grp Sat Flow(s),veh/h/ln	0	1702	1833	1781	1702	1395	1781	D		1728	D	
Q Serve(g_s), s	0.0	9.3	9.3	2.2	21.4	5.1	3.4			19.3		
Cycle Q Clear(g_c), s	0.0	9.3	9.3	2.2	21.4	5.1	3.4			19.3		
Prop In Lane	0.00		0.11	1.00		1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	0	2038	1097	101	3644	2522	363			659		
V/C Ratio(X)	0.00	0.27	0.27	0.34	0.54	0.34	0.17			0.87		
Avail Cap(c_a), veh/h	0	2038	1097	148	3644	2522	363			878		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00		
Upstream Filter(I)	0.00	1.00	1.00	0.09	0.09	0.09	1.00			1.00		
Uniform Delay (d), s/veh	0.0	11.5	11.5	54.5	8.0	0.8	39.4			47.1		
Incr Delay (d2), s/veh	0.0	0.3	0.6	0.2	0.1	0.0	0.2			7.4		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0		
%ile BackOfQ(95%),veh/ln	0.0	6.3	7.0	1.5	8.4	5.1	2.8			13.9		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	11.8	12.1	54.6	8.0	0.8	39.6			54.5		
LnGrp LOS	A	B	B	D	A	A	D			D		
Approach Vol, veh/h		846			2855							
Approach Delay, s/veh		11.9			6.4							
Approach LOS		B			A							
Timer - Assigned Phs	1	2	3			6	7					
Phs Duration (G+Y+Rc), s	13.8	76.9	29.4			90.6	29.4					
Change Period (Y+Rc), s	7.0	* 5	6.5			* 5	* 4.9					
Max Green Setting (Gmax), s	10.0	* 46	30.5			* 63	* 10					
Max Q Clear Time (g_c+I1), s	4.2	11.3	21.3			23.4	5.4					
Green Ext Time (p_c), s	0.0	11.8	1.6			29.6	0.0					
Intersection Summary												
HCM 6th Ctrl Delay			14.3									
HCM 6th LOS			B									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th AWSC
4: Orlando Ave & 4th St

02/03/2023

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	7	7	10	5	8	4	93	4	4	215	7
Future Vol, veh/h	1	7	7	10	5	8	4	93	4	4	215	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	8	8	11	5	9	4	101	4	4	234	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.6	7.8	7.9	8.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	7%	43%	2%
Vol Thru, %	92%	47%	22%	95%
Vol Right, %	4%	47%	35%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	101	15	23	226
LT Vol	4	1	10	4
Through Vol	93	7	5	215
RT Vol	4	7	8	7
Lane Flow Rate	110	16	25	246
Geometry Grp	1	1	1	1
Degree of Util (X)	0.127	0.02	0.032	0.278
Departure Headway (Hd)	4.173	4.467	4.601	4.072
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	848	806	783	875
Service Time	2.258	2.468	2.602	2.129
HCM Lane V/C Ratio	0.13	0.02	0.032	0.281
HCM Control Delay	7.9	7.6	7.8	8.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.1	0.1	1.1

HCM 6th Signalized Intersection Summary

5: La Cienega Blvd & San Vicente Blvd

02/03/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗	↗	↑↑↑	↗		↑↑↑	↗
Traffic Volume (veh/h)	0	1058	216	0	2249	350	204	782	0	0	1257	185
Future Volume (veh/h)	0	1058	216	0	2249	350	204	782	0	0	1257	185
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	0	1150	235	0	2445	380	222	850	0	0	1366	201
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	2	2	2	0	2	2
Cap, veh/h	0	2177	708	0	2177	536	193	2506		0	1457	214
Arrive On Green	0.00	0.11	0.11	0.00	0.34	0.34	0.11	0.49	0.00	0.00	0.32	0.32
Sat Flow, veh/h	0	6696	1585	0	6696	1585	1781	5106	1585	0	4663	661
Grp Volume(v), veh/h	0	1150	235	0	2445	380	222	850	0	0	1035	532
Grp Sat Flow(s),veh/h/ln	0	1609	1585	0	1609	1585	1781	1702	1585	0	1702	1751
Q Serve(g_s), s	0.0	20.2	13.9	0.0	40.6	25.0	13.0	12.2	0.0	0.0	35.4	35.4
Cycle Q Clear(g_c), s	0.0	20.2	13.9	0.0	40.6	25.0	13.0	12.2	0.0	0.0	35.4	35.4
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00	0.00		0.38
Lane Grp Cap(c), veh/h	0	2177	708	0	2177	536	193	2506		0	1103	568
V/C Ratio(X)	0.00	0.53	0.33	0.00	1.12	0.71	1.15	0.34		0.00	0.94	0.94
Avail Cap(c_a), veh/h	0	2177	708	0	2177	536	193	2506		0	1103	568
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.86	0.86	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	44.3	29.8	0.0	39.7	34.6	53.5	18.7	0.0	0.0	39.4	39.4
Incr Delay (d2), s/veh	0.0	0.2	0.2	0.0	62.2	4.3	111.1	0.4	0.0	0.0	15.7	25.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	13.3	19.3	0.0	36.0	15.5	18.4	8.5	0.0	0.0	23.8	26.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	44.5	30.1	0.0	101.9	38.8	164.6	19.0	0.0	0.0	55.1	64.6
LnGrp LOS	A	D	C	A	F	D	F	B		A	E	E
Approach Vol, veh/h		1385			2825			1072			1567	
Approach Delay, s/veh		42.0			93.4			49.2			58.3	
Approach LOS		D			F			D			E	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	20.0	49.0		51.0		69.0		51.0				
Change Period (Y+Rc), s	7.0	* 10		* 10		* 10		* 10				
Max Green Setting (Gmax), s	13.0	* 39		* 41		* 59		* 41				
Max Q Clear Time (g_c+I1), s	15.0	37.4		42.6		14.2		22.2				
Green Ext Time (p_c), s	0.0	1.2		0.0		7.3		8.9				
Intersection Summary												
HCM 6th Ctrl Delay			68.1									
HCM 6th LOS			E									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												
User approved changes to right turn type.												
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary

1: La Cienega Blvd & 3rd St

02/03/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 		 	  		 	  	
Traffic Volume (veh/h)	133	679	179	172	475	111	88	1145	152	170	1003	112
Future Volume (veh/h)	133	679	179	172	475	111	88	1145	152	170	1003	112
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	145	738	195	187	516	121	96	1245	165	185	1090	122
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	272	857	382	255	742	173	422	1929	256	242	1747	195
Arrive On Green	0.08	0.24	0.24	0.09	0.26	0.26	0.24	0.85	0.85	0.07	0.38	0.38
Sat Flow, veh/h	1781	3554	1585	1781	2860	667	3456	4561	604	3456	4660	521
Grp Volume(v), veh/h	145	738	195	187	320	317	96	929	481	185	796	416
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1750	1728	1702	1762	1728	1702	1777
Q Serve(g_s), s	7.3	23.9	12.8	9.3	19.5	19.7	2.7	11.1	11.1	6.3	22.9	22.9
Cycle Q Clear(g_c), s	7.3	23.9	12.8	9.3	19.5	19.7	2.7	11.1	11.1	6.3	22.9	22.9
Prop In Lane	1.00		1.00	1.00		0.38	1.00		0.34	1.00		0.29
Lane Grp Cap(c), veh/h	272	857	382	255	461	454	422	1440	745	242	1277	666
V/C Ratio(X)	0.53	0.86	0.51	0.73	0.69	0.70	0.23	0.65	0.65	0.76	0.62	0.62
Avail Cap(c_a), veh/h	290	962	429	299	540	532	422	1440	745	297	1277	666
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.9	43.6	39.4	32.4	40.1	40.2	40.8	6.2	6.2	54.8	30.6	30.6
Incr Delay (d2), s/veh	1.6	7.4	1.1	7.6	3.1	3.3	0.2	2.1	3.9	9.1	2.3	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.8	16.8	8.8	8.0	13.8	13.7	2.0	4.7	5.5	5.5	14.8	15.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.6	51.0	40.4	40.0	43.2	43.5	41.1	8.3	10.1	63.9	32.9	35.0
LnGrp LOS	C	D	D	D	D	D	D	A	B	E	C	C
Approach Vol, veh/h		1078			824			1506			1397	
Approach Delay, s/veh		46.7			42.6			11.0			37.6	
Approach LOS		D			D			B			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.8	36.6	20.4	50.2	15.0	34.4	14.1	56.4				
Change Period (Y+Rc), s	3.6	* 5.5	* 5.7	5.2	3.6	* 5.5	5.7	* 5.7				
Max Green Setting (Gmax), s	10.4	* 37	* 8.1	45.0	14.4	* 33	10.3	* 43				
Max Q Clear Time (g_c+I1), s	9.3	21.7	4.7	24.9	11.3	25.9	8.3	13.1				
Green Ext Time (p_c), s	0.0	3.5	0.1	8.5	0.1	3.1	0.1	12.2				
Intersection Summary												
HCM 6th Ctrl Delay			32.2									
HCM 6th LOS			C									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary

2: Private Dwy/Blackburn Ave & La Cienega Blvd

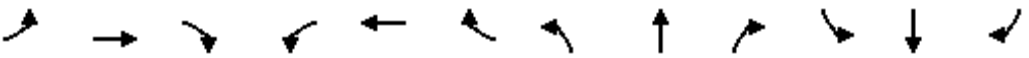
02/03/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (veh/h)	0	0	11	0	0	25	0	1510	99	49	1299	29
Future Volume (veh/h)	0	0	11	0	0	25	0	1510	99	49	1299	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	12	0	0	27	0	1641	108	53	1412	32
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	0	0	67	0	79	370	340	3202	211	340	3360	76
Arrive On Green	0.00	0.00	0.04	0.00	0.00	0.04	0.00	0.65	0.65	0.38	1.00	1.00
Sat Flow, veh/h	0	0	1585	0	1870	1585	1781	4895	322	1781	5137	116
Grp Volume(v), veh/h	0	0	12	0	0	27	0	1141	608	53	936	508
Grp Sat Flow(s),veh/h/ln	0	0	1585	0	1870	1585	1781	1702	1812	1781	1702	1849
Q Serve(g_s), s	0.0	0.0	0.9	0.0	0.0	0.0	0.0	20.9	21.0	2.3	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.9	0.0	0.0	0.0	0.0	20.9	21.0	2.3	0.0	0.0
Prop In Lane	0.00		1.00	0.00		1.00	1.00		0.18	1.00		0.06
Lane Grp Cap(c), veh/h	0	0	67	0	79	370	340	2227	1186	340	2227	1210
V/C Ratio(X)	0.00	0.00	0.18	0.00	0.00	0.07	0.00	0.51	0.51	0.16	0.42	0.42
Avail Cap(c_a), veh/h	0	0	159	0	187	461	340	2227	1186	340	2227	1210
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.79	0.79	0.79
Uniform Delay (d), s/veh	0.0	0.0	55.4	0.0	0.0	35.9	0.0	10.8	10.8	30.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.3	0.0	0.0	0.1	0.0	0.8	1.6	0.2	0.5	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.7	0.0	0.0	1.6	0.0	12.2	13.2	1.8	0.3	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	56.7	0.0	0.0	36.0	0.0	11.6	12.4	30.9	0.5	0.8
LnGrp LOS	A	A	E	A	A	D	A	B	B	C	A	A
Approach Vol, veh/h	12			27			1749			1497		
Approach Delay, s/veh	56.7			36.0			11.9			1.7		
Approach LOS	E			D			B			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	27.4	83.0		9.6	27.4	83.0		9.6				
Change Period (Y+Rc), s	* 4.5	* 4.5		* 4.5	* 4.5	* 4.5		* 4.5				
Max Green Setting (Gmax), s	* 16	* 79		* 12	* 16	* 79		* 12				
Max Q Clear Time (g_c+I1), s	0.0	2.0		2.9	4.3	23.0		2.0				
Green Ext Time (p_c), s	0.0	15.6		0.0	0.1	21.1		0.0				
Intersection Summary												
HCM 6th Ctrl Delay	7.6											
HCM 6th LOS	A											
Notes												

HCM 6th Signalized Intersection Summary

3: Le Doux Rd/San Vicente Blvd & Burton Way

02/03/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑		↖	↑↑↑	↗	↖			↗	↖	↗
Traffic Volume (veh/h)	0	1984	62	25	956	569	100	0	42	591	0	39
Future Volume (veh/h)	0	1984	62	25	956	569	100	0	42	591	0	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	1870	1870	0	1870	1870	0	1870
Adj Flow Rate, veh/h	0	2157	67	27	1039	618	109	0	46	642	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	2	2	0	2	2	0	2
Cap, veh/h	0	3031	94	88	3592	2522	381	0	0	693	0	
Arrive On Green	0.00	0.60	0.60	0.05	0.70	0.70	0.21	0.00	0.00	0.20	0.00	0.00
Sat Flow, veh/h	0	5257	158	1781	5106	2790	1781	109		3456	642	
Grp Volume(v), veh/h	0	1441	783	27	1039	618	109	39.9		642	65.1	
Grp Sat Flow(s),veh/h/ln	0	1702	1842	1781	1702	1395	1781	D		1728	E	
Q Serve(g_s), s	0.0	35.6	35.9	1.8	9.1	3.3	6.1			21.9		
Cycle Q Clear(g_c), s	0.0	35.6	35.9	1.8	9.1	3.3	6.1			21.9		
Prop In Lane	0.00		0.09	1.00		1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	0	2028	1097	88	3592	2522	381			693		
V/C Ratio(X)	0.00	0.71	0.71	0.31	0.29	0.25	0.29			0.93		
Avail Cap(c_a), veh/h	0	2028	1097	148	3592	2522	381			706		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00		
Upstream Filter(I)	0.00	1.00	1.00	0.67	0.67	0.67	1.00			1.00		
Uniform Delay (d), s/veh	0.0	17.0	17.1	55.0	6.6	0.7	39.5			47.1		
Incr Delay (d2), s/veh	0.0	2.1	4.0	1.3	0.1	0.2	0.4			18.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0		
%ile BackOfQ(95%),veh/ln	0.0	20.0	22.1	1.5	5.4	5.1	5.0			16.6		
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	19.2	21.0	56.3	6.8	0.9	39.9			65.1		
LnGrp LOS	A	B	C	E	A	A	D			E		
Approach Vol, veh/h		2224			1684							
Approach Delay, s/veh		19.8			5.4							
Approach LOS		B			A							
Timer - Assigned Phs	1	2	3			6	7					
Phs Duration (G+Y+Rc), s	12.9	76.5	30.6			89.4	30.6					
Change Period (Y+Rc), s	7.0	* 5	6.5			* 5	* 4.9					
Max Green Setting (Gmax), s	10.0	* 53	24.5			* 70	* 9.1					
Max Q Clear Time (g_c+I1), s	3.8	37.9	23.9			11.1	8.1					
Green Ext Time (p_c), s	0.0	14.3	0.2			15.2	0.0					
Intersection Summary												
HCM 6th Ctrl Delay			21.3									
HCM 6th LOS			C									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th AWSC
4: Orlando Ave & 4th St

02/03/2023

Intersection

Intersection Delay, s/veh 9.7
Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	14	7	14	6	8	1	182	12	10	300	8
Future Vol, veh/h	10	14	7	14	6	8	1	182	12	10	300	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	15	8	15	7	9	1	198	13	11	326	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.4	8.4	9	10.4
HCM LOS	A	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	32%	50%	3%
Vol Thru, %	93%	45%	21%	94%
Vol Right, %	6%	23%	29%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	195	31	28	318
LT Vol	1	10	14	10
Through Vol	182	14	6	300
RT Vol	12	7	8	8
Lane Flow Rate	212	34	30	346
Geometry Grp	1	1	1	1
Degree of Util (X)	0.26	0.048	0.043	0.414
Departure Headway (Hd)	4.417	5.126	5.131	4.312
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	814	698	697	836
Service Time	2.437	3.162	3.168	2.329
HCM Lane V/C Ratio	0.26	0.049	0.043	0.414
HCM Control Delay	9	8.4	8.4	10.4
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	1	0.2	0.1	2.1

HCM 6th Signalized Intersection Summary

5: La Cienega Blvd & San Vicente Blvd

02/03/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗	↗	↑↑↑	↗		↑↑↑	↗
Traffic Volume (veh/h)	0	2333	259	0	1236	383	184	1114	0	0	1244	132
Future Volume (veh/h)	0	2333	259	0	1236	383	184	1114	0	0	1244	132
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	0	2536	282	0	1343	416	200	1211	0	0	1352	143
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	2	2	2	0	2	2
Cap, veh/h	0	2230	695	0	2230	549	163	2464		0	1559	165
Arrive On Green	0.00	0.11	0.11	0.00	0.35	0.35	0.09	0.48	0.00	0.00	0.33	0.33
Sat Flow, veh/h	0	6696	1585	0	6696	1585	1781	5106	1585	0	4858	496
Grp Volume(v), veh/h	0	2536	282	0	1343	416	200	1211	0	0	981	514
Grp Sat Flow(s),veh/h/ln	0	1609	1585	0	1609	1585	1781	1702	1585	0	1702	1781
Q Serve(g_s), s	0.0	41.6	17.3	0.0	20.7	27.9	11.0	19.3	0.0	0.0	32.5	32.5
Cycle Q Clear(g_c), s	0.0	41.6	17.3	0.0	20.7	27.9	11.0	19.3	0.0	0.0	32.5	32.5
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00	0.00		0.28
Lane Grp Cap(c), veh/h	0	2230	695	0	2230	549	163	2464		0	1132	592
V/C Ratio(X)	0.00	1.14	0.41	0.00	0.60	0.76	1.22	0.49		0.00	0.87	0.87
Avail Cap(c_a), veh/h	0	2230	695	0	2230	549	163	2464		0	1132	592
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.00	0.36	0.36	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	53.1	32.2	0.0	32.4	34.7	54.5	21.1	0.0	0.0	37.6	37.6
Incr Delay (d2), s/veh	0.0	64.0	0.1	0.0	0.5	6.0	143.5	0.7	0.0	0.0	9.0	15.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	36.3	20.6	0.0	12.7	17.1	18.2	12.3	0.0	0.0	21.1	23.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	117.1	32.4	0.0	32.8	40.7	198.0	21.8	0.0	0.0	46.6	53.3
LnGrp LOS	A	F	C	A	C	D	F	C		A	D	D
Approach Vol, veh/h		2818			1759			1411			1495	
Approach Delay, s/veh		108.6			34.7			46.8			48.9	
Approach LOS		F			C			D			D	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	18.0	50.0		52.0		68.0		52.0				
Change Period (Y+Rc), s	7.0	* 10		* 10		* 10		* 10				
Max Green Setting (Gmax), s	11.0	* 40		* 42		* 58		* 42				
Max Q Clear Time (g_c+I1), s	13.0	34.5		29.9		21.3		43.6				
Green Ext Time (p_c), s	0.0	4.0		8.0		11.3		0.0				

Intersection Summary

HCM 6th Ctrl Delay 67.6

HCM 6th LOS E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

User approved changes to right turn type.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Appendix F

Construction Analysis Worksheets

HCM 6th Signalized Intersection Summary

5: La Cienega Blvd & San Vicente Blvd

05/16/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑		↗	↑↑↑	↗		↑↑↑	
Traffic Volume (veh/h)	0	959	202	0	2106	293	188	748	0	0	1160	164
Future Volume (veh/h)	0	959	202	0	2106	293	188	748	0	0	1160	164
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	0	1042	220	0	2289	318	204	813	0	0	1261	178
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	2	2	2	0	2	2
Cap, veh/h	0	2284	695	0	1615	218	148	2421		0	1503	212
Arrive On Green	0.00	0.12	0.12	0.00	0.35	0.35	0.08	0.47	0.00	0.00	0.33	0.33
Sat Flow, veh/h	0	6696	1585	0	4717	615	1781	5106	1585	0	4690	638
Grp Volume(v), veh/h	0	1042	220	0	1697	910	204	813	0	0	949	490
Grp Sat Flow(s),veh/h/ln	0	1609	1585	0	1702	1760	1781	1702	1585	0	1702	1755
Q Serve(g_s), s	0.0	18.1	13.4	0.0	42.6	42.6	10.0	11.9	0.0	0.0	31.0	31.0
Cycle Q Clear(g_c), s	0.0	18.1	13.4	0.0	42.6	42.6	10.0	11.9	0.0	0.0	31.0	31.0
Prop In Lane	0.00		1.00	0.00		0.35	1.00		1.00	0.00		0.36
Lane Grp Cap(c), veh/h	0	2284	695	0	1208	625	148	2421		0	1132	584
V/C Ratio(X)	0.00	0.46	0.32	0.00	1.40	1.46	1.37	0.34		0.00	0.84	0.84
Avail Cap(c_a), veh/h	0	2284	695	0	1208	625	148	2421		0	1132	584
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.89	0.89	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	42.2	31.1	0.0	38.7	38.7	55.0	19.7	0.0	0.0	37.1	37.1
Incr Delay (d2), s/veh	0.0	0.1	0.2	0.0	186.8	214.6	205.0	0.4	0.0	0.0	7.5	13.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	12.2	18.6	0.0	73.2	83.3	20.9	8.4	0.0	0.0	20.0	21.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	42.3	31.3	0.0	225.5	253.3	260.0	20.1	0.0	0.0	44.6	50.6
LnGrp LOS	A	D	C	A	F	F	F	C		A	D	D
Approach Vol, veh/h		1262			2607			1017			1439	
Approach Delay, s/veh		40.4			235.2			68.2			46.6	
Approach LOS		D			F			E			D	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	17.0	50.0		53.0		67.0		53.0				
Change Period (Y+Rc), s	7.0	* 10		* 10		* 10		* 10				
Max Green Setting (Gmax), s	10.0	* 40		* 43		* 57		* 43				
Max Q Clear Time (g_c+I1), s	12.0	33.0		44.6		13.9		20.1				
Green Ext Time (p_c), s	0.0	4.8		0.0		6.9		8.8				

Intersection Summary

HCM 6th Ctrl Delay 126.6

HCM 6th LOS F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

User approved changes to right turn type.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

5: La Cienega Blvd & San Vicente Blvd

05/16/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗	↗	↑↑↑	↗		↑↑↑	↗
Traffic Volume (veh/h)	0	2209	247	0	1121	346	155	1059	0	0	1150	105
Future Volume (veh/h)	0	2209	247	0	1121	346	155	1059	0	0	1150	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	0	2401	268	0	1218	376	168	1151	0	0	1250	114
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2	2	2	2	0	2	2
Cap, veh/h	0	2338	721	0	1405	433	163	2379		0	1504	137
Arrive On Green	0.00	0.12	0.12	0.00	0.36	0.36	0.09	0.47	0.00	0.00	0.32	0.32
Sat Flow, veh/h	0	6696	1585	0	4035	1193	1781	5106	1585	0	4930	434
Grp Volume(v), veh/h	0	2401	268	0	1072	522	168	1151	0	0	893	471
Grp Sat Flow(s),veh/h/ln	0	1609	1585	0	1702	1656	1781	1702	1585	0	1702	1792
Q Serve(g_s), s	0.0	43.6	16.2	0.0	35.1	35.2	11.0	18.7	0.0	0.0	29.2	29.2
Cycle Q Clear(g_c), s	0.0	43.6	16.2	0.0	35.1	35.2	11.0	18.7	0.0	0.0	29.2	29.2
Prop In Lane	0.00		1.00	0.00		0.72	1.00		1.00	0.00		0.24
Lane Grp Cap(c), veh/h	0	2338	721	0	1237	602	163	2379		0	1075	566
V/C Ratio(X)	0.00	1.03	0.37	0.00	0.87	0.87	1.03	0.48		0.00	0.83	0.83
Avail Cap(c_a), veh/h	0	2338	721	0	1237	602	163	2379		0	1075	566
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.45	0.45	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	52.8	30.7	0.0	35.5	35.5	54.5	22.1	0.0	0.0	38.1	38.1
Incr Delay (d2), s/veh	0.0	20.1	0.1	0.0	6.7	12.8	78.2	0.7	0.0	0.0	7.5	13.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	27.8	20.0	0.0	22.0	22.7	13.4	12.0	0.0	0.0	19.1	21.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	72.9	30.9	0.0	42.2	48.3	132.7	22.8	0.0	0.0	45.6	51.4
LnGrp LOS	A	F	C	A	D	D	F	C		A	D	D
Approach Vol, veh/h		2669			1594			1319			1364	
Approach Delay, s/veh		68.7			44.2			36.8			47.6	
Approach LOS		E			D			D			D	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	18.0	48.0		54.0		66.0		54.0				
Change Period (Y+Rc), s	7.0	* 10		* 10		* 10		* 10				
Max Green Setting (Gmax), s	11.0	* 38		* 44		* 56		* 44				
Max Q Clear Time (g_c+I1), s	13.0	31.2		37.2		20.7		45.6				
Green Ext Time (p_c), s	0.0	4.5		4.9		10.4		0.0				

Intersection Summary

HCM 6th Ctrl Delay	52.9
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

User approved changes to right turn type.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.