APPENDIX E

Traffic Technical Memorandum

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

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

5741 W Jefferson Blvd
DOT Case No. CEN23-55859

Date: September 21, 2023

To: Brenda Kahinju, Administrative Clerk
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **UPDATED TRANSPORTATION IMPACT ASSESSMENT FOR THE PROPOSED PUBLIC STORAGE PROJECT LOCATED AT 5741 WEST JEFFERSON BOULEVARD**

On February 1, 2023, the Los Angeles Department of Transportation (LADOT) issued a revised transportation assessment report to the Department of City Planning (**Attachment A**) for the proposed residential development project located at 5741 West Jefferson Boulevard based on the transportation analysis prepared by Raju Associates Inc., dated January 3, 2023. However, since the report was released, the project description has been modified and an addendum transportation analysis dated September 8, 2023 was prepared by Raju Associates Inc.

The current project proposal as it compares to the original project is as follows:

Land Use	Original Project (2022)	Previous Project (February 2023)	Current Project (September 2023)
Public Storage	316,637 Square-Feet (SF)	307,968 SF	*308,697 SF*
Retail	N/A	6,720 SF	*6,720 SF*
Vehicle Parking	43 Spaces	73 Spaces	*64 Spaces*
Bicycle Parking	72 Spaces (40 long-term/32 short-term)	68 Spaces (34 long-term/34 short-term)	*66 Spaces* *(33 long-term/33 short-term)*
Site Access	Widen existing driveway on: - Jefferson Boulevard; 28' - La Cienega Place: 28'	Widen existing driveway on: - Jefferson Boulevard; 28' - La Cienega Place: 28' Proposed driveway on: - La Cienega Place: 28'	*Widen existing driveway on:* - *Jefferson Boulevard; 28'* - *La Cienega Place: 28'* *Proposed driveway on:* - *La Cienega Place: 28'*

The September 8, 2023 addendum transportation analysis included CEQA and non-CEQA transportation analyses. The revised project scope proposes an increase in public storage area from 307,968 SF to 308,697 SF and a decrease of vehicle and bicycle parking spaces to 64 spaces and 66 (33 long-term/33 short-term) spaces, respectively. The updated site plan is provided as **Attachment B**. The project is located in the South Los Angeles Area Planning Commission (APC). The revised project is projected to have a Household VMT per capita of zero and a Work VMT per capita of 8.0. These are under the impact thresholds for the South Los Angeles APC; therefore the revised project would result in no significant VMT impact. A copy of the VMT Calculator summary report is provided as **Attachment C**.

LADOT concurs with the results of the revised analysis that the expected impacts of the revised project would continue to be less than significant. All of the project requirements that are identified in LADOT's January 25, 2022 letter (**Attachment A**) shall remain in effect.

If you have any questions, please contact Alessandro Mercuri of my staff at (213) 972-4913.

Attachments

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c: Heather Hutt/Hakeem Parke-Davis, Council District 10
Hokchi Chiu, Central District, BOE
Bhuvan Bajaj, Hollywood-Wilshire District, DOT
Taimour Tanavoli, Case Management Office, DOT
Srinath Raju, Raju Associates, Inc.

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

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

Attachment A
DOT Case No. CEN23-55859

5741 W Jefferson Bl
DOT Case No. CEN22-54677

Date: February 1, 2023

To: Brenda Kahinju, Administrative Clerk
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION ASSESSMENT FOR THE PROPOSED PUBLIC STORAGE PROJECT AT 5741 WEST JEFFERSON BOULEVARD (ADM-2020-7839-WTF)**

As of January 25, 2022, the Los Angeles Department of Transportation (LADOT) issued a transportation assessment report to the Department of City Planning (**Attachment 1**) for the proposed public storage project located at 5741 West Jefferson Boulevard based on the transportation analysis prepared by Raju Associates Inc, dated January 3, 2023. However, since the report was released, the project description has been modified. The revised project includes a smaller public storage square footage, additional retail space, an additional proposed driveway, and a revised site plan (**Attachment 2**). Therefore, an addendum transportation analysis, dated January 3, 2023, was prepared by Raju Associates Inc.

The current project proposal compares to the original project as follows:

LAND USE	ORIGINAL PROJECT (2022)	CURRENT PROJECT (2023)
Public Storage	316,637 Square Feet	307,968 Square Feet
Retail	N/A	6,720 Square Feet
Vehicle Parking	43 Spaces	73 Spaces
Bicycle Parking	72 Spaces (40 Long-term/32 Short-term)	68 Spaces (34 Long-term/34 Short-term)
Site Access	Widen existing driveway on: -Jefferson Bl to 28 feet -La Cienega Pl to 28 feet	Widen existing driveway on: -Jefferson Bl to 28 feet -La Cienega Pl to 28 feet Additional 28 foot driveway on: -La Cienega Pl

The January 3, 2023 assessment included an updated VMT (Vehicle Miles Travelled) analysis (**Attachment 2**). LADOT concurs with the results of the updated assessment that the project's expected impacts would continue to be less than sigrificant. All of the project requirements that are identified in LADOT's January 25, 2022 letter (**Attachment 1**) shall remain in effect.

If you have any questions, please contact Segal Ismael of my staff at (213) 972-4986.

Attachments

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c: Hakeem Parke-Davis, Council District 10
Hokchi Chiu, Central District, BOE
Bhuvan Bajaj, Hollywood-Wilshire District, DOT
Taimour Tanavoli, Case Management Office, DOT
Srinath Raju, Raju Associates, Inc.

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

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

5741 West Jefferson Blvd
DOT Case No. CEN21-51452

Date: January 25, 2022

To: Milena Zasadzien, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION ANALYSIS FOR THE PROPOSED COMMERCIAL DEVELOPMENT PROJECT LOCATED AT 5741 WEST JEFFERSON BOULEVARD (CPC-2006-5567-CPU / ENV-2008-478-EIR / ADM-2020-7840-WTF)**

The Department of Transportation (DOT) has reviewed the transportation impact study, dated December 2021, prepared by Raju Associates, Inc. for the proposed commercial development located at 5741 West Jefferson Boulevard. In compliance with Senate Bill 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, access to diverse land-uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description
The proposed project includes construction of an approximately 316,637 square foot mini-warehouse building. The project will replace four existing one and two-story buildings (a total of approximately 82,051 square feet of active mini-warehouse use). The project site is generally bounded by existing commercial development to the north, residential (under construction) to the east, West Jefferson Boulevard to the south, and existing commercial development to the west. The project is expected to be completed by year 2025.

B. CEQA Screening Threshold
Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, a trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers' (ITE's) Trip Generation, 10th Edition manual as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project **does** exceed the net 250 daily vehicle trips threshold. A copy of the VMT calculator screening page, with the corresponding net daily trips estimate, is provided as **Attachment A** to this report.

Additionally, the analysis included further discussion of the transportation impact thresholds:

T-1 Conflicting with plans, programs, ordinances, or policies
T-2.1 Causing substantial vehicle miles traveled
T-3 Substantially increasing hazards due to a geometric design feature or incompatible use.

The assessment determined that the project would **not** have a significant transportation impact under any of the above thresholds. The Project's impacts per Thresholds T-2.1 is determined by using the VMT calculator and is discussed below. A copy of the VMT Calculator summary reports is provided as **Attachment B** to this report.

C. Transportation Impacts

On July 30, 2019, pursuant to SB 743 and the recent changes to Section 15064.3 of the State's CEQA Guidelines, the City of Los Angeles adopted VMT as a criteria in determining transportation impacts under CEQA. The new DOT TAG provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

The DOT VMT Calculator tool measures project impact in terms of Household VMT per Capita and Work VMT per Employee. DOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the South Los Angeles APC, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 6.0
- Work VMT per Employee: 11.6

As cited in the transportation assessment report, the proposed project is projected to have no Household VMT and a Work VMT per capita of 8.4. Therefore, it is concluded that implementation of the Project would have a less than significant Household and Work VMT impact.

D. Safety, Access and Circulation

During the preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the Los Angeles Municipal Code (LAMC), Section 16.05. Therefore, DOT continues to require and review a project's site access, circulation, and operational plan to determine if any safety and access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the project has completed a circulation analysis using a summary of vehicle queuing, including the change in future queue levels with and without the project. DOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment C** to this report.

E. Freeway Safety Analysis

Per the Interim Guidance for Freeway Safety Analysis memorandum issued by LADOT on May 1, 2020 to address Caltrans safety concerns on freeways, the study addresses the project's effects on vehicle queuing on freeway off-ramps. Such an evaluation measures the project's potential to lengthen a forecasted off-ramp queue and create speed differentials between vehicles exiting the freeway off-ramps and vehicles operating on the freeway mainline. Based on the Project's trip generation estimates, and traffic distribution pattern detailed later in this report, the Project would **not** add 25 or more peak hour trips to any freeway off-ramp, thus a complete freeway off-ramp analysis was not required.

PROJECT REQUIREMENTS

A. Highway Dedication and Street Widening Requirements

Per the Mobility Element 2035 of the General Plan, **Jefferson Boulevard** has been designated as a Modified Avenue II which would require a 30-foot half-width roadway within a 45-foot half-width right-of-way. **La Cienega Place** has been designated as a Local Street which would require an 18-foot half-width roadway within a 30-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

B. Parking Requirements

The project would provide 43 vehicle parking spaces and 72 bicycle parking spaces (40 long-term spaces and 32 short-term spaces). Vehicular access to the site will primarily be provided via one driveway located on La Cienega Place. The two existing driveways (one on La Cienega Place, one on Jefferson Boulevard) will remain and be used for emergency access. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

C. Project Access and Circulation

The conceptual site plan (see **Attachment D**) is acceptable to DOT. However, the review of this study does not constitute approval of the dimensions for any new proposed driveway. This requires separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 5th Floor, Room 550, at 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design.

D. TDM Ordinance Requirements

The TDM Ordinance (LAMC 12.26 J) is currently being updated. The updated ordinance, which is currently progressing through the City's approval process, will:

- Expand the reach and application of TDM strategies to more land uses and neighborhoods,
- Rely on a broader range of strategies that can be updated to keep pace with technology, and
- Provide flexibility for developments and communities to choose strategies that work best for their neighborhood context.

Although not yet adopted, DOT recommends that the applicant be subject to the terms of the proposed TDM Ordinance update. The updated ordinance is expected to be completed prior to the anticipated construction of this project, if approved.

E. Worksite Traffic Control Plan

DOT recommends that a construction worksite traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to http://ladot.lacity.org/what-we-do/plan-review to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related truck traffic be restricted to off-peak hours.

E. Development Review Fees

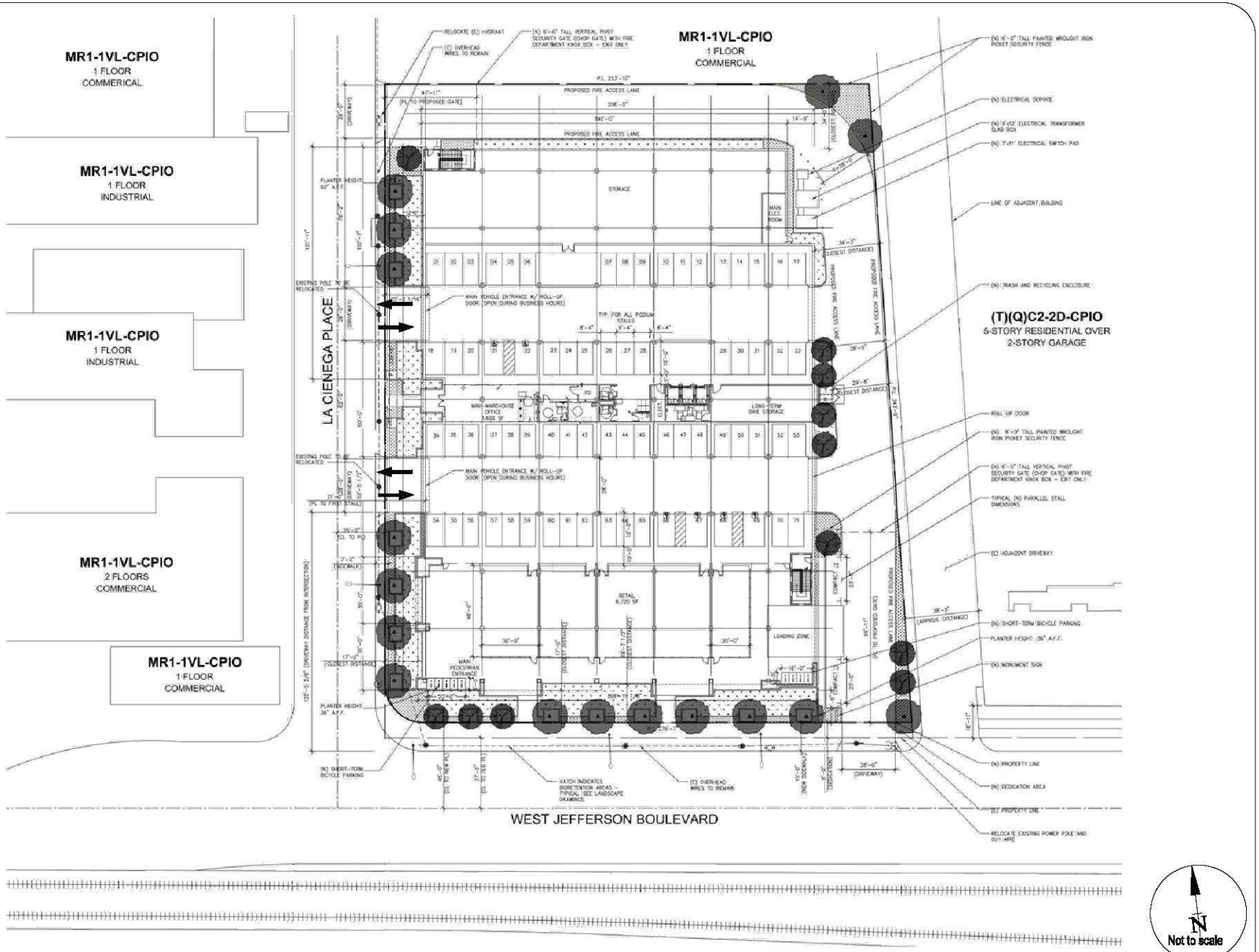
Section 19.15 of the Los Angeles Municipal Code identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Pete Eyre of my staff at (213) 972-4913.

Attachments

L:\letters\2022\CEN21-51452_5741 W Jefferson Street_Warehouse

c: Hakeem Parke-Davis, Council District 10
Bhuvan Bajaj, Hollywood-Wilshire District, DOT
Taimour Tanavoli, Case Management, DOT
Hokchi Chui, Central District, BOE
Srinath Raju, Raju Associates, Inc.



Source: Ware Malcomb

FIGURE 1
PROJECT SITE PLAN

RAJU Associates, Inc.

Attachment 2

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: Public Storage-Project Pipeline

Scenario:

Address: 34.027006, -118.374613



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
Industrial | Warehousing/Self-Storage	82.051	ksf
(custom) Mini-Warehouse (ITE 10th) | Daily	124	Trips
(custom) Mini-Warehouse (ITE 10th) | HBW-At	19	Percent
(custom) Mini-Warehouse (ITE 10th) | HBO-Atl	41	Percent
(custom) Mini-Warehouse (ITE 10th) | NHB-Att	20	Percent
(custom) Mini-Warehouse (ITE 10th) | HBW-Pr	0	Percent
(custom) Mini-Warehouse (ITE 10th) | HBO-Pr	0	Percent
(custom) Mini-Warehouse (ITE 10th) | NHB-Pr	20	Percent
(custom) Mini-Warehouse (ITE 10th) | Daily	0	Residents
(custom) Mini-Warehouse (ITE 10th) | Daily	27	Employees
(custom) Mini-Warehouse (ITE 10th) | Daily	Non-Retai	Retail/Non-R

☑ 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
Industrial | Warehousing/Self-Storage	316.637	ksf
(custom) Mini-Warehouse (ITE 10th) | Daily	478	Trips
(custom) Mini-Warehouse (ITE 10th) | HBW-At	19	Percent
(custom) Mini-Warehouse (ITE 10th) | HBO-Atl	41	Percent
(custom) Mini-Warehouse (ITE 10th) | NHB-Att	20	Percent
(custom) Mini-Warehouse (ITE 10th) | HBW-Pr	0	Percent
(custom) Mini-Warehouse (ITE 10th) | HBO-Pr	0	Percent
(custom) Mini-Warehouse (ITE 10th) | NHB-Pr	20	Percent
(custom) Mini-Warehouse (ITE 10th) | Daily	0	Residents
(custom) Mini-Warehouse (ITE 10th) | Daily	104	Employees
(custom) Mini-Warehouse (ITE 10th) | Daily	Non-Retai	Retail/Non-R

☑ 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
109 Daily Vehicle Trips	417 Daily Vehicle Trips
922 Daily VMT	3,519 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	308 Net Daily Trips
The net increase in daily VMT ≤ 0	2,597 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: Public Storage-Project Pipeline

Scenario:

Address: 34.027006, -118.374613



Proposed Project Land Use Type	Value	Unit
(custom) Mini-Warehouse (ITE 10th) | Daily	478	Trips
(custom) Mini-Warehouse (ITE 10th) | HBW-At	19	Percent
(custom) Mini-Warehouse (ITE 10th) | HBO-Att	41	Percent
(custom) Mini-Warehouse (ITE 10th) | NHB-Att	20	Percent
(custom) Mini-Warehouse (ITE 10th) | HBW-Pr	0	Percent
(custom) Mini-Warehouse (ITE 10th) | HBO-Pr	0	Percent
(custom) Mini-Warehouse (ITE 10th) | NHB-Pr	20	Percent
(custom) Mini-Warehouse (ITE 10th) | Daily	0	Residents
(custom) Mini-Warehouse (ITE 10th) | Daily	104	Employees
(custom) Mini-Warehouse (ITE 10th) | Daily	Non-Retai	Retail/Non-R

TDM Strategies

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

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

A Parking

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

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

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

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

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

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
417 Daily Vehicle Trips	417 Daily Vehicle Trips
3,519 Daily VMT	3,519 Daily VMT
0.0 Household VMT per Capita	0.0 Household VMT per Capita
8.4 Work VMT per Employee	8.4 Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: No Threshold = 11.6 15% Below APC	**Work: No** Threshold = 11.6 15% Below APC

Measuring the Miles

11/16/2021

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: November 16, 2021
Project Name: Public Storage-Project Pipeline
Project Scenario:
Project Address: 34.027006, -118.374613

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	*0*	*DU*
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other	Mini-Warehouse (ITE 10th)	478	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: November 16, 2021
Project Name: Public Storage-Project Pipeline
Project Scenario:
Project Address: 34.027006, -118.374613

Version 1.3

Analysis Results			
Total Employees: 104 Total Population: 0			
Proposed Project		***With Mitigation***	
417	**Daily Vehicle Trips**	**417**	**Daily Vehicle Trips**
3,519	**Daily VMT**	**3,519**	**Daily VMT**
0	**Household VMT per Capita**	**0**	**Household VMT per Capita**
8.4	**Work VMT per Employee**	**8.4**	**Work VMT per Employee**
Significant VMT Impact?			
APC: South Los Angeles			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 11.6			

Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0	No	Household > 6.0	No
Work > 11.6	No	Work > 11.6	No

TDM Strategy Inputs

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
		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)

TDM Strategy Inputs, Cont.

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: November 16, 2021
Project Name: Public Storage-Project Pipeline
Project Scenario:
Project Address: 34.027006, -118.374613

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%	

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	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

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

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

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: November 16, 2021
Project Name: Public Storage-Project Pipeline
Project Scenario:
Project Address: 34.027006, -118.374613

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	0	0.0%	0	8.8	0	0
Home Based Other Production	0	0.0%	0	5.4	0	0
Non-Home Based Other Production	96	-2.1%	94	7.5	720	705
Home-Based Work Attraction	91	-20.9%	72	12.2	1,110	878
Home-Based Other Attraction	196	-19.9%	157	6.7	1,313	1,052
Non-Home Based Other Attraction	96	-2.1%	94	9.4	902	884

MXD Methodology with TDM Measures

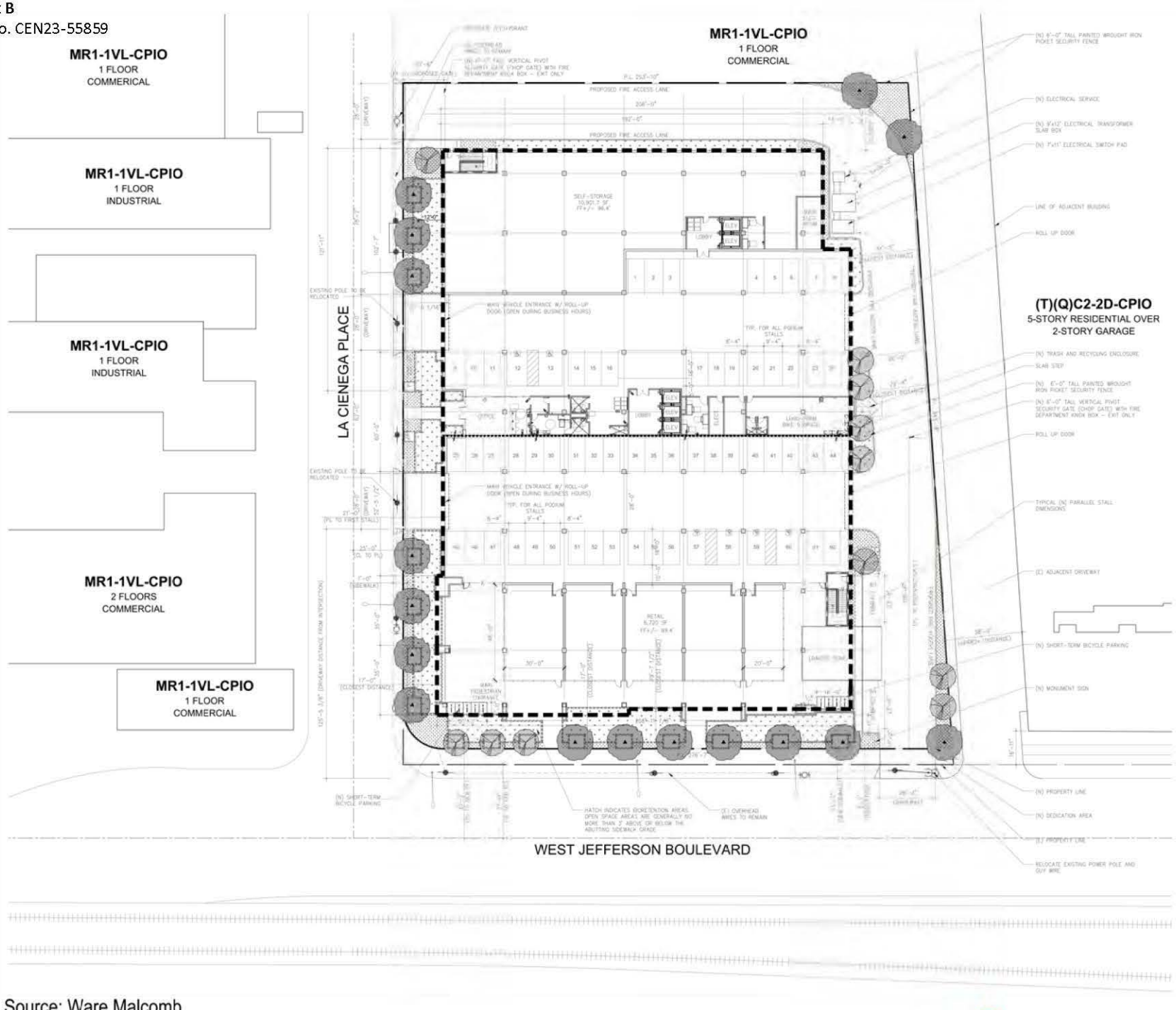
	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	0	0	0.0%	0	0
Home Based Other Production	0.0%	0	0	0.0%	0	0
Non-Home Based Other Production	0.0%	94	705	0.0%	94	705
Home-Based Work Attraction	0.0%	72	878	0.0%	72	878
Home-Based Other Attraction	0.0%	157	1,052	0.0%	157	1,052
Non-Home Based Other Attraction	0.0%	94	884	0.0%	94	884

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0
Total Employees: 104
APC: South Los Angeles

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**0**	**0**
Total Home Based Work Attraction VMT	**878**	**878**
Total Home Based VMT Per Capita	**0.0**	**0.0**
Total Work Based VMT Per Employee	**8.4**	**8.4**

Attachment B
DOT Case No. CEN23-55859



Source: Ware Malcomb

FIGURE 1
UPDATED PROJECT SITE PLAN

RAJU Associates, Inc.

Attachment C
DOT Case No. CEN23-55859

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

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

Project Information

Project: Public Storage-5741 W. Jefferson Bl
Scenario: Updated Project (September 2023)
Address: 34.027006, -118.374613



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
Industrial | Warehousing/Self-Storage	82.051	ksf
(custom) Mini-Warehouse (ITE 11th) | Daily	119	Trips
(custom) Mini-Warehouse (ITE 11th) | HBW-At	19	Percent
(custom) Mini-Warehouse (ITE 11th) | HBO-Att	41	Percent
(custom) Mini-Warehouse (ITE 11th) | NHB-Att	20	Percent
(custom) Mini-Warehouse (ITE 11th) | HBW-Pr	0	Percent
(custom) Mini-Warehouse (ITE 11th) | HBO-Pr	0	Percent
(custom) Mini-Warehouse (ITE 11th) | NHB-Pr	20	Percent
(custom) Mini-Warehouse (ITE 11th) | Daily	0	Residents
(custom) Mini-Warehouse (ITE 11th) | Daily	27	Employees
(custom) Mini-Warehouse (ITE 11th) | Daily	Non-Retai	Retail/Non-R

☑ 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
Industrial | Warehousing/Self-Storage	308.697	ksf
(custom) Mini-Warehouse (ITE 11th) | Daily	448	Trips
(custom) Mini-Warehouse (ITE 11th) | HBW-At	19	Percent
(custom) Mini-Warehouse (ITE 11th) | HBO-Att	41	Percent
(custom) Mini-Warehouse (ITE 11th) | NHB-Att	20	Percent
(custom) Mini-Warehouse (ITE 11th) | HBW-Pr	0	Percent
(custom) Mini-Warehouse (ITE 11th) | HBO-Pr	0	Percent
(custom) Mini-Warehouse (ITE 11th) | NHB-Pr	20	Percent
(custom) Mini-Warehouse (ITE 11th) | Daily	0	Residents
(custom) Mini-Warehouse (ITE 11th) | Daily	102	Employees
(custom) Mini-Warehouse (ITE 11th) | Daily	Non-Retai	Retail/Non-R

☑ 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
104 Daily Vehicle Trips	390 Daily Vehicle Trips
880 Daily VMT	3,289 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	286 Ne Daily Trips
The net increase in daily VMT ≤ 0	2,409 Ne Daily VMT
The proposed project consists of only retail land uses 50,000 square feet total.	0.000 s

The proposed project is required to perform VMT analysis.

Measuring the Miles

9/8/2023

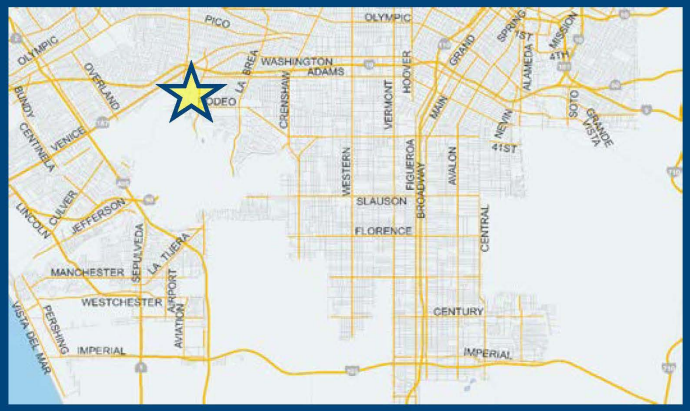
CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

Project Information

Project: Public Storage-5741 W. Jefferson Bl

Scenario: Updated Project (September 2023)

Address: 34.027006, -118.374613



Proposed Project Land Use Type	Value	Unit
(custom) Mini-Warehouse (ITE 11th) | Daily	448	Trips
(custom) Mini-Warehouse (ITE 11th) | HBW-At	19	Percent
(custom) Mini-Warehouse (ITE 11th) | HBO-At	41	Percent
(custom) Mini-Warehouse (ITE 11th) | NHB-Att	20	Percent
(custom) Mini-Warehouse (ITE 11th) | HBW-Pr	0	Percent
(custom) Mini-Warehouse (ITE 11th) | HBO-Pr	0	Percent
(custom) Mini-Warehouse (ITE 11th) | NHB-Pr	20	Percent
(custom) Mini-Warehouse (ITE 11th) | Daily	0	Residents
(custom) Mini-Warehouse (ITE 11th) | Daily	102	Employees
(custom) Mini-Warehouse (ITE 11th) | Daily	Non-Retai	Retail/Non-R

TDM Strategies

Select each section to show individual strategies

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

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

A Parking

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

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

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

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

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

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
390 Daily Vehicle Trips	**390** Daily Vehicle Trips
3,289 Daily VMT	**3,289** Daily VMT
0.0 Household VMT per Capita	**0.0** Household VMT per Capita
8.0 Work VMT per Employee	**8.0** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: No Threshold = 11.6 15% Below APC	**Work: No** Threshold = 11.6 15% Below APC

Measuring the Miles

9/8/2023

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

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Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	*0*	*DU*
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other	- a e o se TE	8	T s

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

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Analysis Results			
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Proposed Project		***With Mitigation***	
390	**Daily Vehicle Trips**	**390**	**Daily Vehicle Trips**
3,289	**Daily VMT**	**3,289**	**Daily VMT**
0	**Household VMT per Capita**	**0**	**Household VMT per Capita**
8	**Work VMT per Employee**	**8**	**Work VMT per Employee**
Significant VMT Impact?			
APC: South Los Angeles			
a T es o 5 e o C e a e o se o . o .			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
o se o .	No	o se o .	No
o .	No	o .	No

TDM Strategy Inputs

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

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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%

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TDM Strategy Inputs, Cont.				
Strategy Type		**Description**	**Proposed Project**	**Mitigations**
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*
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TDM Strategy Inputs, Cont.				
Strategy Type		**Description**	**Proposed Project**	**Mitigations**
Bicycle Infrastructure	*Implement/improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	*Meets City Bike Parking Code (Yes/No)*	*0*	*0*
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

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Version 1.4

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*
		o ose	a e	o ose	a e	o ose	a e	o ose	a e	o ose	a e	o ose	a e	
Parking	e e a s	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TD a e e a se o s -5
	e a	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	a as -o	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	e o a e a	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	es e a a ea a e s	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	e e a s ea a s	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TD a e e Ta s se o s -3
	e e e o oo s e	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ta s s s es	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	o a a e e a o a e o a	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TD a e e E a o E o a e e se o s -2
	o o o s a a e	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	e e o e e o o a	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TD a e e Co eT e o s se o s -
	e a e o e esa Tee o e o a	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	E o e s o so e a oo o s e	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	e-s a e o a	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Ca -s a e	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TD a e e a e o se o s -3
	es a e	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	oo a oo o a	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

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Version 1.4

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
		o ose	a e	o ose	a e	o ose	a e	o ose	a e	o ose	a e	o ose	a e	
Bicycle Infrastructure	e e o e o -s ee e a	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TD a e e as e se o s -3
	e e a e C	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	ese e e a a s o e s	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	T a a o e e s	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TD a e e Ne o oo E a e e se o s -2
	e es a e o o e e s	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	
	o ose	a e	o ose	a e	o ose	a e	o ose	a e	o ose	a e	o ose	a e
COMBINED TOTAL	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
MAX. TDM EFFECT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

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

where X%=

PLACE TYPE MAX:	*urban*	*75%*
	o a	*40%*
	suburban center	*20%*
	suburban	*15%*

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CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

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Version 1.4

MXD Methodology - Project Without TDM

	a se T s	D s e	DT s	e a eT e	a se T	D T
o e ase o o o				8.8		
o e ase O e o o				5.		
No - o e ase O e o o	9	-2.2	88	.5	5	
o e- ase o a o	85	-2 .2		2.2	3	8
o e- ase O e a o	8	-2 .		.	233	985
No - o e ase O e a o	9	-2.2	88	9.	8	82

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TD s e	oe T s	oe T	TD s e	ae T s	ae T
o e ase o o o						
o e ase O e o o						
No - o e ase O e o o		88			88	
o e- ase o a o			8			8
o e- ase O e a o			985			985
No - o e ase O e a o		88	82		88	82

MXD VMT Methodology Per Capita & Per Employee

To a o a o
To a E o ees 2
C o os e es

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**0**	**0**
Total Home Based Work Attraction VMT	**817**	**817**
Total Home Based VMT Per Capita	**0.0**	**0.0**
Total Work Based VMT Per Employee	**8.0**	**8.0**

e o D e o o o es
o

RAJU Associates, Inc.

505 E. Colorado Blvd.,
Suite 202
Pasadena, CA 91101
Voice: (626) 792-2700
Fax: (626) 792-2772

TECHNICAL MEMORANDUM

TO: Mr. Wes Pringle, P.E., LADOT
CC: Ms. Cherry Miao, Public Storage

FROM: Srinath Raju, P.E.
Christopher Muñoz

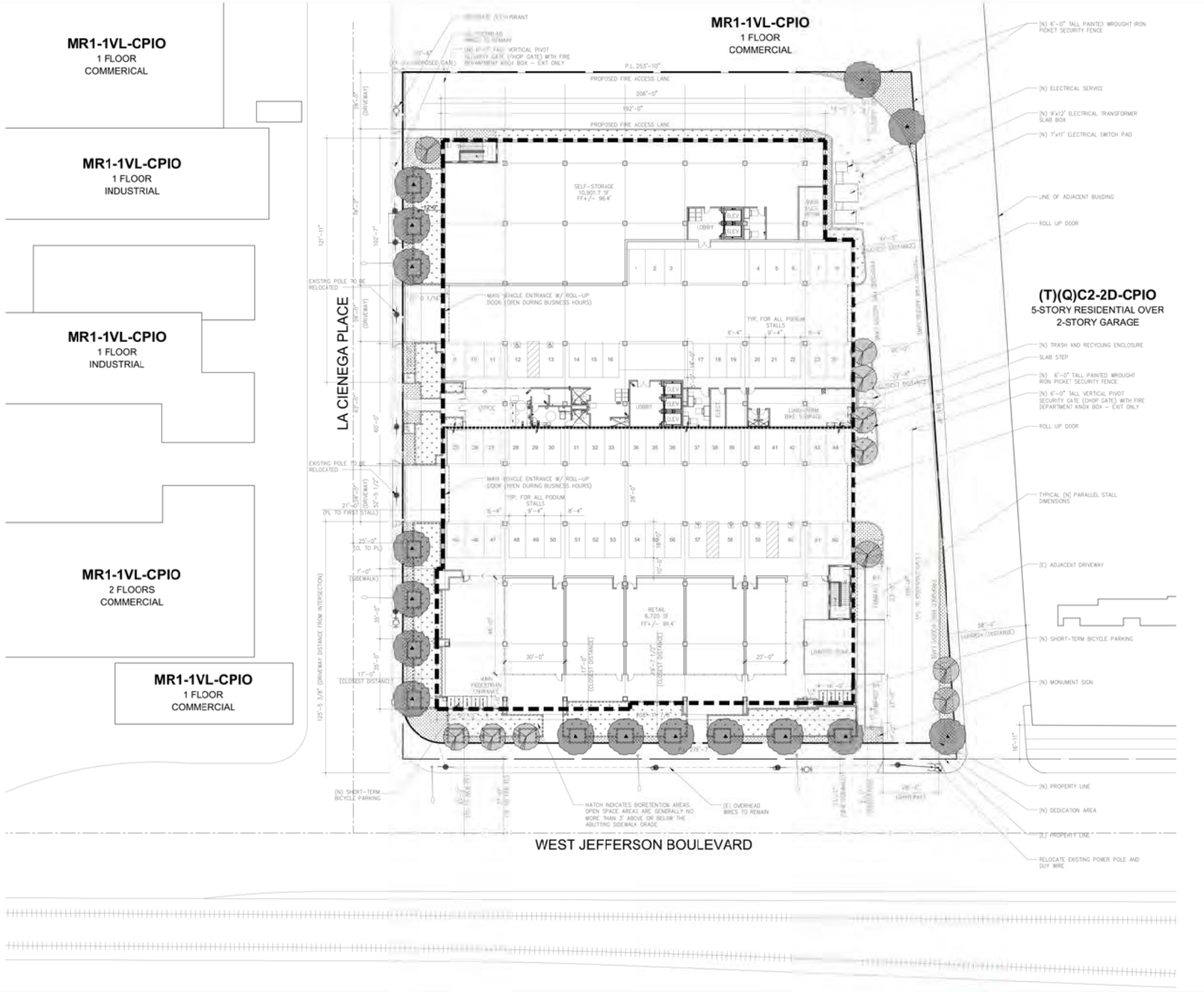
SUBJECT: 5741 W. Jefferson Boulevard Public Storage Project
Updated Project Completion Year

DATE: September 8, 2023 **REF:** RA 690U

This technical memorandum provides an update to the transportation assessment and evaluation for the proposed Public Storage Project (Project) located at 5741 W. Jefferson Boulevard in the City of Los Angeles, California, due to a proposed update to the Project Description and completion year. Slight modifications have been made to the Proposed Project description and Site Plan from those evaluated in the transportation assessment prepared for the Project and documented in a *Technical Memorandum*, dated January 3, 2023 (see Attachment A1).

UPDATED PROJECT DESCRIPTION

Following the completion of the January 3, 2023 *Technical Memorandum*, the Project Description, site plan and completion date have been modified. The revised Project includes a slightly larger self-storage facility (increase of 729 square feet) and a revised site plan (Updated Project). Based on the updated project description, the Updated Project would consist of approximately 308,697 square feet of mini-warehouse use and 6,720 square feet of retail use (ground floor, fronting Jefferson Boulevard). The Updated Project would provide 64 vehicle parking spaces and 66 bicycle spaces (33 long-term and 33 short-term spaces). Access to the Updated Project would be the same as included in the Technical Memorandum. The Updated Project is anticipated to be completed by the Year 2028. The updated site plan is shown in Figure 1.



Source: Ware Malcomb

FIGURE 1
UPDATED PROJECT SITE PLAN

RAJU Associates, Inc.

A comparison of the Updated Project to the previous Project descriptions is included below:

TABLE 1 – PROJECT DESCRIPTION SUMMARY AND COMPARISON

Land Use	Original Project (2022)	Technical Memorandum (January 2023)	Current Project (September 2023)
Self-Storage	316,637 square feet	307,968 square feet	308,697 square feet
Retail	n/a	6,720 square feet	No Change
Vehicle Parking	43 spaces	73 spaces	64 spaces
Bicycle Parking	72 spaces (40 Long-Term, 32 Short-Term)	68 spaces (34 Long-Term, 34 Short-Term)	66 spaces (33 Long-Term, 33 Short-Term)
Site Access	Widen existing driveway on: -Jefferson Bl to 28 feet -La Cienega Pl to 28 feet	Widen existing driveway on: -Jefferson Bl to 28 feet -La Cienega Pl to 28 feet Additional 28-foot driveway on: -La Cienega Pl	No Change

UPDATED PROJECT TRIP GENERATION

The updated Project's trip generation was determined utilizing the ITE's Trip Generation Manual, 11th Edition trip rates. Table 2 presents details of the Updated Project's trip generation including type of use, size, applicable rate and trip generation estimates. Other calculations within the tables also provide for trip generation reductions from internal capture, transit trips, pass-by trips adjustment and existing use trip credit per the latest City of Los Angeles' Transportation Assessment Guidelines (August 2022, TAG).

From Table 2, it can be observed that the Updated Project's trip generation would result in a net total of approximately 22 trips (14 inbound and 8 outbound trips) during the morning peak hour and 40 trips (19 inbound and 21 outbound trips) during the evening peak hour. The Updated Project does not change the peak hour trip generation estimates compared to the estimates included in the *Technical Memorandum* (January 3, 2023).

In comparison to the Original Project's trip generation, the Updated Project's trip generation results in fewer trips than the Original Project during the morning peak hour and equal to the number of trips during the evening peak hour.

TABLE 2
ESTIMATED PROJECT TRIP GENERATION - UPDATED PROJECT (SEPTEMBER 2023)

	Size	AM Peak Hour			PM Peak Hour		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project							
Mini-Warehouse	308,697 s.f.	17	11	28	22	24	46
Retail	6,720 s.f.	10	6	16	22	22	44
Internal Capture (15%)		(4)	(3)	(7)	(7)	(7)	(14)
Retail - Transit Trip Credit* (25%)		(2)	(1)	(3)	(5)	(5)	(10)
Retail - Pass-By Trip Credit** (50%)		(3)	(2)	(5)	(7)	(7)	(14)
Existing Uses (to be removed)							
Mini-Warehouse	(82,051) d.u.	(4)	(3)	(7)	(6)	(6)	(12)
Project Net Trip Generation Total		**14**	**8**	**22**	**19**	**21**	**40**
Trip Rates [1]							
Mini-Warehouse (ITE Land Use 151)	Trips per 1,000 s.f.	59%	41%	0.09	47%	53%	0.15
Retail <40 ksf (ITE Land Use 822)	Trips per 1,000 s.f.	60%	40%	2.36	50%	50%	6.59

* Transit trips determined after reduction of internal capture trips.

** Pass-by trips determined after reduction of internal capture and transit trips.

[1] Trip Generation Manual, 11th Edition, ITE 2021.

ESTIMATED PROJECT TRIP GENERATION - TECHNICAL MEMORANDUM (JANUARY 2023)

Project Net Trip Generation Total	**14**	**8**	**22**	**19**	**21**	**40**

ESTIMATED PROJECT TRIP GENERATION - ORIGINAL PROJECT (2022)

Project Net Trip Generation Total	**14**	**10**	**24**	**18**	**22**	**40**

REVIEW OF CEQA TRANSPORTATION ANALYSIS

As indicated above, this memorandum assesses the update to the Project Description, Site Plan and completion year. The Project completion year has been updated to the Year 2028. Slight modifications have been made to the Proposed Project description including the Site Plan from those evaluated in the transportation assessment prepared for the Project and documented in a *Technical Memorandum*, dated January 3, 2023 (see Attachment A1). Since the overall project has increased in size by 729 square feet, the VMT analysis was prepared utilizing the City's Calculator Tool (v1.4).

Similar to the results presented in the *Technical Memorandum* (January 2023), the Updated Project would result in a work VMT per employee of 8.0. Since the Updated Project's resulting VMT per employee of 8.0 is less than the impact criteria threshold of 11.6, the Updated Project would not cause a significant impact relative to this Threshold T-2.1. The City of Los Angeles' VMT Calculator (v1.4) worksheets are included in Exhibit 1.

Additionally, per the latest LADOT's Transportation Assessment Guidelines, August 2022, the project completion year has no effect on Vehicle Miles Traveled (VMT) evaluation. Therefore, the Project would **continue to not have a significant transportation impact** under the following thresholds:

- T-1 Conflicting with plans, programs, ordinances, or policies.
- T-2.1 Causing substantial vehicle miles traveled.
- T-2.2 Substantially inducing additional automobile travel; and
- T-3 Substantially increasing hazards due to a geometric design feature or incompatible use.

REVIEW OF NON-CEQA TRANSPORTATION ANALYSIS

Since the project's access, VMT metrics and project trip generation estimates remain unchanged and that the only update proposed is the project completion year to 2028 and a minimal increase in square footage, the non-CEQA analysis and findings presented in the January 3, 2023, *Technical Memorandum* including the following elements remain unchanged:

- **Pedestrian, Bicycle and Transit Access Assessment**
- **Project Access, Safety and Circulation Evaluation**
- **Project Construction Assessment**

CONCLUSION

Slight modifications have been made to the Proposed Project description (an increase of 729 square feet), the Site Plan and completion year from those evaluated in the transportation assessment prepared for the Project and documented in a *Technical Memorandum*, dated January 3, 2023 (see Attachment A1). These updates did not change the results of the estimated peak hour trip generation and VMT analysis. Also, no changes were made to the Project's access.

This update does not affect either the CEQA or non-CEQA analyses presented in the January 3, 2023, *Technical Memorandum*. The LADOT Assessment Letter (see Attachment B1) approving the above-mentioned *Technical Memorandum,* dated January 25, 2023, along with the Project Requirements would continue to apply and to be valid.

EXHIBIT 1

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

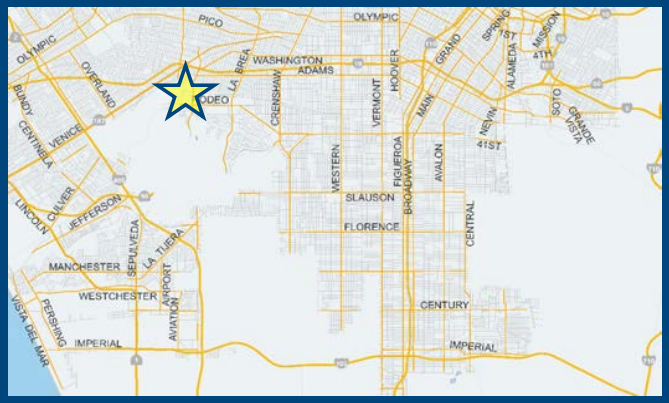
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: Public Storage-5741 W. Jefferson Bl

Scenario: Updated Project (September 2023) www

Address: 34.027006, -118.374613



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
Industrial | Warehousing/Self-Storage	82.051	ksf
(custom) Mini-Warehouse (ITE 11th) | Daily	119	Trips
(custom) Mini-Warehouse (ITE 11th) | HBW-At	19	Percent
(custom) Mini-Warehouse (ITE 11th) | HBO-Att	41	Percent
(custom) Mini-Warehouse (ITE 11th) | NHB-Att	20	Percent
(custom) Mini-Warehouse (ITE 11th) | HBW-Pr	0	Percent
(custom) Mini-Warehouse (ITE 11th) | HBO-Pr	0	Percent
(custom) Mini-Warehouse (ITE 11th) | NHB-Pr	20	Percent
(custom) Mini-Warehouse (ITE 11th) | Daily	0	Residents
(custom) Mini-Warehouse (ITE 11th) | Daily	27	Employees
(custom) Mini-Warehouse (ITE 11th) | Daily	Non-Retai	Retail/Non-R

☑ 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
Industrial | Warehousing/Self-Storage	308.697	ksf
(custom) Mini-Warehouse (ITE 11th) | Daily	448	Trips
(custom) Mini-Warehouse (ITE 11th) | HBW-At	19	Percent
(custom) Mini-Warehouse (ITE 11th) | HBO-Att	41	Percent
(custom) Mini-Warehouse (ITE 11th) | NHB-Att	20	Percent
(custom) Mini-Warehouse (ITE 11th) | HBW-Pr	0	Percent
(custom) Mini-Warehouse (ITE 11th) | HBO-Pr	0	Percent
(custom) Mini-Warehouse (ITE 11th) | NHB-Pr	20	Percent
(custom) Mini-Warehouse (ITE 11th) | Daily	0	Residents
(custom) Mini-Warehouse (ITE 11th) | Daily	102	Employees
(custom) Mini-Warehouse (ITE 11th) | Daily	Non-Retai	Retail/Non-R

☑ 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
104 Daily Vehicle Trips	390 Daily Vehicle Trips
880 Daily VMT	3,289 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	286 Net Daily Trips
The net increase in daily VMT ≤ 0	2,409 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

9/8/2023

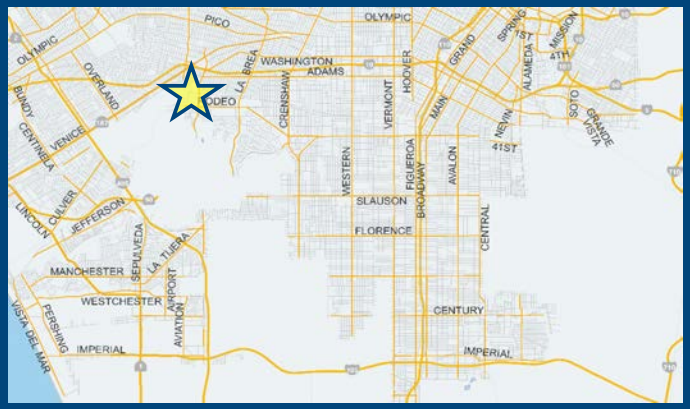
CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

Project Information

Project: Public Storage-5741 W. Jefferson Bl

Scenario: Updated Project (September 2023)

Address: 34.027006, -118.374613



Proposed Project Land Use Type	Value	Unit
(custom) Mini-Warehouse (ITE 11th) | Daily	448	Trips
(custom) Mini-Warehouse (ITE 11th) | HBW-At	19	Percent
(custom) Mini-Warehouse (ITE 11th) | HBO-Atl	41	Percent
(custom) Mini-Warehouse (ITE 11th) | NHB-Att	20	Percent
(custom) Mini-Warehouse (ITE 11th) | HBW-Pr	0	Percent
(custom) Mini-Warehouse (ITE 11th) | HBO-Pr	0	Percent
(custom) Mini-Warehouse (ITE 11th) | NHB-Pr	20	Percent
(custom) Mini-Warehouse (ITE 11th) | Daily	0	Residents
(custom) Mini-Warehouse (ITE 11th) | Daily	102	Employees
(custom) Mini-Warehouse (ITE 11th) | Daily	Non-Retai	Retail/Non-R

TDM Strategies

Select each section to show individual strategies

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

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

A Parking

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

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

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

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

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

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
390 Daily Vehicle Trips	**390** Daily Vehicle Trips
3,289 Daily VMT	**3,289** Daily VMT
0.0 Household VMT per Capita	**0.0** Household VMT per Capita
8.0 Work VMT per Employee	**8.0** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: No Threshold = 11.6 15% Below APC	**Work: No** Threshold = 11.6 15% Below APC

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: September 8, 2023
Project Name: Public Storage-5741 W. Jefferson Bl
Project Scenario: Updated Project (September 2023)
Project Address: 34.027006, -118.374613

Version 1.4

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	*0*	*DU*
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other	Mini-Warehouse (ITE 11th)	448	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: September 8, 2023
Project Name: Public Storage-5741 W. Jefferson Bl
Project Scenario: Updated Project (September 2023)
Project Address: 34.027006, -118.374613

Version 1.4

Analysis Results			
Total Employees: 102 Total Population: 0			
Proposed Project		***With Mitigation***	
390	**Daily Vehicle Trips**	**390**	**Daily Vehicle Trips**
3,289	**Daily VMT**	**3,289**	**Daily VMT**
0	**Household VMT per Capita**	**0**	**Household VMT per Capita**
8	**Work VMT per Employee**	**8**	**Work VMT per Employee**

Significant VMT Impact?			
APC: South Los Angeles			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 11.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0	No	Household > 6.0	No
Work > 11.6	No	Work > 11.6	No

TDM Strategy Inputs

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: September 8, 2023
Project Name: Public Storage-5741 W. Jefferson Bl
Project Scenario: Updated Project (September 2023)
Project Address: 34.027006, -118.374613

Version 1.4

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%*	

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	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

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

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: September 8, 2023
Project Name: Public Storage-5741 W. Jefferson Bl
Project Scenario: Updated Project (September 2023)
Project Address: 34.027006, -118.374613

Version 1.4

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	0	0.0%	0	8.8	0	0
Home Based Other Production	0	0.0%	0	5.4	0	0
Non-Home Based Other Production	90	-2.2%	88	7.5	675	660
Home-Based Work Attraction	85	-21.2%	67	12.2	1,037	817
Home-Based Other Attraction	184	-20.1%	147	6.7	1,233	985
Non-Home Based Other Attraction	90	-2.2%	88	9.4	846	827

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	0	0	0.0%	0	0
Home Based Other Production	0.0%	0	0	0.0%	0	0
Non-Home Based Other Production	0.0%	88	660	0.0%	88	660
Home-Based Work Attraction	0.0%	67	817	0.0%	67	817
Home-Based Other Attraction	0.0%	147	985	0.0%	147	985
Non-Home Based Other Attraction	0.0%	88	827	0.0%	88	827

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0
Total Employees: 102
APC: South Los Angeles

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**0**	**0**
Total Home Based Work Attraction VMT	**817**	**817**
Total Home Based VMT Per Capita	**0.0**	**0.0**
Total Work Based VMT Per Employee	**8.0**	**8.0**

ATTACHMENT A1

RAJU Associates, Inc.

505 E. Colorado Blvd.,
Suite 202
Pasadena, CA 91101
Voice: (626) 792-2700
Fax: (626) 792-2772

TECHNICAL MEMORANDUM

TO: Mr. Wes Pringle, P.E., LADOT
CC: Mr. Bryan Miranda, Public Storage

FROM: Srinath Raju, P.E.
Christopher Muñoz

SUBJECT: 5741 W. Jefferson Boulevard Public Storage Project
Updated Project Description – Supplemental Addendum

DATE: January 3, 2023 **REF:** RA 690

This technical memorandum provides a comparative transportation assessment evaluation review for the proposed Public Storage Project (Project) located at 5741 W. Jefferson Boulevard in the City of Los Angeles, California due to a proposed update to the Project description and site plan.

This memorandum serves as a supplemental addendum and provides an update to the Vehicle Miles Traveled (VMT) evaluation and project trip generation estimates to reflect the change in the size of the Project including the addition of retail use fronting Jefferson Boulevard ("Updated Project"). The Project as originally proposed (the "Original Project") was approved by the City of Los Angeles Department of Transportation (LADOT) based on a *Transportation Assessment Study for the Public Storage Project – 5741 W. Jefferson Boulevard*, prepared by Raju Associates, Inc., dated December 2021 (Attachment C).

LADOT reviewed and provided an assessment letter for the original traffic study, dated January 25, 2022. The LADOT Assessment Letter agreed with the conclusions of the original traffic study which indicated that the Original Project would not have a significant transportation impact under the following thresholds:

- T-1 Conflicting with plans, programs, ordinances, or policies;
- T-2.1 Causing substantial vehicle miles traveled;
- T-2.2 Substantially inducing additional automobile travel; and
- T-3 Substantially increasing hazards due to a geometric design feature or incompatible use.

As noted in the original study, Threshold T-2.2 pertains to transportation projects. Neither the Original Project nor the Updated Project are transportation projects, and therefore T-2.2 is not applicable.

Additionally, LADOT reviewed and concluded that the project traffic study adequately completed a circulation analysis (non-CEQA) using a summary of vehicle queuing, including the change in future queue levels with and without the project. The LADOT Assessment Letter is included in Attachment A.

Based on a review on the updated site plan and results of the updated VMT evaluation and trip generation for the Updated Project, the conclusions included in the original transportation assessment study and LADOT's Assessment Letter are still valid and will not change due to the Updated Project.

UPDATED PROJECT DESCRIPTION

The project description for the Original Project included approximately 316,637 square feet of mini-warehouse use, replacing approximately 82,051 square feet of active mini-warehouse use. The Original Project would provide a total of 43 vehicle parking spaces and 72 bicycle spaces (40 long-term and 32 short-term spaces). As proposed for the Original Project, the two existing driveways, one along Jefferson Boulevard and the other along La Cienega Place (northern end of Project site), would remain and would be widened to 28 feet in width. These two driveways would be gated/closed at all times and utilized for emergency access. The Jefferson Boulevard driveway would also provide access to three parking spaces provided outside the gate. The Original Project was proposing a new 28-foot wide driveway along La Cienega Place that would provide the main vehicular access to the site. This main entrance on La Cienega Place would be open during all business hours. The Original Project was anticipated to be completed in the Year 2025.

Based on the updated project description, the Updated Project would consist of approximately 307,968 square feet of mini-warehouse use and 6,720 square feet of retail use (ground floor, fronting Jefferson Boulevard). The Updated Project would provide 73 vehicle parking spaces and 68 bicycle spaces (34 long-term and 34 short-term spaces). Access to the Updated Project

would be similar to that proposed for the Original Project with the exception of an additional 28-foot wide driveway provided along La Cienega Place. The two proposed driveways along La Cienega Place would provide primary access to the Updated Project's parking areas. The Updated Project is still anticipated to be completed by Year 2025. The Updated Project site plan is shown in Figure 1.

REVIEW OF CEQA THRESHOLDS EVALUATION

The following section includes a review and brief discussion of the CEQA Thresholds for the Updated Project.

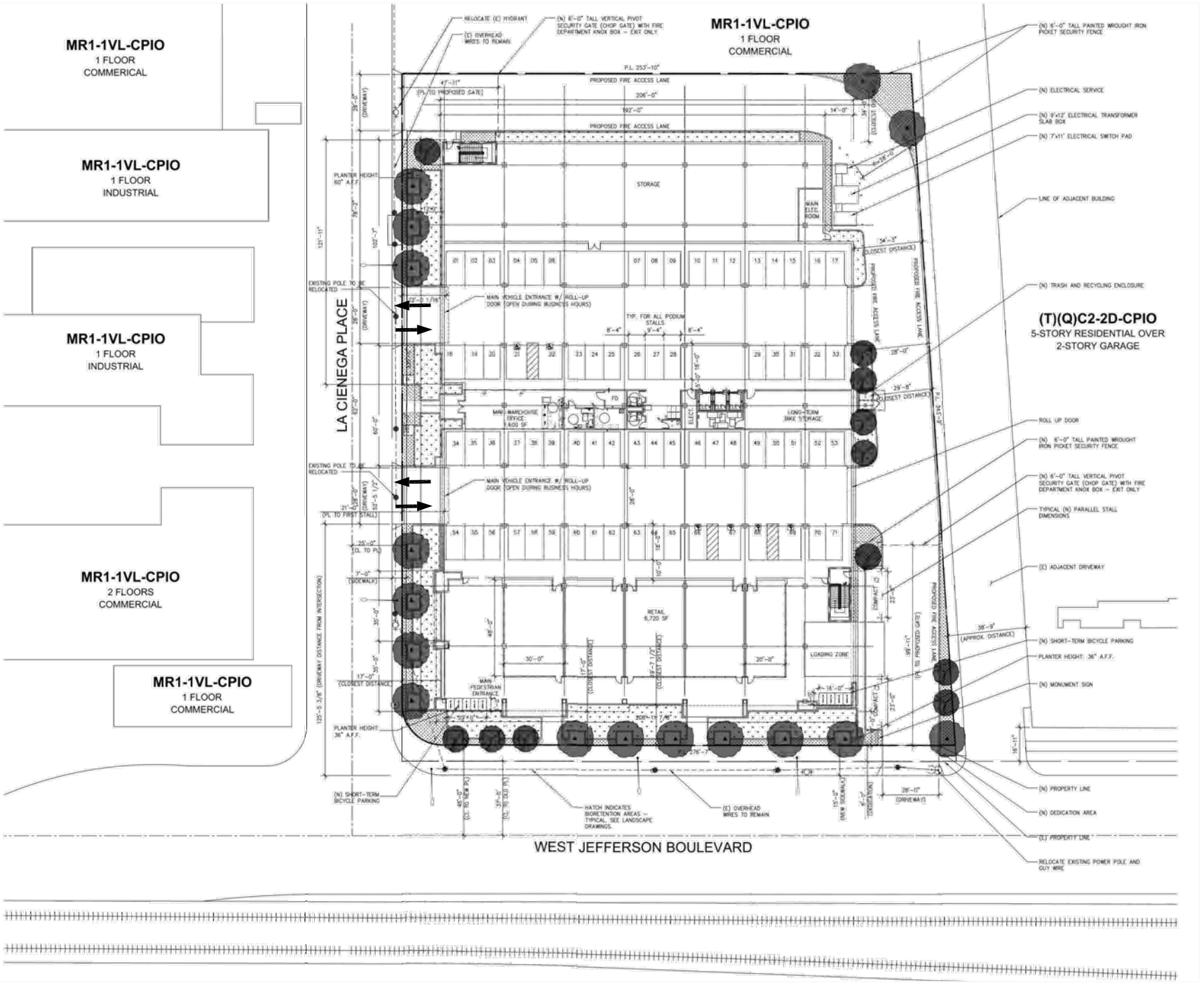
T-1 Conflicting with Plans, Programs, Ordinances, or Policies

The Updated Project would not change the results of Threshold T1 as presented in the original transportation assessment report. In summary, the Updated Project does not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities. Therefore, the Updated Project does not cause a significant impact relative to Threshold T-1.

Additionally, the Updated Project, together with the related projects, will not result in cumulative impacts with respect to consistency with each of the plans, ordinances, or policies reviewed and does not cause a cumulative significant impact relative to Threshold T-1.

T-2.1 Causing Substantial Vehicle Miles Traveled

The original transportation study evaluated a project with approximately 316,637 square feet of mini-warehouse use, replacing approximately 82,051 square feet of active mini-warehouse use. Utilizing the City's VMT Calculator Tool (version 1.3) and ITE Trip Generation Manual 10th Edition trip rates, the Original Project resulted in a Work VMT per employee of 8.4, less than the impact threshold of 11.6. Therefore, the Original Project was estimated to not cause a significant project impact relative to Threshold T-2.1.



Source: Ware Malcomb

FIGURE 1
PROJECT SITE PLAN

RAJU Associates, Inc.

The VMT analysis for the Updated Project was prepared utilizing the City's VMT Calculator Tool (v1.3) and ITE Trip Generation Manual 11th Edition trip rates. Table 1 presents the results of the Updated Project's VMT analysis. As indicated in the table, the Updated Project would result in a work VMT per employee of 8.0. Since the Updated Project's resulting VMT per employee of 8.0 is less than the impact criteria threshold of 11.6, the Updated Project would not cause a significant impact relative to this Threshold T-2.1. The City of Los Angeles' VMT Calculator (V1.3) worksheets are included Attachment B.

Per cumulative impact methodology, for projects that do not demonstrate a project impact by applying an efficiency-based impact threshold (i.e. VMT per capita or VMT per employee) in the project impact analysis, a less than significant project impact conclusion is sufficient in demonstrating there is no cumulative VMT impact. Projects that fall under the City's efficiency-based impact thresholds are already shown to align with the long-term VMT and greenhouse gas reduction goals of SCAG's RTP/SCS. Therefore, the Updated Project would not cause a cumulative significant impact relative to Threshold T-2.1.

T-3 Substantially increasing Hazards due to a Geometric Design Feature or incompatible use

The Updated Project is proposing an additional driveway along La Cienega Place. This additional driveway would not change the evaluation of Threshold T-3 as presented in the original transportation assessment report. Based on a review and consideration of the proposed updated site plan and updated Project description, the Updated Project would not substantially increase hazards due to a geometric design feature or incompatible uses. Therefore, the Updated Project does not cause a significant impact relative to Threshold T-3.

Additionally, similar to the Original Project, the combined effects of the related projects and the Updated Project would not substantially increase hazards due to a geometric design feature or incompatible uses. The Updated Project would not cause a cumulative significant impact relative to Threshold T-3.

TABLE 1
CEQA ANALYSIS THRESHOLD T-2.1 - SUMMARY OF VMT ANALYSIS FOR UPDATED PROJECT

Project Land Uses	Size	Household VMT per Capita	Household VMT Impact (6.0)?	Work VMT per Employee	Work VMT Impact (11.6)?
Mini-Warehouse	307,968 s.f.	N/A	No	8.0	No
Retail	6,720 s.f.				

*VMT result from City of Los Angeles' VMT Calculator (version 1.3).

UPDATED PROJECT TRIP GENERATION

The original transportation study evaluated a project with approximately 316,637 square feet of mini-warehouse use, replacing approximately 82,051 square feet of active mini-warehouse use. Per the approved traffic study, utilizing ITE's *Trip Generation Manual*, 10th Edition trip rates, the Original Project's trip generation would result in a net total of approximately 24 trips (14 inbound and 10 outbound trips) during the morning peak hour and 40 trips (18 inbound and 22 outbound trips) during the evening peak hour.

A new edition of ITE's *Trip Generation Manual* has been released since the completion of the original transportation study. Therefore, the Updated Project's trip generation was determined utilizing the ITE's *Trip Generation Manual*, 11th Edition trip rates. Table 2 presents details of the Updated Project's trip generation including type of use, size, applicable rate and trip generation estimates. Other calculations within the tables also provide for trip generation reductions from internal capture, transit trips, pass-by trips adjustment and existing use trip credit per the latest City of Los Angeles' Transportation Assessment Guidelines (August 2022, TAG). The Project site is located adjacent to the Metro E Line Station at La Cienega Boulevard/Jefferson Boulevard with a pedestrian access path located across from the Project site. Per City of Los Angeles' latest TAG, developments adjacent to a Metro Rail Line station with convenient pedestrian access to the station may qualify for a 25% trip generation adjustment. Therefore, a 25% transit trip adjustment was applied.

From Table 2, it can be observed that the Updated Project's trip generation would result in a net total of approximately 22 trips (14 inbound and 8 outbound trips) during the morning peak hour and 40 trips (19 inbound and 21 outbound trips) during the evening peak hour.

In comparison to the Original Project's trip generation, the Updated Project's trip generation results in fewer trips than the Original Project during the morning peak hour and equal to the number of trips during the evening peak hour

TABLE 2
ESTIMATED PROJECT TRIP GENERATION - UPDATED PROJECT

	Size	AM Peak Hour			PM Peak Hour		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project							
Mini-Warehouse	307,968 s.f.	17	11	28	22	24	46
Retail	6,720 s.f.	10	6	16	22	22	44
Internal Capture (15%)		(4)	(3)	(7)	(7)	(7)	(14)
Retail - Transit Trip Credit* (25%)		(2)	(1)	(3)	(5)	(5)	(10)
Retail - Pass-By Trip Credit** (50%)		(3)	(2)	(5)	(7)	(7)	(14)
Existing Uses (to be removed)							
Mini-Warehouse	(82,051) d.u.	(4)	(3)	(7)	(6)	(6)	(12)
Project Net Trip Generation Total		**14**	**8**	**22**	**19**	**21**	**40**
Trip Rates [1]							
Mini-Warehouse (ITE Land Use 151)	Trips per 1,000 s.f.	59%	41%	0.09	47%	53%	0.15
Retail <40 ksf (ITE Land Use 822)	Trips per 1,000 s.f.	60%	40%	2.36	50%	50%	6.59

* Transit trips determined after reduction of internal capture trips.

** Pass-by trips determined after reduction of internal capture and transit trips.

[1] Trip Generation Manual, 11th Edition, ITE 2021.

ESTIMATED PROJECT TRIP GENERATION - ORIGINAL PROJECT (FROM TRANSPORTATION ASSESSMENT STUDY, TABLE 10)

	Size	AM Peak Hour			PM Peak Hour		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project							
Mini-Warehouse	316,637 s.f.	19	13	32	25	29	54
Existing Uses (to be removed)							
Mini-Warehouse	(82,051) d.u.	(5)	(3)	(8)	(7)	(7)	(14)
Project Net Trip Generation Total		**14**	**10**	**24**	**18**	**22**	**40**
Trip Rates [2]							
Mini-Warehouse (ITE Land Use 151)	Trips per 1,000 s.f.	60%	40%	0.10	47%	53%	0.17

[2] Trip Generation Manual, 10th Edition, ITE 2018.

REVIEW OF NON-CEQA TRANSPORTATION ANALYSIS

The following section includes a review and brief discussion of the non-CEQA Transportation Analysis for the Updated Project.

Pedestrian, Bicycle and Transit Access Assessment

The Updated Project would not change the results of Pedestrian, Bicycle and Transit Access Assessment as presented in the original transportation assessment report. In summary, based on a review of the Updated Project site plan in conjunction with an assessment of the existing pedestrian, bicycle, and transit facilities discussed above, the Updated Project does not propose removal of facilities nor would the Updated Project contribute to the degradation of facilities. Therefore, no recommended actions are required by the Updated Project.

Further, the Updated Project would not increase the need to cross a street at unmarked pedestrian crossing locations or unsignalized or uncontrolled intersections where a crossing is not available without significant rerouting. Also, the Updated Project would not result in new pedestrian demand between Project Site entries/exits and major destinations or transit stops expected to serve the development where there are missing pedestrian facilities or substandard pedestrian facilities. Therefore, no recommended actions are required by the Updated Project.

Project Access, Safety and Circulation Evaluation

Based on the Updated Project's trip generation estimates, there would be no change of the intersection operations evaluation and queue analysis as presented in the original transportation assessment report. In summary, the Updated Project's weekday morning and evening peak hour traffic volumes would have a minimal effect of vehicle queuing at the study intersections under existing and future conditions. Therefore, no project corrective measures would be required at the analysis locations.

Project Construction Assessment

The Updated Project would not change the results of the Project Construction Assessment as presented in the original transportation assessment report.

CONCLUSION

Based on the review on the updated site plan and results of the VMT evaluation and trip generation for the Updated Project, the conclusions included in the original transportation assessment study and LADOT's Assessment Letter would continue to be valid and not change due to the Updated Project.

ATTACHMENT A

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

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

5741 West Jefferson Blvd
DOT Case No. CEN21-51452

Date: January 25, 2022

To: Milena Zasadzien, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION ANALYSIS FOR THE PROPOSED COMMERCIAL DEVELOPMENT PROJECT LOCATED AT 5741 WEST JEFFERSON BOULEVARD (CPC-2006-5567-CPU / ENV-2008-478-EIR / ADM-2020-7840-WTF)**

The Department of Transportation (DOT) has reviewed the transportation impact study, dated December 2021, prepared by Raju Associates, Inc. for the proposed commercial development located at 5741 West Jefferson Boulevard. In compliance with Senate Bill 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, access to diverse land-uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

The proposed project includes construction of an approximately 316,637 square foot mini-warehouse building. The project will replace four existing one and two-story buildings (a total of approximately 82,051 square feet of active mini-warehouse use). The project site is generally bounded by existing commercial development to the north, residential (under construction) to the east, West Jefferson Boulevard to the south, and existing commercial development to the west. The project is expected to be completed by year 2025.

B. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, a trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers' (ITE's) Trip Generation, 10th Edition manual as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project **does** exceed the net 250 daily vehicle trips threshold. A copy of the VMT calculator screening page, with the corresponding net daily trips estimate, is provided as **Attachment A** to this report.

Additionally, the analysis included further discussion of the transportation impact thresholds:

T-1 Conflicting with plans, programs, ordinances, or policies
T-2.1 Causing substantial vehicle miles traveled
T-3 Substantially increasing hazards due to a geometric design feature or incompatible use.

The assessment determined that the project would **not** have a significant transportation impact under any of the above thresholds. The Project's impacts per Thresholds T-2.1 is determined by using the VMT calculator and is discussed below. A copy of the VMT Calculator summary reports is provided as **Attachment B** to this report.

C. Transportation Impacts

On July 30, 2019, pursuant to SB 743 and the recent changes to Section 15064.3 of the State's CEQA Guidelines, the City of Los Angeles adopted VMT as a criteria in determining transportation impacts under CEQA. The new DOT TAG provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

The DOT VMT Calculator tool measures project impact in terms of Household VMT per Capita and Work VMT per Employee. DOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the South Los Angeles APC, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 6.0
- Work VMT per Employee: 11.6

As cited in the transportation assessment report, the proposed project is projected to have no Household VMT and a Work VMT per capita of 8.4. Therefore, it is concluded that implementation of the Project would have a less than significant Household and Work VMT impact.

D. Safety, Access and Circulation

During the preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the Los Angeles Municipal Code (LAMC), Section 16.05. Therefore, DOT continues to require and review a project's site access, circulation, and operational plan to determine if any safety and access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the project has completed a circulation analysis using a summary of vehicle queuing, including the change in future queue levels with and without the project. DOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment C** to this report.

E. Freeway Safety Analysis

Per the Interim Guidance for Freeway Safety Analysis memorandum issued by LADOT on May 1, 2020 to address Caltrans safety concerns on freeways, the study addresses the project's effects on vehicle queuing on freeway off-ramps. Such an evaluation measures the project's potential to lengthen a forecasted off-ramp queue and create speed differentials between vehicles exiting the freeway off-ramps and vehicles operating on the freeway mainline. Based on the Project's trip generation estimates, and traffic distribution pattern detailed later in this report, the Project would **not** add 25 or more peak hour trips to any freeway off-ramp, thus a complete freeway off-ramp analysis was not required.

PROJECT REQUIREMENTS

A. Highway Dedication and Street Widening Requirements

Per the Mobility Element 2035 of the General Plan, **Jefferson Boulevard** has been designated as a Modified Avenue II which would require a 30-foot half-width roadway within a 45-foot half-width right-of-way. **La Cienega Place** has been designated as a Local Street which would require an 18-foot half-width roadway within a 30-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

B. Parking Requirements

The project would provide 43 vehicle parking spaces and 72 bicycle parking spaces (40 long-term spaces and 32 short-term spaces). Vehicular access to the site will primarily be provided via one driveway located on La Cienega Place. The two existing driveways (one on La Cienega Place, one on Jefferson Boulevard) will remain and be used for emergency access. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

C. Project Access and Circulation

The conceptual site plan (see **Attachment D**) is acceptable to DOT. However, the review of this study does not constitute approval of the dimensions for any new proposed driveway. This requires separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 5th Floor, Room 550, at 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design.

D. TDM Ordinance Requirements

The TDM Ordinance (LAMC 12.26 J) is currently being updated. The updated ordinance, which is currently progressing through the City's approval process, will:

- Expand the reach and application of TDM strategies to more land uses and neighborhoods,
- Rely on a broader range of strategies that can be updated to keep pace with technology, and
- Provide flexibility for developments and communities to choose strategies that work best for their neighborhood context.

Although not yet adopted, DOT recommends that the applicant be subject to the terms of the proposed TDM Ordinance update. The updated ordinance is expected to be completed prior to the anticipated construction of this project, if approved.

E. Worksite Traffic Control Plan

DOT recommends that a construction worksite traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to http://ladot.lacity.org/what-we-do/plan-review to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related truck traffic be restricted to off-peak hours.

E. Development Review Fees

Section 19.15 of the Los Angeles Municipal Code identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Pete Eyre of my staff at (213) 972-4913.

Attachments

L:\letters\2022\CEN21-51452_5741 W Jefferson Street_Warehouse

c: Hakeem Parke-Davis, Council District 10
Bhuvan Bajaj, Hollywood-Wilshire District, DOT
Taimour Tanavoli, Case Management, DOT
Hokchi Chui, Central District, BOE
Srinath Raju, Raju Associates, Inc.

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: Public Storage-Project Pipeline

Scenario:

Address: 34.027006, -118.374613



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
Industrial | Warehousing/Self-Storage	82.051	ksf
(custom) Mini-Warehouse (ITE 10th) | Daily	124	Trips
(custom) Mini-Warehouse (ITE 10th) | HBW-At	19	Percent
(custom) Mini-Warehouse (ITE 10th) | HBO-Att	41	Percent
(custom) Mini-Warehouse (ITE 10th) | NHB-Att	20	Percent
(custom) Mini-Warehouse (ITE 10th) | HBW-Pr	0	Percent
(custom) Mini-Warehouse (ITE 10th) | HBO-Pr	0	Percent
(custom) Mini-Warehouse (ITE 10th) | NHB-Pr	20	Percent
(custom) Mini-Warehouse (ITE 10th) | Daily	0	Residents
(custom) Mini-Warehouse (ITE 10th) | Daily	27	Employees
(custom) Mini-Warehouse (ITE 10th) | Daily	Non-Retai	Retail/Non-R

☑ 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
Industrial | Warehousing/Self-Storage	316.637	ksf
(custom) Mini-Warehouse (ITE 10th) | Daily	478	Trips
(custom) Mini-Warehouse (ITE 10th) | HBW-At	19	Percent
(custom) Mini-Warehouse (ITE 10th) | HBO-Att	41	Percent
(custom) Mini-Warehouse (ITE 10th) | NHB-Att	20	Percent
(custom) Mini-Warehouse (ITE 10th) | HBW-Pr	0	Percent
(custom) Mini-Warehouse (ITE 10th) | HBO-Pr	0	Percent
(custom) Mini-Warehouse (ITE 10th) | NHB-Pr	20	Percent
(custom) Mini-Warehouse (ITE 10th) | Daily	0	Residents
(custom) Mini-Warehouse (ITE 10th) | Daily	104	Employees
(custom) Mini-Warehouse (ITE 10th) | Daily	Non-Retai	Retail/Non-R

☑ 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
109 Daily Vehicle Trips	417 Daily Vehicle Trips
922 Daily VMT	3,519 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	308 Net Daily Trips
The net increase in daily VMT ≤ 0	2,597 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: Public Storage-Project Pipeline
Scenario:
Address: 34.027006, -118.374613



Proposed Project Land Use Type	Value	Unit
(custom) Mini-Warehouse (ITE 10th) | Daily	478	Trips
(custom) Mini-Warehouse (ITE 10th) | HBW-At	19	Percent
(custom) Mini-Warehouse (ITE 10th) | HBO-At	41	Percent
(custom) Mini-Warehouse (ITE 10th) | NHB-Att	20	Percent
(custom) Mini-Warehouse (ITE 10th) | HBW-Pr	0	Percent
(custom) Mini-Warehouse (ITE 10th) | HBO-Pr	0	Percent
(custom) Mini-Warehouse (ITE 10th) | NHB-Pr	20	Percent
(custom) Mini-Warehouse (ITE 10th) | Daily	0	Residents
(custom) Mini-Warehouse (ITE 10th) | Daily	104	Employees
(custom) Mini-Warehouse (ITE 10th) | Daily	Non-Retai	Retail/Non-R

TDM Strategies

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

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

A Parking

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

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

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

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

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

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
417 Daily Vehicle Trips	**417** Daily Vehicle Trips
3,519 Daily VMT	**3,519** Daily VMT
0.0 Household VMT per Capita	**0.0** Household VMT per Capita
8.4 Work VMT per Employee	**8.4** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: No Threshold = 11.6 15% Below APC	**Work: No** Threshold = 11.6 15% Below APC

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: November 16, 2021
Project Name: Public Storage-Project Pipeline
Project Scenario:
Project Address: 34.027006, -118.374613

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	*0*	*DU*
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other	Mini-Warehouse (ITE 10th)	478	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: November 16, 2021
Project Name: Public Storage-Project Pipeline
Project Scenario:
Project Address: 34.027006, -118.374613

Version 1.3

Analysis Results			
Total Employees: 104 Total Population: 0			
Proposed Project		***With Mitigation***	
417	**Daily Vehicle Trips**	**417**	**Daily Vehicle Trips**
3,519	**Daily VMT**	**3,519**	**Daily VMT**
0	**Household VMT per Capita**	**0**	**Household VMT per Capita**
8.4	**Work VMT per Employee**	**8.4**	**Work VMT per Employee**

Significant VMT Impact?			
APC: South Los Angeles			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 11.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0	No	Household > 6.0	No
Work > 11.6	No	Work > 11.6	No

TDM Strategy Inputs

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: November 16, 2021
Project Name: Public Storage-Project Pipeline
Project Scenario:
Project Address: 34.027006, -118.374613

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%	

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	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Neighborhood Enhancement	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Final Combined & Maximum TDM Effect

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

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

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: November 16, 2021
Project Name: Public Storage-Project Pipeline
Project Scenario:
Project Address: 34.027006, -118.374613

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	0	0.0%	0	8.8	0	0
Home Based Other Production	0	0.0%	0	5.4	0	0
Non-Home Based Other Production	96	-2.1%	94	7.5	720	705
Home-Based Work Attraction	91	-20.9%	72	12.2	1,110	878
Home-Based Other Attraction	196	-19.9%	157	6.7	1,313	1,052
Non-Home Based Other Attraction	96	-2.1%	94	9.4	902	884

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	0	0	0.0%	0	0
Home Based Other Production	0.0%	0	0	0.0%	0	0
Non-Home Based Other Production	0.0%	94	705	0.0%	94	705
Home-Based Work Attraction	0.0%	72	878	0.0%	72	878
Home-Based Other Attraction	0.0%	157	1,052	0.0%	157	1,052
Non-Home Based Other Attraction	0.0%	94	884	0.0%	94	884

MXD VMT Methodology Per Capita & Per Employee

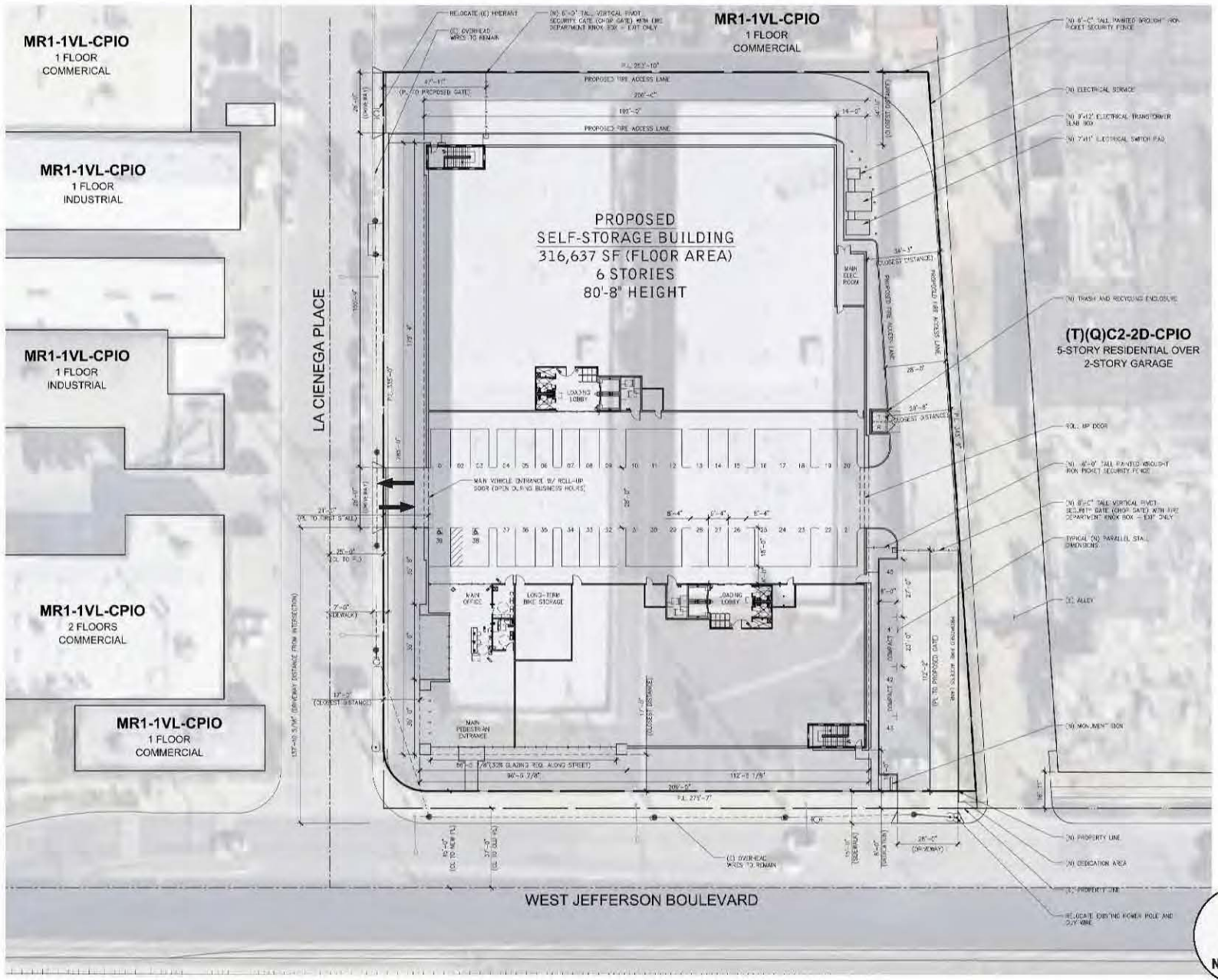
Total Population: 0
Total Employees: 104
APC: South Los Angeles

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**0**	**0**
Total Home Based Work Attraction VMT	**878**	**878**
Total Home Based VMT Per Capita	**0.0**	**0.0**
Total Work Based VMT Per Employee	**8.4**	**8.4**

TABLE 14
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS

No.	Intersection	Peak Hour	Existing (2021) Conditions		Existing (2021) with Project Conditions		Cumulative (2025) without Project Conditions		Cumulative (2025) with Project Conditions	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1.	Jefferson Boulevard & National Boulevard	AM	57.3	E	57.3	E	101.5	F	103.4	F
		PM	26.5	C	26.5	C	57.8	E	57.7	E
2.	La Cienega Place & Jefferson Boulevard [1]	AM	19.5	C	20.3	C	26.0	D	28.7	D
		PM	17.3	C	19.5	C	24.1	C	29.6	D
3.	La Cienega Boulevard & Jefferson Boulevard	AM	55.1	E	55.4	E	96.8	F	97.9	F
		PM	48.2	D	49.3	D	55.3	E	56.7	E

Delay - HCM 6th Edition Control Delay in seconds per vehicle
LOS - Level of Service
[1] Unsignalized intersection. Stop controlled on minor approach. Worst case approach delay is reported in table.



Source: Ware Malcomb

FIGURE 2
PROJECT SITE PLAN

RAJU Associates, Inc.

ATTACHMENT B

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: Public Storage-5741 W. Jefferson Bl

Scenario: Updated Project

Address: 34.027006, -118.374613



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
Industrial | Warehousing/Self-Storage	82.051	ksf
(custom) Mini-Warehouse (ITE 11th) | Daily	119	Trips
(custom) Mini-Warehouse (ITE 11th) | HBW-At	19	Percent
(custom) Mini-Warehouse (ITE 11th) | HBO-Att	41	Percent
(custom) Mini-Warehouse (ITE 11th) | NHB-Att	20	Percent
(custom) Mini-Warehouse (ITE 11th) | HBW-Pr	0	Percent
(custom) Mini-Warehouse (ITE 11th) | HBO-Pr	0	Percent
(custom) Mini-Warehouse (ITE 11th) | NHB-Pr	20	Percent
(custom) Mini-Warehouse (ITE 11th) | Daily	0	Residents
(custom) Mini-Warehouse (ITE 11th) | Daily	27	Employees
(custom) Mini-Warehouse (ITE 11th) | Daily	Non-Retai	Retail/Non-R

☑ 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
Industrial | Warehousing/Self-Storage	307.968	ksf
(custom) Mini-Warehouse (ITE 11th) | Daily	447	Trips
(custom) Mini-Warehouse (ITE 11th) | HBW-At	19	Percent
(custom) Mini-Warehouse (ITE 11th) | HBO-Att	41	Percent
(custom) Mini-Warehouse (ITE 11th) | NHB-Att	20	Percent
(custom) Mini-Warehouse (ITE 11th) | HBW-Pr	0	Percent
(custom) Mini-Warehouse (ITE 11th) | HBO-Pr	0	Percent
(custom) Mini-Warehouse (ITE 11th) | NHB-Pr	20	Percent
(custom) Mini-Warehouse (ITE 11th) | Daily	0	Residents
(custom) Mini-Warehouse (ITE 11th) | Daily	102	Employees
(custom) Mini-Warehouse (ITE 11th) | Daily	Non-Retai	Retail/Non-R

☑ 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
104 Daily Vehicle Trips	387 Daily Vehicle Trips
880 Daily VMT	3,266 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	283 Net Daily Trips
The net increase in daily VMT ≤ 0	2,386 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

11/29/2022

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: Public Storage-5741 W. Jefferson Bl

Scenario: Updated Project

Address: 34.027006, -118.374613



Proposed Project Land Use Type	Value	Unit
(custom) Mini-Warehouse (ITE 11th) | Daily	447	Trips
(custom) Mini-Warehouse (ITE 11th) | HBW-At	19	Percent
(custom) Mini-Warehouse (ITE 11th) | HBO-Atl	41	Percent
(custom) Mini-Warehouse (ITE 11th) | NHB-Att	20	Percent
(custom) Mini-Warehouse (ITE 11th) | HBW-Pr	0	Percent
(custom) Mini-Warehouse (ITE 11th) | HBO-Pr	0	Percent
(custom) Mini-Warehouse (ITE 11th) | NHB-Pr	20	Percent
(custom) Mini-Warehouse (ITE 11th) | Daily	0	Residents
(custom) Mini-Warehouse (ITE 11th) | Daily	102	Employees
(custom) Mini-Warehouse (ITE 11th) | Daily	Non-Retai	Retail/Non-R

TDM Strategies

Select each section to show individual strategies

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

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

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

Traffic Calming Improvements

☐ Proposed Prj ☐ Mitigation

25 percent of streets within project with traffic calming improvements

25 percent of intersections within project with traffic calming improvements

Pedestrian Network Improvements

☐ Proposed Prj ☐ Mitigation

within project and connecting off-site

Analysis Results

Proposed Project	With Mitigation
387 Daily Vehicle Trips	**387** Daily Vehicle Trips
3,266 Daily VMT	**3,266** Daily VMT
0.0 Household VMT per Capita	**0.0** Household VMT per Capita
8.0 Work VMT per Employee	**8.0** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: No Threshold = 11.6 15% Below APC	**Work: No** Threshold = 11.6 15% Below APC

Measuring the Miles

11/29/2022

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: November 29, 2022
Project Name: Public Storage-5741 W. Jefferson Bl
Project Scenario: Updated Project
Project Address: 34.027006, -118.374613

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	*0*	*DU*
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other	Mini-Warehouse (ITE 11th)	447	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: November 29, 2022
Project Name: Public Storage-5741 W. Jefferson Bl
Project Scenario: Updated Project
Project Address: 34.027006, -118.374613

Version 1.3

Analysis Results			
Total Employees: 102 Total Population: 0			
Proposed Project		***With Mitigation***	
387	**Daily Vehicle Trips**	**387**	**Daily Vehicle Trips**
3,266	**Daily VMT**	**3,266**	**Daily VMT**
0	**Household VMT per Capita**	**0**	**Household VMT per Capita**
8	**Work VMT per Employee**	**8**	**Work VMT per Employee**

Significant VMT Impact?			
APC: South Los Angeles			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 11.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0	No	Household > 6.0	No
Work > 11.6	No	Work > 11.6	No

TDM Strategy Inputs

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: November 29, 2022
Project Name: Public Storage-5741 W. Jefferson Bl
Project Scenario: Updated Project
Project Address: 34.027006, -118.374613

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%	

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	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

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

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: November 29, 2022
Project Name: Public Storage-5741 W. Jefferson Bl
Project Scenario: Updated Project
Project Address: 34.027006, -118.374613

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	0	0.0%	0	8.8	0	0
Home Based Other Production	0	0.0%	0	5.4	0	0
Non-Home Based Other Production	89	-2.2%	87	7.5	668	653
Home-Based Work Attraction	85	-21.2%	67	12.2	1,037	817
Home-Based Other Attraction	183	-20.2%	146	6.7	1,226	978
Non-Home Based Other Attraction	89	-2.2%	87	9.4	837	818

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	0	0	0.0%	0	0
Home Based Other Production	0.0%	0	0	0.0%	0	0
Non-Home Based Other Production	0.0%	87	653	0.0%	87	653
Home-Based Work Attraction	0.0%	67	817	0.0%	67	817
Home-Based Other Attraction	0.0%	146	978	0.0%	146	978
Non-Home Based Other Attraction	0.0%	87	818	0.0%	87	818

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0
Total Employees: 102
APC: South Los Angeles

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**0**	**0**
Total Home Based Work Attraction VMT	**817**	**817**
Total Home Based VMT Per Capita	**0.0**	**0.0**
Total Work Based VMT Per Employee	**8.0**	**8.0**

ATTACHMENT C

TRANSPORTATION ASSESSMENT STUDY FOR THE PUBLIC STORAGE PROJECT – 5741 W. JEFFERSON BOULEVARD

Prepared for:

PUBLIC STORAGE

DECEMBER 2021

Submitted by:

RAJU Associates, Inc.

TRANSPORTATION ASSESSMENT STUDY
FOR THE
PUBLIC STORAGE PROJECT – 5741 W. JEFFERSON BOULEVARD

DECEMBER 2021

Prepared for:

PUBLIC STORAGE

Prepared by:

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Ref: RA 661

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EXECUTIVE SUMMARY

A detailed transportation assessment study has been performed by Raju Associates, Inc. to assess the transportation impacts of the proposed Public Storage Project located in the City of Los Angeles' West Adams-Baldwin Hills-Leimert Community Plan Area (Council District 10) of the City of Los Angeles. The Project address is 5741 W. Jefferson Boulevard (APN 4205-033-014), Los Angeles, California 90016.

The Project consists of constructing a new mini-warehouse building containing approximately 316,637 square feet. The Project would provide a total of 43 vehicle parking spaces and 72 bicycle spaces (40 long-term and 32 short-term spaces). The existing site includes four one- and two-story buildings containing approximately 82,051 square feet of active mini-warehouse use. The existing buildings will be demolished. The Project is anticipated to be completed in the Year 2025.

Two unsignalized driveways provide access to the existing site. One driveway is located along the north side of Jefferson Boulevard and the other driveway is located along the east side of La Cienega Place. The existing driveway along Jefferson Boulevard is gated and provides primary access to customers and employees, while the La Cienega Place driveway only provides emergency access and is gated and closed throughout the day. As proposed, both driveways would remain and would be widened to 28 feet in width. These driveways will be gated and closed at all times and utilized for emergency access. The Jefferson Boulevard driveway would also provide access to three parking spaces provided outside the gate. The Project is proposing a new 28-foot driveway along La Cienega Place that would provide the main vehicular access to the site. This main entrance on La Cienega Place would be open during all business hours.

The Project has been designed to take into consideration the City of Los Angeles adopted programs, plans, ordinances and policies that establish the transportation planning framework for all travel modes including the Transportation Element of the City's General Plan, Vision Zero Los Angeles, and Citywide Design Guidelines.

This transportation assessment study has been prepared consistent with the current City of Los Angeles' Transportation Assessment Guidelines (July 2020) for both CEQA and non-CEQA evaluations as applicable.

The CEQA evaluation consists of analysis of transportation impacts for the following relevant City adopted thresholds for development projects:

- 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 and
- Threshold T-3 – Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use.

Note that Threshold T-2.2 - Substantially Inducing Additional Automobile Travel pertains to transportation projects. The Project is not a transportation project and therefore Threshold T-2.2 is not applicable to the Project.

The non-CEQA Transportation Analysis includes Pedestrian, Bicycle and Transit Access Assessment, Project Access, Safety and Circulation Evaluation, and Project Construction Assessment.

The following executive summary highlighting the key findings of this study are presented below.

PROJECT DESCRIPTION

- The Project consists of approximately 316,637 square feet of mini-warehouse use. The Project would provide a total of 43 vehicle parking spaces and 72 bicycle spaces (40 long-term and 32 short-term spaces). The existing site contains approximately 82,051 square feet of active mini-warehouse use. The existing buildings will be demolished. The Project is anticipated to be completed in the Year 2025.

- Additionally, it is worth noting that an existing Public Storage use at the southwest quadrant of the intersection of La Cienega Boulevard and Jefferson Boulevard is being removed and that the Project is intended to accommodate that existing use.

- One driveway located along the north side of Jefferson Boulevard and one driveway located along the east side of La Cienega Place provide access to the existing site. The driveway along Jefferson Boulevard is gated and currently provides primary access to customers and employees, while the La Cienega Place driveway only provides emergency access and is gated. As proposed, both driveways would remain and primarily utilized for emergency access. These two driveways will be gated and closed at all times. The Jefferson Boulevard driveway would also provide access to three parking spaces provided outside the gate. The Project is proposing a new 28-foot driveway along La Cienega Place that would provide the main vehicular access to the Project Site.

CEQA ANALYSIS OF TRANSPORTATION IMPACTS

- Threshold T-1 – Conflicting with Plans, Programs, Ordinances or Policies - This threshold test is conducted to assess whether a project would conflict with an adopted program, policy, plan, or ordinance that is adopted to protect the environment. In general, transportation policies or standards adopted to protect the environment are those that support multimodal transportation options and a reduction in VMT.

    - Based on the responses to the questions (from *Table 2.1-2: Questions to Determine Project Applicability to Plans, Policies and Programs*) and a review of relevant policies and programs corresponding to the questions to assess whether the Project precludes the City's implementation of any adopted policy and/or program, it was observed that the Project generally conforms with the City's development policies and standards. The Project does not conflict with a program, plan, ordinance, or policy addressing the circulation system including transit, roadways, bicycle, and pedestrian facilities. Therefore, the Project does not cause a significant impact relative to Threshold T-1.

    - An examination of cumulative assessment of the Project and related projects in the vicinity was conducted. There would not be a significant cumulative impact relative to this Threshold, due to the Project and related projects.

- Threshold T-2.1 – Causing Substantial Vehicle Miles Traveled (VMT) - For land use projects, the intent of this threshold is to assess whether a land use project or plan causes substantial vehicle miles traveled.

    - Utilizing the City's VMT Calculator Tool (version 1.3), the VMT analysis was prepared for the Project. The Project would result in a Work VMT per employee of 8.4. The Project's Work VMT per employee (8.4) is less than the impact threshold of 11.6. Therefore, the Project would not cause a significant project impact relative to Threshold T-2.1.

    - Since the Project does not cause a significant impact using the efficiency-based impact threshold (Work VMT per employee), the Project would not cause a cumulative significant impact relative to Threshold T-2.1.

- Threshold T-3 – Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use - Impacts regarding the potential increase of hazards due to a geometric design feature generally relate to the design of access points to and from the project site, and may include safety, operational, or capacity impacts.

    - Based on review of the preliminary site plan, Project description and analysis of the impact criteria factors, the Project would not substantially increase hazards due to a geometric design feature or incompatible uses. Therefore, the Project does not cause a significant impact relative to the Threshold T-3.

    - A review and examination of the available site plans of the cumulative projects and the Project (with access points on the same block) reveals that the combined effects of the projects would not substantially increase hazards due to a geometric

design feature or incompatible uses. Therefore, the Project along with the related projects would not cause significant cumulative impact relative to Threshold T-3.

- The Project is not located along a street within the High Injury Network. However, the Project has taken measures to align with the City of Los Angeles' Vision Zero Program.

Summarizing, the Project would not cause significant impacts relative to the City established CEQA thresholds including the following: Threshold T-1 – Conflicting with Plans, Threshold T-2.1 - Causing Substantial Vehicle Miles Traveled (VMT) and Threshold T-3 – Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use. Therefore, no Project-specific mitigation measures would be required.

NON-CEQA TRANSPORTATION ANALYSIS

- The study area includes a distance of one-quarter mile (1,320-foot) radius from the Project Site. The study area is generally bounded by Smiley Drive and Jacob Street on the north, Steller Drive and Clemson Street on the south, Cattaraugus Avenue and Eastham Drive on the west, and La Cienega Boulevard on the east.

- For the Non-CEQA transportation analysis, three locations were chosen as study intersections. Two study intersections are controlled by traffic signals and one study intersection is an unsignalized intersection. These three study intersections include the following locations:

    - Jefferson Boulevard and National Boulevard (signalized)
    - La Cienega Place and Jefferson Boulevard (unsignalized)
    - La Cienega Boulevard and Jefferson Boulevard (signalized)

- The Project would generate a net increase of 308 daily trips, of which a net total of approximately 24 trips would occur during the morning peak hour and 40 trips during the evening peak hour.

- Pedestrian, Bicycle and Transit Access Assessment - This section includes an evaluation of the pedestrian, bicycle, and transit facilities and provides an assessment to determine the Project's potential effect on these transportation facilities in the vicinity of the proposed Project. Per the City's Transportation Assessment Guidelines, the effects could be physical (through removal, modification, or degradation of facilities) or demand-based (by adding pedestrian or bicycle demand to inadequate facilities).

    - Removal or Degradation of Facilities. Based on a review of the Project site plan in conjunction with an assessment of the existing pedestrian, bicycle, and transit facilities discussed above, the Project does not propose removal of facilities nor would the Project contribute to the degradation of facilities. Therefore, no recommended actions are required by the Project.

- Intensification of Use. The Project would not increase the need to cross a street at unmarked pedestrian crossing locations or unsignalized or uncontrolled intersections where a crossing is not available without significant rerouting. Also, the Project would not result in new pedestrian demand between Project Site entries/exits and major destinations or transit stops expected to serve the development where there are missing pedestrian facilities or substandard pedestrian facilities. Therefore, no recommended actions are required by the Project.

- Project Access, Safety and Circulation Evaluation - This section includes an evaluation of the Project's access and circulation constraints relative to the provision of access to and from the Project Site based on the screening criteria, evaluation criteria and methodology established in the City's Transportation Assessment Guidelines. HCM methodology was utilized to calculate operational analysis and vehicle queuing. Three intersections were evaluated (non-CEQA) within the study area for this Project.

  - **Existing (2021) Conditions:** One of the three study intersections is currently operating at LOS C during the morning peak hour. The remaining two locations are operating at LOS E and include:

    - Intersection of Jefferson Boulevard & National Boulevard: AM – LOS E
    - Intersection of La Cienega Boulevard & Jefferson Boulevard: AM – LOS E

    During the evening peak hour, all three study intersections are operating at LOS D or better.

  - **Existing (2021) with Project Conditions:** The Project's traffic does not change the levels of service at any study locations compared to Existing Conditions (without Project) during both the morning and evening peak hours.

  - **Cumulative (2025) without Project Conditions:** One of the three study intersections is projected to operate at LOS D or better during both the morning and evening peak hours. The remaining locations are projected to operate at LOS E or F and include:

    - Intersection of Jefferson Boulevard & National Boulevard: AM – LOS F, PM – LOS E
    - Intersection of La Cienega Boulevard & Jefferson Boulevard: AM – LOS F, PM – LOS E

  - **Cumulative (2025) with Project Conditions:** Under Cumulative (2025) with Project conditions, the morning and evening peak hour operating conditions would be similar to those projected for the Cumulative (2025) without Project conditions, except at the unsignalized intersection of La Cienega Place/Jefferson Boulevard, where the LOS would change from LOS C to LOS D during evening peak hour.

  - Based on the analysis and evaluation of the study intersections, the Project would only add minimal amounts to existing queues. The queue analysis during morning and evening peak hours indicates that the Project's weekday morning and evening peak hour traffic volumes would have a minimal effect of vehicle queuing at the

study intersections under existing and future conditions. Therefore, no project corrective measures would be required at the analysis locations.

- Additionally, the Project driveways are located along Jefferson Boulevard (Modified Avenue II), and along La Cienega Place (Local Street) and would not contribute to unacceptable queuing at the Project's driveways. Therefore, no recommended actions are required by the Project.

- Passenger Loading Evaluation. Based on review of the Project site plan, all passenger loading demand can be accommodated on-site. No further evaluation is needed, and no additional constraints are expected. Therefore, no recommended actions are required by the Project.

- Project Construction – The project construction assessment based on the screening criteria, evaluation criteria and methodology established in the City's Transportation Assessment Guidelines was conducted and the following summarizes the findings:

  - The Project construction assessment identified no potential transit constraints during construction. However, temporary/intermittent loss of a travel lane along the Project's Jefferson Boulevard and La Cienega Place frontages, and restriction of on-street parking along the Project's La Cienega Place frontage (east side) are anticipated during construction. Sidewalks along the Project's Jefferson Boulevard and La Cienega Place frontage are also anticipated to be intermittently closed. In order to address these construction effects, potential corrective conditions could include:

    - Preparation of a construction traffic management plan
    - Coordination of access with adjacent property owners and/or tenants.

I. INTRODUCTION

This report documents the assumptions, methodologies and findings of a transportation assessment study conducted by Raju Associates, Inc., to evaluate the potential transportation impacts of the proposed Public Storage Project located in the City of Los Angeles' West Adams-Baldwin Hills-Leimert Community Plan Area (Council District 10) of the City of Los Angeles. The Project address is 5741 W. Jefferson Boulevard (APN 4205-033-014), Los Angeles, California 90016.

PROJECT DESCRIPTION

The Project is located on the north-east corner of the intersection of La Cienega Place and Jefferson Boulevard. Figure 1 illustrates the location of the Project in relation to the surrounding street system.

The Project consists of approximately 316,637 square feet of mini-warehouse use. The Project would provide a total of 43 vehicle parking spaces and 72 bicycle spaces (40 long-term and 32 short-term spaces). The existing site includes four one- and two-story buildings that contain 82,051 square feet of active mini-warehouse use. The existing buildings will be demolished. The Project is anticipated to be completed in the Year 2025. The Project Site plan is presented in Figure 2.

Although the Project is not located within the City of Los Angeles' High Injury Network (HIN), the Project has taken measures to align with the City's Vision Zero Program. The Project plans to provide 40 long-term and 32 short-term bicycle spaces, encouraging employees of the Project to travel via bicycle and creating a bicycle-friendly environment surrounding the Project.

The Project has been designed to be consistent with the City of Los Angeles adopted programs, plans, ordinances and policies that establish the transportation planning framework for all travel modes including the Transportation Element of the City's General Plan, Vision Zero Los Angeles,

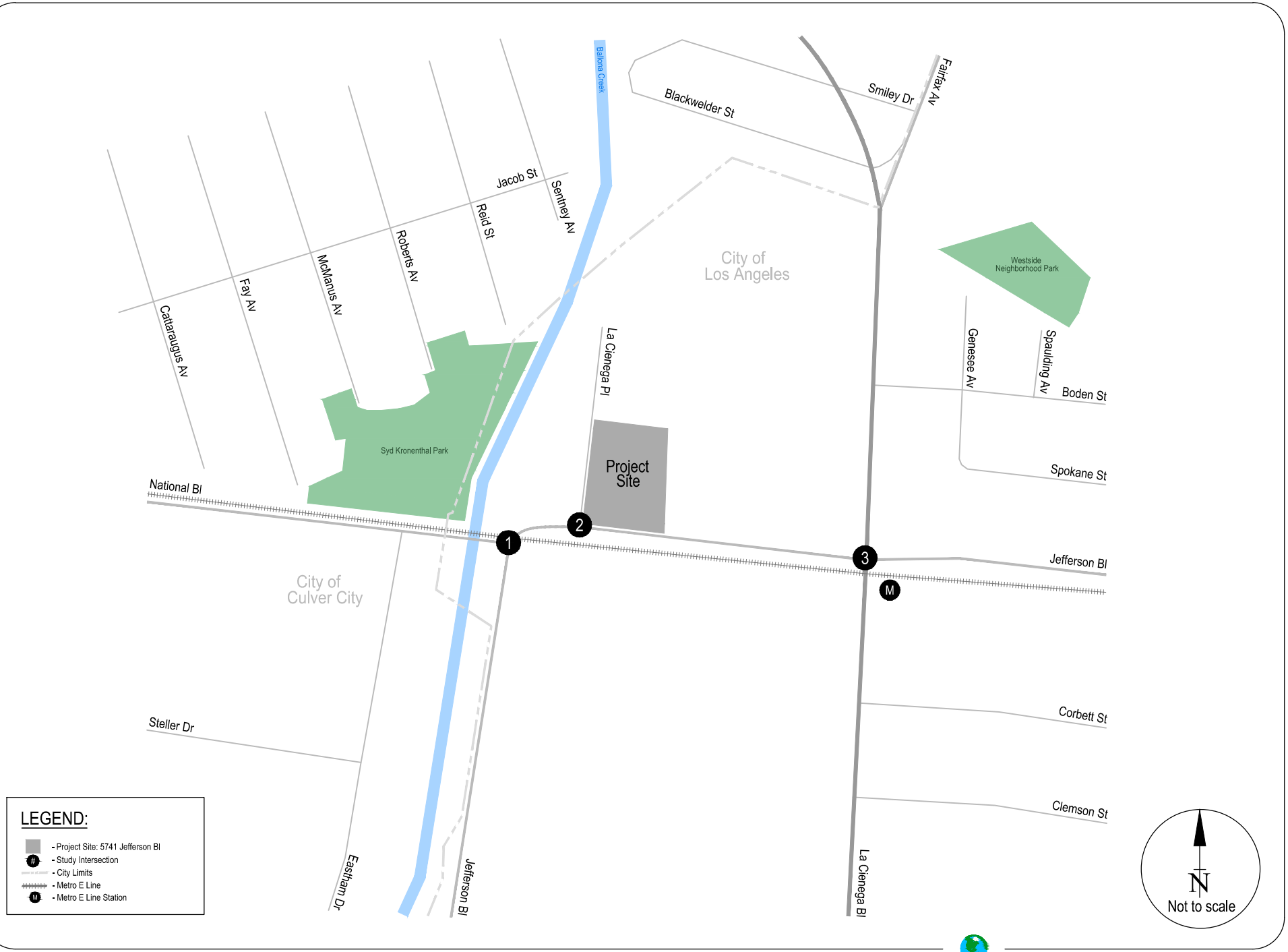
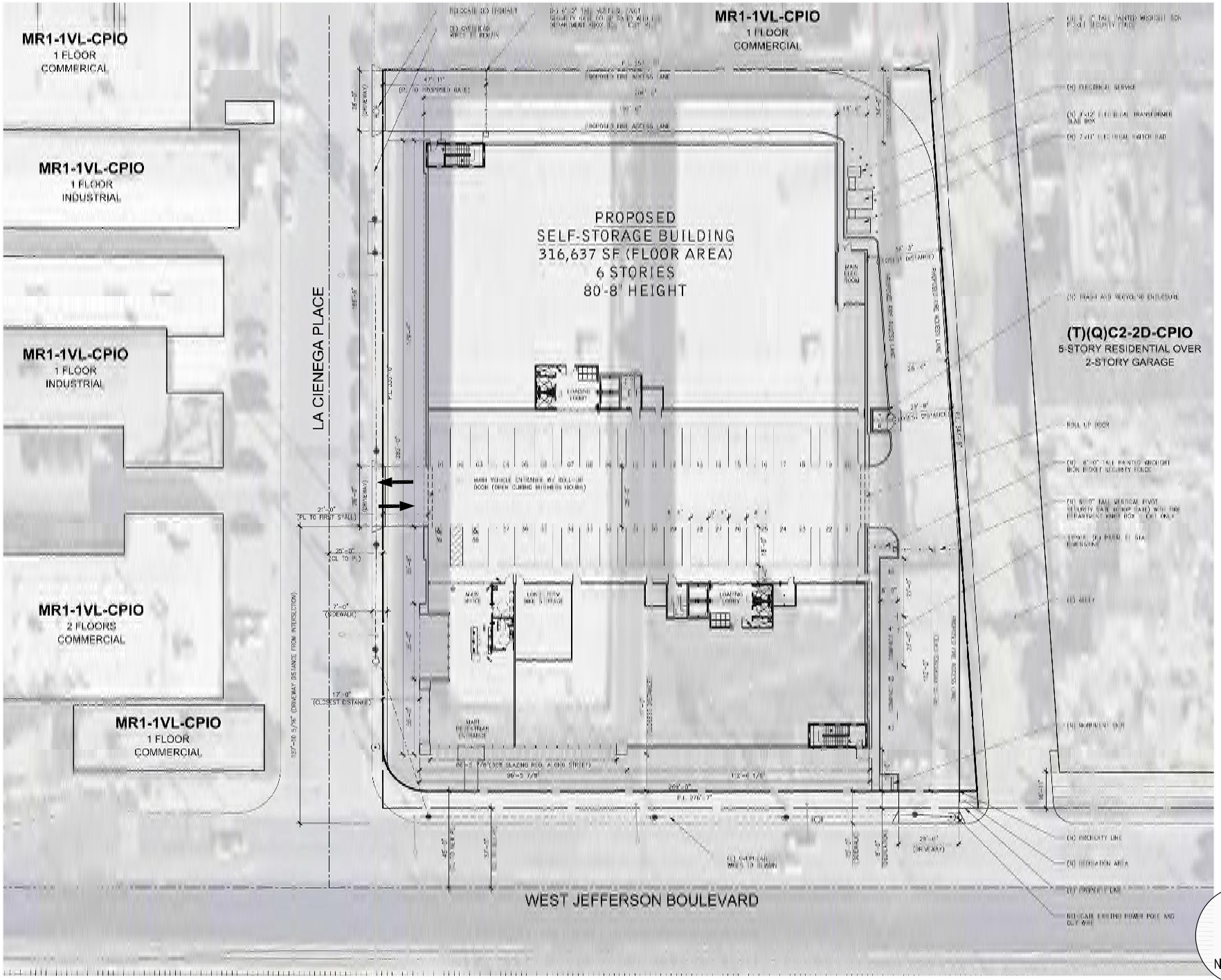


FIGURE 1
LOCATION OF PROJECT SITE AND NON-CEQA STUDY INTERSECTIONS

RAJU Associates, Inc.



Source: Ware Malcomb

FIGURE 2
PROJECT SITE PLAN

RAJU Associates, Inc.

and Citywide Design Guidelines. The Project will not impede the Mobility Plan 2035 improvements which have already been realized, and the Project will support the implementation of future improvements. The Project Site has been designed with consideration of the Mobility Plan 2035 specifications for Jefferson Boulevard and La Cienega Place.

PROJECT VEHICULAR ACCESS AND CIRCULATION

Two existing unsignalized driveways provide access to the site. One driveway is located along the north side of Jefferson Boulevard and the other driveway is located along the east side of La Cienega Place. The driveway along Jefferson Boulevard currently provides primary access to customers and employees and is gated, while the La Cienega Place driveway provides emergency access and is also gated.

As proposed, both existing driveways would remain and be widened to 28 feet in width. These driveways will be gated and closed at all times and utilized primarily for emergency access. The Jefferson Boulevard driveway would also provide access to three parking spaces provided outside the gate. The Project is also proposing a new 28-foot driveway along La Cienega Place that would provide the main vehicular access to both customers and employees of the Project. This main entrance on La Cienega Place would be open during all business hours. There will be a roll up door on each side of the building, one on the west side and one on the east side. The roll up door on the west side will be open during business hours and the roll up door on the east side of the building will be closed. Vehicles leaving will need to exit the driveway on La Cienega Place.

As indicated in above and shown in Figure 2, all three Project driveways would have width of 28 feet, consistent with the City of Los Angeles' driveway requirements as well as the policies included in the City of Los Angeles' *Citywide Design Guidelines*, *October 24, 2019*. Additionally, per the City of Los Angeles' *Citywide Design Guidelines,* the Project driveway is located as far away from street intersections as possible, and the number of driveway entrances and overall driveway widths are optimized, thereby enhancing walkability and pedestrian network circulation.

PROJECT PEDESTRIAN ACCESS AND CIRCULATION

Jefferson Boulevard would provide the main pedestrian access to the Project Site as shown on Figure 2. Both Jefferson Boulevard and La Cienega Place offer pedestrian access and circulation possibilities to the Project Site. Sidewalks are available on the north side of Jefferson Boulevard on the southern frontage of the Project Site, and on the east side of La Cienega Place on the western frontage of the Project Site. The existing sidewalk along Jefferson Boulevard adjacent to the Project Site is approximately 10 feet wide, and the sidewalk along La Cienega Place adjacent to the Project Site is approximately 7 feet wide. Pedestrian crosswalks adjacent to the Project Site are available at nearby intersections of Jefferson Boulevard / National Boulevard, and La Cienega Boulevard / Jefferson Boulevard.

Jefferson Boulevard currently provides a curb-to-curb roadway width of 60 feet and a 10-foot sidewalk along the Project's frontage. (Note that three feet of the sidewalk extends beyond the Project's southerly property line). Per the City of Los Angeles' Mobility Plan 2035, a designated half right-of-way width of 45 feet is identified for Jefferson Boulevard. Therefore, the Project would provide an 8-foot dedication along its Jefferson Boulevard frontage. This 8-foot dedication includes the existing three feet of sidewalk that extends past the Project's southerly property line. The sidewalk along the Project's Jefferson Boulevard frontage would be widened to the required dimension. As shown in Figure 2, the Project would provide a 15-foot sidewalk along its Jefferson Boulevard frontage.

STUDY SCOPE

The scope of work for this study was developed based on the latest City of Los Angeles' Transportation Assessment Guidelines, in conjunction with LADOT staff. The base assumptions, technical methodologies and geographic coverage of the study were all identified as part of the study approach. The study is directed at both the CEQA analysis of transportation impacts and non-CEQA transportation analysis of the proposed Project. A brief description of the required analyses is provided below.

CEQA Analysis of Transportation Impacts

- Threshold T-1 – Conflicting with Plans, Programs, Ordinances or Policies - The threshold test is to assess whether a project would conflict with an adopted program, policy, plan, or ordinance that is adopted to protect the environment. In general, transportation policies or

standards adopted to protect the environment are those that support multimodal transportation options and a reduction in VMT. Conversely, a project would not be shown to result in an impact merely based on whether a project would not implement a particular program, plan, policy, or ordinance. Many of these programs must be implemented by the City itself over time, and over a broad area, and it is the intention of this threshold test to ensure that proposed development projects and plans do not preclude the City from implementing adopted programs, plans and policies.

- Threshold T-2.1 – Causing Substantial Vehicle Miles Traveled (VMT) - For land use projects, the intent of this threshold is to assess whether a land use project or plan causes substantial vehicle miles traveled.

- Threshold T-3 – Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use - Impacts regarding the potential increase of hazards due to a geometric design feature generally relate to the design of access points to and from the project site, and may include safety, operational, or capacity impacts. Impacts can be related to vehicle/vehicle, vehicle/bicycle, or vehicle/pedestrian conflicts as well as to operational delays caused by vehicles slowing and/or queuing to access a project site. These conflicts may be created by the driveway configuration or through the placement of project driveway(s) in areas of inadequate visibility, adjacent to bicycle or pedestrian facilities, or too close to busy or congested intersections. Evaluation of access impacts require details relative to project land use, size, design, location of access points, etc. These impacts are typically evaluated for permanent conditions after project completion.

Non-CEQA Transportation Analysis

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

- Project Access, Safety and Circulation Evaluation - Project access and circulation constraints relate to the provision of access to and from the project site, and may include safety, operational, or capacity constraints. Constraints can be related to vehicular/vehicular, vehicular/bicycle, or vehicular/pedestrian constraints as well as to operational delays.

  For this Non-CEQA transportation analysis, three locations were chosen as study intersections (see Figure 1). Two study intersections are controlled by traffic signals and one study intersection is an unsignalized intersection, and include the following locations:

  1. Jefferson Boulevard and National Boulevard (signalized)
  2. La Cienega Place and Jefferson Boulevard (signalized)
  3. La Cienega Boulevard and Jefferson Boulevard (unsignalized)

- Project Construction Assessment - This section addresses activities associated with Project construction and major in-street construction of infrastructure projects.

A detailed Memorandum of Understanding (MOU) was prepared working closely with the City of Los Angeles Department of Transportation. A copy of the City-approved/signed MOU is attached in Appendix A of this report.

This transportation assessment report has been prepared in accordance with the latest LADOT's Transportation Assessment Guidelines.

ORGANIZATION OF REPORT

An executive summary presenting key details of the study is provided at the beginning of this report. The rest of the report is divided into six chapters. Chapter I presents an introduction including the Project description and provides details of the various elements of the study. Chapter II describes the existing conditions including the circulation system, traffic volumes, traffic conditions, pedestrian network, bicycle network and transit system within the study area. Chapter III presents the CEQA Analysis of Transportation Impacts due to the Project. Chapter IV describes the development of the Project's traffic projections including Existing with Project, and Future Year 2025 conditions with and without Project used for non-CEQA evaluation. The results of the Non-CEQA Transportation Analyses are provided in Chapter V. A summary of the analysis and study conclusions is included in Chapter VI. Appendices to this report include details of the technical analyses.

II. EXISTING CONDITIONS

A comprehensive data collection effort was undertaken to develop a detailed description of existing conditions within the study area. The assessment of conditions relevant to this study includes an inventory of the street system, pedestrian network, bicycle network and transit system; and vehicular traffic volumes and operating conditions. A detailed description of these elements is presented in this chapter.

STUDY AREA

The Project is located at 5741 W. Jefferson Boulevard, Los Angeles, California, as shown in Figure 1. It is located on the north-east corner of the intersection of La Cienega Place and Jefferson Boulevard.

Per City of Los Angeles' latest Transportation Assessment Guidelines, the study area include key facilities within a one-quarter mile (1,320 feet) radius of the Project Site. Therefore, the Study Area was determined to be generally bounded by Smiley Drive and Jacob Street on the north, Steller Drive and Clemson Street on the south, Cattaraugus Avenue and Eastham Drive on the west, and La Cienega Boulevard on the east.

EXISTING STREET SYSTEM

The existing street system within the study area consists of a regional roadway system including major and secondary arterials and a local street system. A description of the regional and local access and circulation offered by the various roadways follows.

Two freeways that provide regional access to the Project Site are located within three miles of the Project Site. The Santa Monica Freeway (I-10) is located approximately 0.6 mile north of the

Project Site, and the San Diego Freeway (I-405) is located approximately 2.6 miles west of the Project Site. The major and secondary arterial streets that provide access to the study area include National Boulevard, Jefferson Boulevard, La Cienega Boulevard, and Fairfax Avenue. The local streets providing main access and circulation possibilities to the Project Site include Boden Street, Corbett Street, Clemson Street, Eastham Drive and La Cienega Place.

Modal priorities that are provided in the City of Los Angeles *Mobility Plan 2035,* include categorization of roadway facilities such that emphasis on specific modes of travel along these facilities are defined and prioritized. Generalized definitions of these modal priorities are provided below.

- Pedestrian Enhanced Districts: Pedestrian Enhanced Districts are an analysis of a snapshot in time of areas where pedestrian improvements are prioritized relative to other modes. These areas may be located near schools, transit stations, areas of high pedestrian activity, areas with high collision frequency, or other placemaking opportunity areas.

- Transit Enhanced Network: The proposed Transit Enhanced Network is intended to improve existing and future bus service on arterial streets by prioritizing improvements for transit riders. Enhancements may range from streetscape improvements to make walking safer and easier, to transit shelters, or bus lanes.

- Bicycle Enhanced Network: The Bicycle Enhanced Network includes streets that are identified to receive treatments that prioritize bicyclists. This network is comprised of facilities including protected bicycle lanes and bicycle paths to provide bikeways for a variety of users. The low-stress network provides a higher level of comfort than just a striped bicycle lane.

- Neighborhood Enhanced Network: The Neighborhood Enhanced Network is a selection of streets that provide comfortable and safe routes for localized travel of slower-moving modes such as walking, bicycling, or other slow speed motorized means of travel. This network complements the Pedestrian Enhanced Districts and the Bicycle Enhanced Network by identifying non-arterial streets important to the movement of people who walk and bike.

- Vehicle Enhanced Network: The proposed Vehicle Enhanced Network consists of enhancements, on a select group of streets, to prioritize the efficient movement of motor vehicles. The Vehicle Enhanced Network identifies 79 miles of arterials, important to vehicular movement, that carry between 30,000 and 80,000 vehicles per day, traverse 10 miles or more through the City, and provide access to freeways and critical facilities.

- Goods Movement: Streets or truck routes that are defined to facilitate the transport of for-sale products from their manufacturing origin to their final destination where they will be sold. Moving goods can involve many different types of transport such as airplanes, cargo ships, trains, and trucks.

Figure 3 illustrates a street map of the study area including street names and modal priorities as described in the Mobility Plan. As shown in Figure 3, several streets within the study area are included in the Pedestrian Enhanced Districts, Transit Enhanced Network, Bicycle Enhanced Network, Neighborhood Enhanced Network, and Vehicle Enhanced Network. However, none of the streets within the study area are included in the Good Movement routes. The existing lane configurations of the analyzed intersections are included in Appendix B.

Brief descriptions of the roadway facilities serving the study area including number of lanes, speed limits, parking availability, functional classes and modal priorities are presented in the following section.

- National Boulevard– National Boulevard is classified as a Secondary Artery within the City of Culver City and classified as an Avenue II roadway within the City of Los Angeles. The roadway runs in an east-west direction. Within the study area, this roadway provides four travel lanes, two lanes in each direction with left-turn lanes at key intersections. On-street metered parking is generally available on the south side of the roadway. On-street parking is not allowed on the north side of the roadway. The posted speed limit along this facility is 40 miles per hour.

- Jefferson Boulevard – Jefferson Boulevard is classified as a Modified Avenue II roadway. The roadway runs in an east-west direction north of National Boulevard and runs in a north-south direction south of National Boulevard. This roadway defines the southern frontage of the Project Site. Jefferson Boulevard provides four travel lanes, two lanes in each direction with left-turn lanes at key intersections. Within the study area, on-street parking is generally not allowed on both sides of the roadway. Bike lanes are provided on both sides of the street south of National Boulevard and east of La Cienega Boulevard. The posted speed limit along this facility is 35 miles per hour. Jefferson Boulevard east of La Cienega Place is designated as a Pedestrian Segment within the Pedestrian Enhanced District.

- La Cienega Boulevard – La Cienega Boulevard is classified as a Primary Artery in City of Culver City and classified as a Modified Boulevard II in City of Los Angeles. The roadway runs in a north-south direction and generally provides six lanes, three lanes in each direction with left-turn lanes at key intersections. Parking is not allowed on either side of the roadway south of Fairfax Avenue within the study area. The posted speed limit is 35 miles per hour along the roadway. La Cienega Boulevard south of Fairfax Avenue is designated as a Pedestrian Segment within the Pedestrian Enhanced District, identified as a Moderate Plus Transit Enhanced Street within the Transit Enhanced Network and is included in the Vehicle Enhanced Network.

- Fairfax Avenue – Fairfax Avenue is classified as an Avenue II roadway and runs in a north-south direction. This roadway provides four travel lanes, two lanes in each direction with left-turn lanes at key intersections. On-street metered parking is available along many stretches of the roadway on the west side. On-street parking is not allowed on the east side of the roadway. The posted speed limit is 35 miles per hour. Within the study area, Fairfax Avenue is designated as a Pedestrian Segment within the Pedestrian



FIGURE 3
PROJECT STUDY AREA

RAJU Associates, Inc.

Enhanced District, identified as a Moderate Transit Enhanced Street within the Transit Enhanced Network and is included in the Neighborhood Enhanced Network.

- Boden Street – Boden Street is a local street and runs in an east-west direction. This roadway provides two travel lanes, one lane in each direction with unmetered on-street parking generally available on both sides of the street. The prima facie speed limit is 25 miles per hour along this roadway.

- Corbett Street – Corbett Street is a local street and runs in an east-west direction. This roadway generally offers two travel lanes, one lane in each direction with unmetered on-street parking generally available on both sides of the street. The prima facie speed limit is 25 miles per hour.

- Clemson Street – Clemson Street is a local street and runs in an east-west direction. This roadway provides two travel lanes, one lane in each direction with unmetered on-street parking generally available on both sides of the street. The prima facie speed limit is 25 miles per hour along this roadway.

- Eastham Drive – Eastham Drive is a local street that runs in a north-south direction. This roadway offers two travel lanes, one lane in each direction with unmetered on-street parking generally available on both sides of street. The posted speed limit is 25 miles per hour within the study area.

- La Cienega Place – La Cienega Place is a local street and runs in a north-south direction and defines the western frontage of the Project Site. This roadway provides two travel lanes, one lane in each direction. Unmetered on-street parking is generally available on both sides of the street. The prima facie speed limit is 25 miles per hour.

EXISTING PEDESTRIAN CIRCULATION SYSTEM CONDITIONS

The pedestrian circulation system includes crosswalks, intersection traffic control, and sidewalks available to serve pedestrians. Figure 4 illustrates the pedestrian facilities within the study area defined by a distance of 1,320 feet radius of the Project Site. Table 1 provides a summary of the sidewalk widths within the study area.

Jefferson Boulevard and La Cienega Place offer pedestrian access and circulation possibilities to the Project Site. Sidewalks are available on the north side of Jefferson Boulevard on the southern frontage of the Project Site, and on the east side of La Cienega Place on the western frontage of the Project Site. The existing sidewalk along Jefferson Boulevard adjacent to the Project Site is approximately 10 feet wide, and the sidewalk along La Cienega Place adjacent to the Project Site is approximately 7 feet wide. Pedestrian crosswalks adjacent to the Project Site

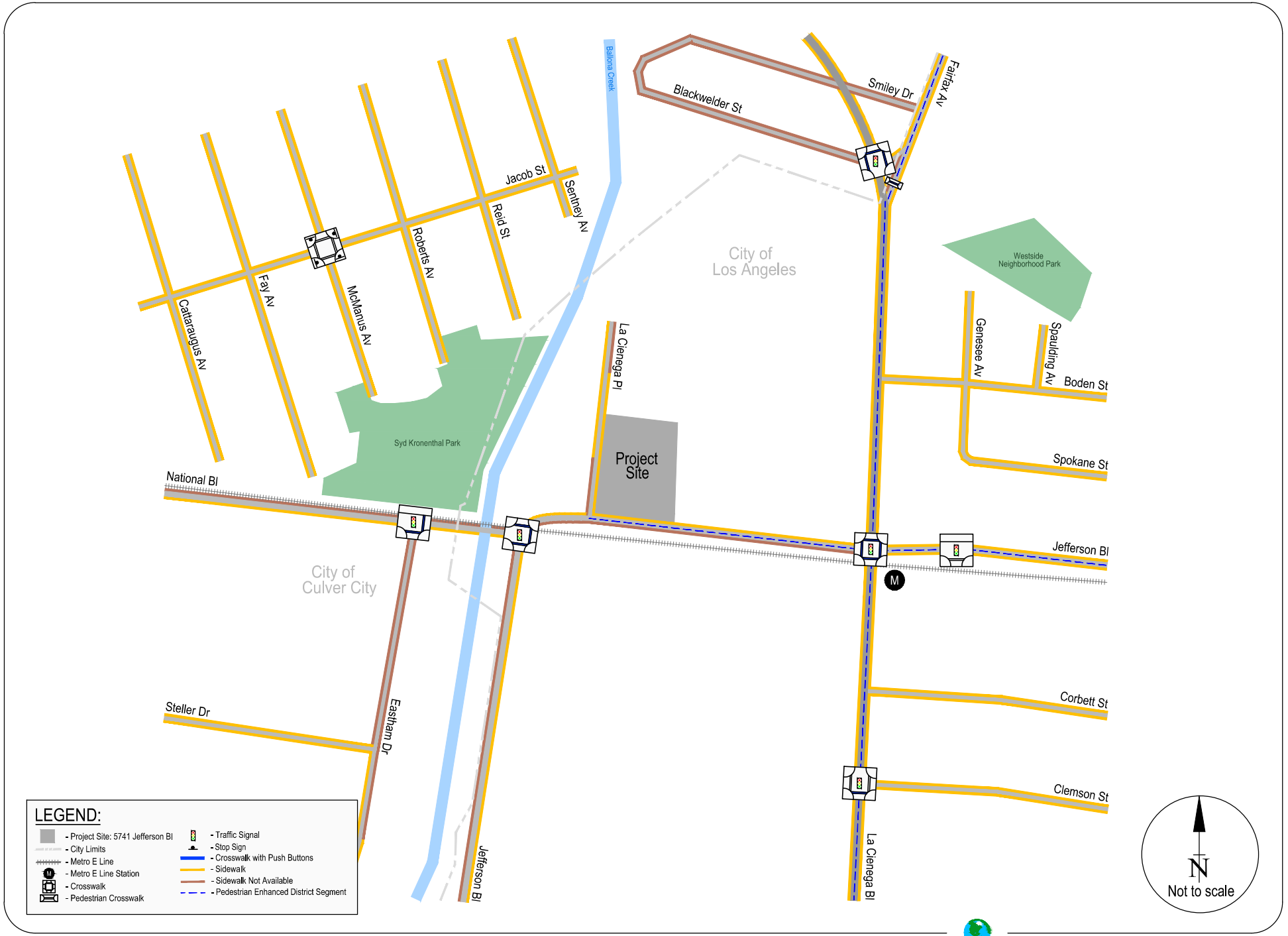


FIGURE 4
INVENTORY OF EXISTING PEDESTRIAN FACILITIES

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TABLE 1
SIDEWALK INVENTORY AND CONDITIONS WITHIN THE STUDY AREA

Street	Segment		Jurisdiction	Street Classification	Right-of-Way Width Designated [1]	Roadway Width Designated [1]	Side of Street	Sidewalk Available	Sidewalk Width [2]	Condition [3] Adequate or Substandard
	To	From								
Smiley Drive	Blackwelder Street	La Cienega Boulevard	City of Culver City	Local Street	60'	40'	North	No	N/A	N/A
							South	No	N/A	N/A
	La Cienega Boulevard	Fairfax Avenue	City of Culver City	Local Street	60'	40'	North	No	N/A	N/A
							South	No	N/A	N/A
Blackwelder Street	Smiley Drive	La Cienega Boulevard	City of Culver City	Local Street	60'	40'	North	No	N/A	N/A
							South	No	N/A	N/A
Jacob Street	Sherbourne Drive	Cattaraugus Avenue	City of Culver City	Local Street	60'	40'	North	Yes	6'	Adequate
							South	Yes	6'	Adequate
	Cattaraugus Avenue	Fay Avenue	City of Culver City	Local Street	60'	40'	North	Yes	6'	Adequate
							South	Yes	6'	Adequate
	Fay Avenue	McManus Avenue	City of Culver City	Local Street	60'	40'	North	Yes	6'	Adequate
							South	Yes	6'	Adequate
	McManus Avenue	Roberts Avenue	City of Culver City	Local Street	60'	40'	North	Yes	6'	Adequate
							South	Yes	6'	Adequate
	Roberts Avenue	Reid Street	City of Culver City	Local Street	60'	40'	North	Yes	6'	Adequate
							South	Yes	6'	Adequate
	Reid Street	Sentney Avenue	City of Culver City	Local Street	60'	40'	North	Yes	6'	Adequate
							South	Yes	6'	Adequate
	Sentney Avenue	East End of Jacob Street	City of Culver City	Local Street	60'	40'	North	Yes	6'	Adequate
							South	Yes	6'	Adequate
Boden Street	La Cienega Boulevard	Genesee Avenue	City of Los Angeles	Local Street	60'	36'	North	Yes	10'	Adequate
							South	Yes	10'	Adequate
	Genesee Avenue	Spaulding Avenue	City of Los Angeles	Local Street	60'	36'	North	Yes	10'	Adequate
							South	Yes	10'	Adequate
	Spaulding Avenue	Thurman Avenue	City of Los Angeles	Local Street	60'	36'	North	Yes	10'	Adequate
							South	Yes	10'	Adequate
Spokane Street	Genesee Avenue	Clyde Avenue	City of Los Angeles	Local Street	60'	36'	North	Yes	10'	Adequate
							South	Yes	10'	Adequate
National Boulevard	Hayden Avenue	Eastham Drive	City of Culver City	Secondary Artery	80'-94'	NA	North	No	N/A	N/A
							South	Yes	4' / 8'	Adequate
	Eastham Drive	Jefferson Boulevard	City of Culver City / City of Los Angeles	Secondary Artery / Avenue II	80'-94' / 86'	NA / 56'	North	No	N/A	N/A
							South	Yes	6' / 18'	Adequate
Jefferson Boulevard	Obama Boulevard	National Boulevard	City of Los Angeles	Modified Avenue II	90'	60'	West	No	N/A	N/A
							East	Yes	8' / 6'	Adequate
	National Boulevard	La Cienega Place	City of Los Angeles	Modified Avenue II	90'	60'	North	Yes	12'	Adequate
							South	No	N/A	N/A
	La Cienega Place	La Cienega Boulevard	City of Los Angeles	Modified Avenue II	90'	60'	North	Yes	10' / [4]	[4]
							South	No	N/A	N/A
	La Cienega Boulevard	Clyde Avenue	City of Los Angeles	Modified Avenue II	90'	60'	North	Yes	10'	Adequate
							South	Yes	10' / 25'	Adequate
Corbett Street	La Cienega Boulevard	Clyde Avenue	City of Los Angeles	Local Street	60'	36'	North	Yes	10'	Adequate
							South	Yes	10'	Adequate
Steller Drive	Hayden Avenue	Eastham Drive	City of Culver City	Local Street	60'	40'	North	Yes	6' / 10'	Adequate
							South	Yes	6' / 10'	Adequate
Clemson Street	La Cienega Boulevard	Clyde Avenue	City of Los Angeles	Local Street	60'	36'	North	Yes	10'	Adequate
							South	Yes	10'	Adequate
Cattaraugus Avenue	Washington Boulevard	Jacob Street	City of Culver City	Local Street	60'	40'	West	Yes	10'	Adequate
							East	Yes	10'	Adequate
	Jacob Street	South End of Cattaraugus Avenue	City of Culver City	Local Street	60'	40'	West	Yes	10'	Adequate
							East	Yes	10'	Adequate
Fay Avenue	Washington Boulevard	Jacob Street	City of Culver City	Local Street	60'	40'	West	Yes	10'	Adequate
							East	Yes	10'	Adequate
	Jacob Street	South End of Fay Avenue	City of Culver City	Local Street	60'	40'	West	Yes	10'	Adequate
							East	Yes	10'	Adequate
McManus Avenue	Washington Boulevard	Jacob Street	City of Culver City	Local Street	60'	40'	West	Yes	10'	Adequate
							East	Yes	10'	Adequate
	Jacob Street	South End of McManus Avenue	City of Culver City	Local Street	60'	40'	West	Yes	10'	Adequate
							East	Yes	10'	Adequate
Roberts Avenue	Washington Boulevard	Jacob Street	City of Culver City	Local Street	60'	40'	West	Yes	10'	Adequate
							East	Yes	10'	Adequate
	Jacob Street	South End of Roberts Avenue	City of Culver City	Local Street	60'	40'	West	Yes	10'	Adequate
							East	Yes	10'	Adequate

TABLE 1 (continued)
SIDEWALK INVENTORY AND CONDITIONS WITHIN THE STUDY AREA

Street	Segment		Jurisdiction	Street Classification	Right-of-Way Width Designated [1]	Roadway Width Designated [1]	Side of Street	Sidewalk Available	Sidewalk Width [2]	Condition [3] Adequate or Substandard
	To	From								
Reid Street	Washington Boulevard	Jacob Street	City of Culver City	Local Street	60'	40'	West	Yes	10'	Adequate
							East	Yes	10'	Adequate
	Jacob Street	South End of Reid Street	City of Culver City	Local Street	60'	40'	West	Yes	10'	Adequate
							East	Yes	10'	Adequate
Sentney Avenue	Washington Boulevard	Jacob Street	City of Culver City	Local Street	60'	40'	West	Yes	10'	Adequate
							East	Yes	10'	Adequate
	Jacob Street	South End of Sentney Avenue	City of Culver City	Local Street	60'	40'	West	Yes	10'	Adequate
							East	Yes	10'	Adequate
Eastham Drive	National Boulevard	Steller Drive	City of Culver City	Local Street	60'	40'	West	No	N/A	N/A
							East	No	N/A	N/A
	Steller Drive	Warner Drive	City of Culver City	Local Street	60'	40'	West	Yes	6'	Adequate
							East	No / Yes	N/A / 6'	N/A / Adequate
La Cienega Place	North End of La Cienega Place	Jefferson Boulevard	City of Los Angeles	Local Street	60'	36'	West	Yes [5]	6'	Adequate
							East	Yes [5]	7'	Adequate
La Cienega Boulevard	Perry Drive	Smiley Drive	City of Culver City	Primary Artery	95'	NA	West	Yes	10'	Adequate
							East	Yes	10'	Adequate
	Smiley Drive	Blackwelder Street/Fairfax Avenue	City of Culver City	Primary Artery	95'	NA	West	Yes	10'	Adequate
							East	Yes	10'	Adequate
	Blackwelder Street/Fairfax Avenue	Fairfax Avenue	City of Culver City	Primary Artery	95'	NA	West	Yes	12'	Adequate
							East	Yes	6'	Adequate
	Fairfax Avenue	Boden Street	City of Los Angeles	Modified Boulevard II	104'	80'	West	Yes	10' / [4]	[4]
							East	Yes	10'	Adequate
	Boden Street	Jefferson Boulevard	City of Los Angeles	Modified Boulevard II	104'	80'	West	Yes	[4]	[4]
							East	Yes	10'	Adequate
	Jefferson Boulevard	Corbett Street	City of Los Angeles	Modified Boulevard II	104'	80'	West	Yes	10'	Adequate
							East	Yes	12' / 10'	Adequate
	Corbett Street	Clemson Street	City of Los Angeles	Modified Boulevard II	104'	80'	West	Yes	10'	Adequate
							East	Yes	10'	Adequate
	Clemson Street	Bowesfield Street	City of Los Angeles	Modified Boulevard II	104'	80'	West	Yes	10'	Adequate
							East	Yes	10'	Adequate
Fairfax Avenue	Smiley Drive (N)	Smiley Drive (S)	City of Los Angeles	Avenue II	86'	56'	West	Yes	16'	Adequate
							East	Yes	10'	Adequate
	Smiley Drive (S)	La Cienega Boulevard	City of Los Angeles	Avenue II	86'	56'	West	Yes	10'	Adequate
							East	Yes	10'	Substandard - uneven
Genesee Avenue	North End of Genesee Avenue	Boden Street	City of Los Angeles	Local Street	60'	36'	West	Yes	10'	Adequate
							East	Yes	10'	Adequate
	Boden Street	Spokane Street	City of Los Angeles	Local Street	60'	36'	West	Yes	10'	Adequate
							East	Yes	10'	Adequate
Spaulding Avenue	North End of Spaulding Avenue	Boden Street	City of Los Angeles	Local Street	60'	36'	West	Yes	10'	Adequate
							East	Yes	10'	Adequate

* Street classifications from City of Los Angeles'*Mobility Plan 2035 and City of Culver City's General Plan Update - Mobility + Transportation.*
[1] Designated right-of-way and designated roadway widths from Navigate LA website (City of Los Angeles) and*City of Culver City's General Plan Update - Mobility + Transportation* (City of Culver City).
[2] Existing sidewalk widths measured from Google Maps aerial view. Measurements are approximate.
[3] Sidewalk conditions based on Google Maps street views, 2021.
[4] Sidewalk is currently under construction. Unable to determine sidewalk width and condition.
[5] Sidewalk partially provided along this roadway segment.

are available at nearby intersections of Jefferson Boulevard / National Boulevard, and La Cienega Boulevard / Jefferson Boulevard.

An inventory of pedestrian crossing locations and amenities is provided in Table 2. As indicated in Table 2, the intersections within the study area include both unsignalized and signalized pedestrian crossing locations that generally provide adequate pedestrian amenities. At these locations, crosswalks are generally provided at each leg of the intersection with curb ramps that are considered adequate. A brief description of the pedestrian crossing locations and amenities, including traffic signals and intersection crosswalks within the study area follows:

Pedestrian Crossing Locations Along Fairfax Avenue

- Intersection of Fairfax Avenue - Blackwelder Street / La Cienega Boulevard: This intersection is signalized with traffic control devices. Continental crosswalks with pedestrian call pushbuttons are available on north, east, and west legs of the intersection. Curb ramps are provided on all four corners of the intersection. No crosswalks are provided on the south leg of the intersection.

- Intersection of Fairfax Avenue / La Cienega Boulevard – This intersection is unsignalized with pedestrian-activated warning lights and pedestrian call pushbuttons provided on the northbound right-turn lanes of the intersection. Pedestrian crossing signs and yield to pedestrian signs are provided on the northbound right-turn lanes. A continental crosswalk is available on the northbound right-turn lanes. Curb ramps are also provided on the same leg. No crosswalks are provided on the other legs of the intersection.

Pedestrian Crossing Locations Along National Boulevard

- Intersection of National Boulevard / Eastham Drive (T-intersection): This intersection is signalized with traffic control devices. Standard crosswalks with pushbuttons are available on south and east approaches. Curb ramps are provided on the south and east legs of the intersection. No crosswalks are provided on the west leg of the intersection.

- Intersection of National Boulevard / Jefferson Boulevard: This intersection is signalized with traffic control devices. Continental crosswalks with pedestrian call pushbuttons are available on north, south, and east approaches. Curb ramps are provided on all four corners of the intersection. No crosswalks are provided on the west leg of the intersection.

Pedestrian Crossing Locations Along Jefferson Boulevard

- Intersection of Jefferson Boulevard / La Cienega Boulevard – This intersection is signalized with traffic control devices. Continental crosswalks with pedestrian call pushbuttons are provided on all four legs of the intersection. Curb ramps are also provided on all four legs of the intersection.

TABLE 2

INVENTORY OF PEDESTRIAN CROSSING LOCATIONS AND AMENITIES WITHIN THE STUDY AREA

Intersection	Traffic Signal Provided	Crosswalk Type				Curb Access Ramp Provided				Tactile Warning Strip Provided				Curb Extension/Bulbout Provided				Overall of Quality
		North Leg	West Leg	South Leg	East Leg	NW Corner	NE Corner	SE Corner	SW Corner	NW Corner	NE Corner	SE Corner	SW Corner	NW Corner	NE Corner	SE Corner	SW Corner	
Jacob Street & McManus Avenue [1]	No	Yellow Standard	Yellow Standard	Yellow Standard	Yellow Standard	Yes	Yes	Yes	Yes	No	No	No	No	No	No	No	No	Adequate
Fairfax Avenue - Blackwelder Street & La Cienega Boulevard	Yes	Continental	Continental	None	Continental	Yes	Yes	Yes	Yes	No	No	Yes	No	No	No	No	No	Adequate
National Boulevard & Eastham Drive (T-intersection)	Yes	N/A	None	Standard	Standard	N/A	Yes	Yes	Yes	N/A	Yes	Yes	Yes	N/A	N/A	No	No	Adequate
National Boulevard & Jefferson Boulevard	Yes	Continental	None	Continental	Continental	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	Adequate
Jefferson Boulevard & La Cienega Boulevard	Yes	Continental	Continental	Continental	Continental	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes	No	Adequate
Jefferson Boulevard & La Cienega Station Terminal Driveway (T-intersection)	Yes	N/A	None	Standard	None	N/A	N/A	Yes	Yes	N/A	N/A	Yes	Yes	No	No	No	No	Adequate
Clemson Street & La Cienega Boulevard	Yes	None	Standard	Standard	Standard	Yes	Yes	Yes	Yes	No	No	No	No	No	No	No	No	Adequate

Other Crossing Locations	Traffic Signal Provided	Crosswalk Type	Curb Access Ramp Provided		Tactile Warning Strip Provided		Curb Extension/Bulbout Provided		Overall Assessment of Quality
			NSide/WSide	SSide/ESide	NSide/WSide	SSide/ESide	NSide/WSide	SSide/ESide	
Fairfax Avenue & La Cienega Boulevard (Northbound Right-turn Lane)	Pedestrian Signal Only	Continental	Yes	Yes	Yes	Yes	No	No	Adequate

* Based on Google Maps aerial view and street views, 2021.

[1] Unsignalized intersection.

- Intersection of Jefferson Boulevard / La Cienega Station Terminal Driveway (T-intersection) – This intersection is signalized with traffic control devices. A standard crosswalk is available on the south leg of the intersection. Pedestrian signal calls are actuated/automated on the south leg of the intersection. Curb ramps are provided on the south leg of the intersection. No crosswalks are provided on the north, east and west legs of the intersection.

Pedestrian Crossing Locations Along Clemson Street

- Intersection of Clemson Street / La Cienega Boulevard – This intersection is signalized with traffic control devices. Standard crosswalks are available on south, east, and west approaches of the intersection. Pedestrian call pushbuttons are provided on the south leg of the intersection. Pedestrian signal calls are actuated/automated on the east and west legs of the intersection. Curb ramps are provided on all corners of the intersection. No crosswalks are provided on the north leg of the intersection.

As shown in Figure 4, Fairfax Avenue, La Cienega Boulevard (south of Fairfax Avenue), and Jefferson Boulevard (east of La Cienega Place) within the study area, are designated as Pedestrian Enhanced District street segments in the City of Los Angeles's 2035 Mobility Plan.

Potential Pedestrian Destinations

The pedestrian network consisting of sidewalks, intersections with signalized crossing and crosswalks, provide connectivity to the potential pedestrian destinations within the study area, a distance of 1,320 feet radius from the Project Site per the City of Los Angeles' Transportation Assessment Guidelines. These potential pedestrian destinations are shown in Figure 5 and summarized in Table 3. Table 3 indicates the facility types, the names, and the locations for the potential destinations including a total of the following facility types:

- 6 Bus Stops
- 1 Metro Rail Station
- 2 Parks with Playground
- 1 School
- 1 Child Care Facility
- 1 Grocery Store
- 2 Dining / Coffee Shop

As shown in Table 3, the destinations within the study area include several transit stops and other facilities including parks, school, child care facility, grocery store, and coffee shop.



FIGURE 5
POTENTIAL PEDESTRIAN DESTINATIONS

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TABLE 3
POTENTIAL PEDESTRIAN DESTINATIONS

Facility Type	Name	Location	Hours of Operations
Bus Stop	La Cienega / Jefferson - Northbound La Cienega / Jefferson - Southbound La Cienega / Clemson - Southbound La Cienega / Clemson - Northbound Jefferson / La Cienega - Eastbound La Cienega Station Terminal - Eastbound	NE corner of La Cienega Boulevard / Jefferson Boulevard SW corner of La Cienega Boulevard / Jefferson Boulevard NW corner of La Cienega Boulevard / Clemson Street SE corner of La Cienega Boulevard / Clemson Street SE corner of La Cienega Boulevard / Jefferson Boulevard SE corner of La Cienega Boulevard / Jefferson Boulevard	N/A N/A N/A N/A N/A N/A
Park with Playground	Syd Kronenthal Park Westside Neighborhood Park	3459 McManus Ave, Culver City, CA 90232 3085 Clyde Ave, Los Angeles, CA 90016	Mon-Sun 5AM-12PM Mon-Sun 7AM-6PM
School	Echo Horizon School	3430 McManus Ave, Culver City, CA 90232	Mon-Fri 8AM-4PM
Child Care	1st Class Preparatory - Preschool	3459 McManus Ave, Culver City, CA 90230	Mon-Fri 9AM-2:30PM
Grocery Store	Target	3535 S La Cienega Blvd, Los Angeles, CA 90016	Mon-Fri 8AM-10PM
Dining / Coffee Shop	Starbucks McDonald's Restaurant	3344 S La Cienega Blvd, Los Angeles, CA 90016 3501 S. La Cienega Blvd, Los Angeles, CA 90016	Mon-Thu 5:30AM-6:30PM & Fri-Sun 5:30AM-7:30PM Sun-Sat 24 Hours
Rail Station	Metro E Line @ La Cienega/Jefferson	SE corner of La Cienega Boulevard / Jefferson Boulevard	N/A

EXISTING BICYCLE CONDITIONS

This section presents a review of the *City of Los Angeles' 2010 Bicycle Plan: A Component of the City of Los Angeles Transportation Element* (2010 Bicycle Plan) and City of Culver City's *Bicycle & Pedestrian Action Plan*, and an evaluation of the existing and future bicycle network within the study area for the Project.

City of Los Angeles' 2010 Bicycle Plan

The 2010 Bicycle Plan introduces new goals, objectives, policies and programs as well as updated policies and programs in comparison to the 1996 Plan. The 2010 Bicycle Plan states the following:

"The overarching commitment of the 2010 Plan is to increase, improve and enhance bicycling in the City as a safe, healthy and enjoyable means of transportation and recreation. The 2010 Plan establishes three goals – Increase the number and types of bicyclists who bicycle in the City; Make every street a safe place to ride a bicycle; and Make the City of Los Angeles a bicycle-friendly community."

These goals each have three to four objectives that include a variety of policies and programs intended to increase bicycle ridership, increase awareness, implementation, and use of the bicycle networks, expand bicycle parking options, integrate bicycling with the transit system, introduce and identify locations for the Clean Mobility and Multi-Modal Hubs, expand motorist and bicycle education, provide guidance to City departments regarding funding and the development, maintenance, and implementation of bikeways and support facilities.

City of Culver City's Bicycle and Pedestrian Action Plan

The Project's study area includes portions of the City of Culver City. A review of the City of Culver City's *Bicycle & Pedestrian Action Plan*, June 2020, was conducted. The City of Culver City's *Bicycle & Pedestrian Action Plan* introduces existing and future development plans for bicycling and walking for achieving the concept of complete streets in the City of Culver City. The Bicycle & Pedestrian Plan states the following:

"*Culver City will be a community where bicycling and walking provide affordable, safe, and healthy mobility options for all residents. New projects and programs will work to enhance multi-modal mobility.*"

This action plan expands upon the 2010 Bicycle and Pedestrian Master Plan by providing new and updated infrastructure, program, and policy recommendations. In addition to updating the 2010 plan, this Plan takes advantage of new, innovative solutions to guide City of Culver City staff in prioritizing resources when implementing future projects and programs, and finally, helps make the City of Culver City eligible for more grants and other outside funding for these pursuits. This document includes an inventory of the City of Culver City's current bicycle and pedestrian network and recommends specific infrastructure, program, and policy changes to encourage bicycling and walking.

A detailed description of the existing bicycle facilities within the study area and an evaluation of the future bicycle network planned is presented in the following sections.

Existing Bicycle Facilities

The City of Los Angeles' *2010 Bicycle Plan* and the City of Culver City's *Bicycle & Pedestrian Action Plan* document the existing bicycle facilities within each respective jurisdiction. These facilities are classified as Shared-use Paths (Class I), Bicycle Lanes (Class II), Bicycle Routes/Bicycle Boulevards (Class III), and Separated Bikeways (Class IV). A brief description of these facilities follows:

- Shared-use Paths (Class I) – Shared-use Paths are exclusive car free facilities that provide a completed separated right-of-way for the share-uses of cyclists and pedestrians. There are few potential conflicts between people ridding and people driving.

- Bicycle Lanes (Class II) – Bicycle Lanes are part of the street design that is dedicated only for bicycles and identified by a striped one-way bike lane separating from vehicle lanes. The facility may be along a curb, or placed between curbside parking and moving traffic; some bike lanes include striped buffers between the bike lane and traffic lane or parking aisle.

- Bicycle Routes/Bicycle Boulevards (Class III) – Bicycle Routes provide for a shared use of the roadway with posted signage for bicycle use which can include signs, painted shared-lane markings, or 'sharrow' pavement markings. Bicycle boulevards are another Class III type of routes that include traffic interventions to reduce the traffic speed and vehicle trips.

- Separated Bikeways (Class IV) – Separated Bikeways are part of the street design that is dedicated only for bicycles and physically separated from vehicle traffic by a vertical element or barrier, such as a curb, bollards, or vehicle parking aisle. The facility may be unidirectional or bidirectional.

Figure 6 shows the existing bicycle facilities in the study area. As shown in the figure, bicycle facilities are provided on the following streets:

- Exposition Corridor Bike Path: Shared-use Paths (Class I) are provided adjacent to Metro E Line (Expo) light rail alignment and connect Downtown Los Angeles and Santa Monica. Within the study area, the paths are provided along National Boulevard – Jefferson Boulevard from La Cienega Boulevard and extend west.

- Ballona Creek Bike Path: Shared-use Paths (Class I) are provided along Ballona Creek and start in East Culver City and connects with Marvin Braude Bike Path in Marina Del Rey. Within the study area, the paths are provided on the west side of Ballona Creek from National Boulevard and extend south.

- Jefferson Boulevard: Bicycle Lanes (Class II) are provided along Jefferson Boulevard between La Cienega Boulevard and Harcourt Avenue and between National Boulevard and Duquesne Avenue. Bicycle Routes (Class III) with Sharrows are provided along Jefferson Boulevard between National Boulevard and La Cienega Boulevard.

Future Bicycle Conditions

Future planned bicycle facilities are included in the City of Culver City's *Bicycle & Pedestrian Action Plan* and City of Los Angeles' *2035 Mobility Plan* document within each respective jurisdiction. The City of Los Angeles' Mobility Plan includes a Bicycle Enhanced Network (BEN) and Bicycle Lane Network.

The Bicycle Enhanced Network is a network of streets that will receive treatments that prioritize bicyclists. The Bicycle Enhanced Network consists of:

- Bicycle Paths – Bicycle facilities outside of the roadway that provide paved pathway separated from motorized vehicular traffic by an open space or barrier and either within the highway rights-of-way or within an independent alignment.

- Tier 1 Protected Bicycle Lanes – Bicycle facilities on arterial roadways with physical separation that provide a higher level of protection from vehicle traffic than just a striped bicycle lane.

- Neighborhood Enhanced Network Streets – Bicycle facilities on neighborhood that are identified to provide gap closures to the protected bicycle lane system within the Bicycle Enhanced Network.

The Bicycle Lane Network is a proposed network of bicycle lanes on arterial roadways with striped separation. The Bicycle Lane Network is comprised of Tier 2 and Tier 3 Bicycle Lanes.



FIGURE 6
EXISTING AND PLANNED BICYCLE FACILITIES

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Tier 2 Bicycle Lanes are planned priority bicycle lanes on arterial roadways with striped separation. Tier 3 Bicycle Lanes are planned bicycle lanes on arterial roadways with striped separation but are less priority than Tier 2.

The future planned bicycle facilities are shown in Figure 6. As shown in the figure, the future planned bicycle facilities include following streets.

City of Los Angeles' Bicycle Enhanced Network

- Jefferson Boulevard: Tier 1 Protected Bicycle Lanes are proposed along Jefferson Boulevard between La Cienega Boulevard and Hauser Boulevard. Tier 2 Bicycle Lanes are proposed along Jefferson Boulevard between La Cienega Boulevard and Holdrege Avenue.

- La Cienega Boulevard: Tier 3 Bicycle Lanes are proposed along La Cienega Boulevard between Fairfax Avenue and Jefferson Boulevard.

- Fairfax Avenue: Tier 3 Bicycle Lanes are proposed along Fairfax Avenue between La Cienega Boulevard and Willoughby Avenue. Neighborhood Enhanced Network Street is also proposed along Fairfax Avenue between La Cienega Boulevard and Adams Boulevard.

City of Culver City's Proposed Bicycle Facilities

- Fay Avenue: Bike Routes (Class III) are proposed on Fay Avenue between the south end of Fay Avenue and Washington Boulevard.

EXISTING TRANSIT CONDITIONS

Five bus lines and a light rail (Metro E) line currently serve the study area. Three bus lines and the Metro E Line are operated by the Los Angeles County Metropolitan Transportation Authority (MTA or METRO), one bus line is operated by the City of Culver City (CC), and the remaining one bus line is operated by the County of Los Angeles. These transit lines are described in the following section.

- Metro E Line (Expo) - E Line is an east/west light-rail line that provides service from Santa Monica to Downtown Los Angeles. There is one station serving the study area – La Cienega / Jefferson station. The western terminus is at the intersection of 5th Street and Colorado Avenue in Santa Monica. The eastern terminus is at the intersection of 7th Street and Flower Street in Downtown Los Angeles. This line runs every day, including weekends and holidays, at a frequency of approximately 10 minutes during peak commute hours and weekday midday hours.

- MTA Line 38 – Line 38 is a local east/west bus line that provides service from West Adams to Downtown Los Angeles, and travels along Jefferson Boulevard, La Cienega Boulevard, and Fairfax Avenue within the study area. This line runs every day, including weekends and holidays, at a frequency of approximately 30 minutes during peak commute hours and during weekday midday hours. The western terminus is at Washington / Fairfax Transit Hub in West Adams. The eastern terminus is at the intersection of Broadway and Venice Boulevard in Downtown Los Angeles.

- MTA Line 105 – Line 105 is a local north/south bus line that provides service from West Hollywood to Vernon, and travels along La Cienega Boulevard and Fairfax Avenue within the study area. This line runs every day, including weekends and holidays, at a frequency of approximately 8-10 minutes during peak commute hours and 10 minutes during weekday midday hours. The northern terminus is at the intersection of San Vincente Boulevard and Santa Monica Boulevard in West Hollywood. The southern terminus is at the intersection of Santa Fe Avenue and Vernon Avenue in Vernon.

  MTA Line 217 – Line 217 is a local north/south bus line that provides service from Hollywood to West Adams, and travels along La Cienega Boulevard and Fairfax Avenue within the study area. This line runs every day, including weekends and holidays, at a frequency of approximately 10 minutes during peak commute hours and during weekday midday hours. The northern terminus is at the Vermont / Sunset Metro B Line Station in Hollywood. The southern terminus is at the La Cienega / Jefferson Metro E Line Station in West Adams.

- CC Line 4 - Line 4 is a local east/west bus line that provides service from Playa Vista to Culver City, and travels along La Cienega Boulevard and Fairfax Avenue within the study area. This line operates Monday through Friday and on Saturday, at a frequency of approximately 40-50 minutes during both commute peak hours and weekday midday hours. No Sunday or holiday service is provided. The western terminus is at the intersection of E.A. Way and Jefferson Boulevard in Playa Vista. The eastern terminus is at West Los Angeles Transit Center near the intersection of Fairfax Avenue and Washington Boulevard in Culver City.

- Los Angeles County Link - Baldwin Hills Parklands – Link Baldwin Hill Parklands Line is a local circulator route that provides service within Baldwin Hills. The line commences clockwise service at Kenneth Hahn State Recreation Area, and connects with Baldwin Hills Scenic Overlook, La Cienega / Jefferson Metro E Line station, and concludes service at Stoneview Nature Center. The line travels along Jefferson Boulevard and La Cienega Boulevard within the study area. The line operates on weekends and holidays only, at a frequency of 30 minutes. No weekday service is provided.

Table 4 summarizes these transit lines serving the study area. The table includes the service provider, line number, service area, service type, hours of operation, and frequency. These transit lines are also illustrated in Figure 7. It can be observed from Figure 7 that the Project Site is within walking distance to the bus routes within the study area. Bus stops are located at the intersections of La Cienega Boulevard / Jefferson Boulevard, and La Cienega Boulevard / Clemson Street. Also, the Project Site is located approximately 750 feet west of the Metro E Line La Cienega / Jefferson Station.

TABLE 4
EXISTING TRANSIT SERVING THE STUDY AREA

Line/Route	Service Type	Direction	Origin	Destination	Hours of Operation	Weekday Headways (Min)
						Peak
Los Angeles County Metropolitan Transportation Authority (MTA)						
E Line (Expo)	Light Rail	East/West	Santa Monica	Downtown Los Angeles	Mon-Sun 3:27am-1:00am	10
Line 38	Local Bus	East/West	West Adams	Downtown Los Angeles	Mon-Fri 4:17am-1:03am; Sat-Sun 4:15am-1:03am	30
Line 105	Local Bus	North/South	West Hollywood	Vernon	Mon-Sun 24 hours	8-10
Line 217	Rapid Bus	North/South	Hollywood	West Adams	Mon-Sun 24 hours	10
City of Culver City - Culver CityBus (CC)						
Line 4	Local Bus	East/West	Playa Vista	Culver City	Mon-Fri 6:31am-8:27pm; Sat 7:56am-7:44pm	40-50
Los Angeles County Link (LN)						
Baldwin Hills Parklands	Local Bus	Circulator	Baldwin Hills	Baldwin Hills	Sat-Sun 8am-6pm	N/A



FIGURE 7
EXISTING TRANSIT LINES

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The City of Los Angeles *Mobility Plan 2035* includes a network of transit enhanced streets to improve line performance and reliability. Enhancements range from streetscape improvements to make walking safer and easier, to transit stop shelters, or bus lanes. Fairfax Avenue and La Cienega Boulevard south of Fairfax Avenue within the study area are included in the network of transit enhanced streets and prioritized for transit service improvements.

EXISTING TRAFFIC VOLUMES AND LEVELS OF SERVICE

The following sections present the existing intersection peak hour traffic volumes, a description of the methodology utilized to analyze the intersection traffic conditions, and the resulting level of service conditions at the study intersection.

Existing Traffic Volumes

Weekday morning (AM) and evening (PM) peak hour traffic counts were compiled from data collected at the signalized study (non-CEQA) intersections in 2017 and 2018. In consultation with LADOT, the traffic counts were factored up (1% per year) to reflect Existing 2019 conditions. Additionally, the City of Los Angeles agreed that the Existing 2019 conditions should be used to reflect 2021 Conditions, due to the COVID-19 pandemic. The existing traffic counts at the unsignalized study intersection, La Cienega Place at Jefferson Boulevard, were prepared based on the traffic counts at the two adjacent intersections, current turning movement counts at this location, and a review of mobile source data, in coordination with the City of Los Angles staff.

The traffic volumes reflect typical weekday operations during current year 2021 conditions. The traffic volumes in Figure 8 represent, for the purposes of this analysis, the Existing 2021 conditions during the AM and PM peak hours. The raw intersection turning movement counts are attached in Appendix C.

Level of Service (LOS) Methodology

LOS is a qualitative measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. LOS D is typically recognized as the minimum acceptable level of service in urban areas. The LOS definitions for signalized intersections are provided in Table 5 and the LOS definitions for unsignalized intersections are provided in Table 6. Two of the study locations (Jefferson Boulevard / National Boulevard and La Cienega Boulevard / Jefferson Boulevard) are signalized intersections, while the remaining study location (La Cienega Place / Jefferson Boulevard) is a stop-controlled intersection.

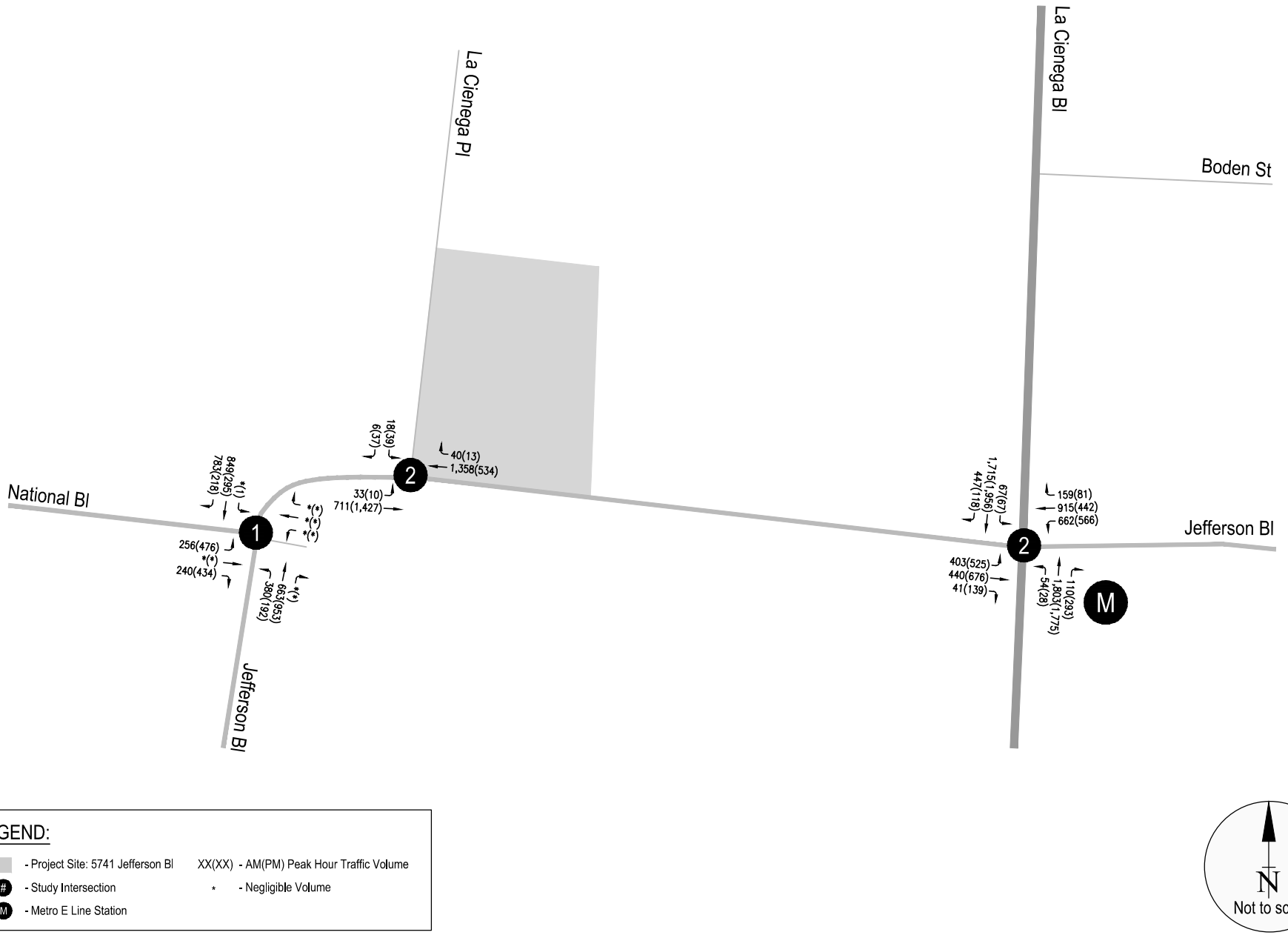


FIGURE 8
EXISTING (2021) CONDITIONS - PEAK HOUR TRAFFIC VOLUMES

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TABLE 5
LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS

Level of Service	Average Stopped Delay per Vehicle (seconds)	Definition
A	≤ 10.0	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	> 10.0 and ≤ 20.0	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	> 20.0 and ≤ 35.0	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	> 35.0 and ≤ 55.0	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.
E	> 55.0 and ≤ 80.0	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 80.0	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.

Source: Highway Capacity Manual, Transportation Research Board, 2016

TABLE 6
LEVEL OF SERVICE DEFINITIONS
FOR UNSIGNALIZED INTERSECTIONS

Level of Service	Average Total Delay (seconds/vehicle)
A	≤ 10.0
B	> 10.0 and ≤ 15.0
C	> 15.0 and ≤ 25.0
D	> 25.0 and ≤ 35.0
E	> 35.0 and ≤ 50.0
F	> 50.0

Source: Highway Capacity Manual 2010, Transportation Research Board, 2010

Consistent with the City of Los Angeles' Transportation Assessment Guidelines, the intersection capacity analysis was conducted using the Highway Capacity Manual, 6th Edition (Transportation Research Board, 2016) (HCM) signalized and unsignalized intersections methodologies. The HCM signalized methodology calculates the average control delay, in seconds, for each vehicle passing through the intersection. Unsignalized (stop-controlled) intersection LOS is defined in the HCM based on the average control delay for each minor-street movement (or shared movement) as well as major-street left-turns.

The two signalized intersections included in this study are currently controlled by the City of Los Angeles' Automated Traffic Surveillance and Control (ATSAC) System and Adaptive Traffic Control System (ATCS).

Existing Levels of Service

The existing traffic volumes presented in Figure 8 for AM and PM peak hours were used in conjunction with the level of service methodologies described above, and the current intersection characteristics illustrated in Appendix B, to determine the existing operating conditions at the analyzed intersections.

Table 7 summarizes the results of the intersection capacity analysis for existing conditions at the analyzed intersections in the study area. The table indicates the existing average control delay for each intersection approach during the morning and evening peak hours and the corresponding LOS. As illustrated in the table, one of the three study intersections is currently operating at LOS C during the morning peak hour. The two remaining locations are operating at LOS E and include:

- Intersection of Jefferson Boulevard & National Boulevard: AM – LOS E
- Intersection of La Cienega Boulevard & Jefferson Boulevard: AM – LOS E

During the evening peak hour, all three study intersections are operating at LOS D or better.

The operational calculation worksheets for Existing (2021) conditions are provided in Appendix D of the report.

TABLE 7
EXISTING (2021) INTERSECTION LEVEL OF SERVICE ANALYSIS

No.	Intersection	AM Peak Hour		PM Peak Hour	
		Delay (s)	LOS	Delay (s)	LOS
1.	Jefferson Boulevard & National Boulevard	57.3	E	26.5	C
2.	La Cienega Place & Jefferson Boulevard [1]	19.5	C	17.3	C
3.	La Cienega Boulevard & Jefferson Boulevard	55.1	E	48.2	D

Delay - HCM 6th Edition Control Delay in seconds per vehicle
LOS - Level of Service
[1] Unsignalized intersection. Stop controlled on minor approach. Worst case approach delay is reported in table.

ALIGNMENT WITH VISION ZERO PROGRAM

The City of Los Angeles' Vision Zero Program and the City of Culver City's Local Roadway Safety Plan aim to decrease transportation-related serious injuries and fatalities on City streets through a number of strategies including modifying the design of streets to improve the safety for vulnerable road users. In the City of Los Angeles, this policy was adopted as part of the City of Los Angeles' 2035 Mobility Plan (*Mobility Plan 2035, An Element of the General Plan*; Los Angeles Department of City Planning; 2016), and the City of Los Angeles' Vision Zero Action Plan (*Vision Zero Action Plan 2015-2025*; Los Angeles Department of Transportation; 2017). The City of Culver City has recently developed the Local Roadway Safety Plan and is anticipated to be adopted in November 2021.

The City of Los Angeles and the City of Culver City identified High Injury Network locations, where a relatively small number of streets had a disproportionate number of traffic collisions. Future improvement projects, policies, and programs have been prioritized at intersections and along corridors identified within the High Injury Network to reduce traffic violence.

Figure 9 shows the High Injury Network within the study area. The streets included in High Injury Network follow:

- La Cienega Boulevard: La Cienega Boulevard between Jefferson Boulevard and Obama Boulevard is included in City of Los Angeles' High Injury Network. Additionally, La Cienega Boulevard between Blackwelder Street and City Boundary (Washington Boulevard) is included in City of Culver City's High Injury Network.

- National Boulevard: National Boulevard between Washington Boulevard and Eastham Drive is included in City of Culver City's High Injury Network.

As shown in Figure 9, the Project Site is not located along a roadway identified within the City's High Injury Network.



FIGURE 9
HIGH INJURY NETWORK

RAJU Associates, Inc.

III. CEQA ANALYSIS OF TRANSPORTATION IMPACTS

The analysis of transportation impacts associated with the Project was prepared utilizing the methodologies and assumptions per the latest City of Los Angeles' Transportation Assessment Guidelines. The results were then used to assess the potential impact of the Project based on the significance thresholds established by the City of Los Angeles. This chapter includes a summary of the screening criteria, impact criteria, methodology and mitigation (if needed) for each City established threshold.

The CEQA evaluation consists of analysis of transportation impacts for the following City established thresholds for development projects:

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

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

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

Specifically, proposed projects shall be analyzed to identify potential conflicts with adopted City plans and policies and, if there is a conflict, improvements that prioritize access for and improve

the comfort of people walking, bicycling, and riding transit in order to provide safe and convenient streets for all users should be identified. Projects designed to encourage sustainable travel help to reduce vehicle miles traveled. This section provides project criteria to identify which projects must check for consistency with major City plans and policies, and provides updated references that should be consulted to evaluate how proposed projects and plans relate to adopted City projects and plans."

Screening Criteria

If the project requires a discretionary action, and the answer is yes to any of the following questions, further analysis will be required to assess whether the proposed project would conflict with plans, programs, ordinances, or policies:

- *Does the project require a discretionary action that requires the decision maker to find that the decision substantially conforms to the purpose, intent and provisions of the General Plan?*
    - **Project Response: Yes. The Project requires a discretionary action.**
- *Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?*
    - **Project Response: No. The Project is not known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety.**
- *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.)?*
    - **Project Response: Yes. The Project would provide a dedication of 8 feet from its southerly property line in order to provide a half right-of-way width of 45 feet along Jefferson Boulevard.**

Based on the responses to the screening criteria, the Project is required to assess whether the project would conflict with an adopted program, policy, plan, or ordinance that is adopted to protect the environment. In general, transportation policies or standards adopted to protect the environment are those that support multimodal transportation options and a reduction in VMT.

Impact Criteria

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

Methodology

The following includes the methodology for analyzing Threshold T-1, per the City's Transportation Assessment Guidelines:

- *A project that generally conforms with and does not obstruct the City's development policies and standards will generally be considered to be consistent. The Project Applicant should review the documents and ordinances listed in the City's Transportation Assessment Guidelines, Table 2.1-1 - City Documents that Establish the Regulatory Framework, for City plans, policies, programs, ordinances and standards relevant to determining project consistency. The City's Transportation Assessment Guidelines, Attachment D: Plan Consistency Worksheet, lists questions that shall be answered in order to help guide whether the project conflicts with City circulation system policies. A 'yes' or 'no' answer to these questions does not determine a conflict. Rather, as indicated in Attachment D, the Project Applicant must provide substantiating information to help determine whether the proposed project precludes the City's implementation of any adopted policy and/or program that was adopted to protect the environment. A mere conflict with adopted transportation related policies, or standards that requires administrative relief or legislative change does not in itself constitute an impact.*

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

Cumulative Impacts. *The analysis of cumulative impacts may be quantitative or qualitative. Each of the plans, ordinances and policies reviewed to assess potential conflicts with proposed*

projects should be reviewed to assess cumulative impacts that may result from the proposed project in combination with other development projects in the study area.

Consider whether there would be a significant impact to which both the proposed project and other projects contribute. For instance, a cumulative impact could occur if the project as well as other future development projects located on the same block were to preclude the City's ability to serve transportation user needs as defined by the City's transportation policy framework.

Analysis/Project Impact

Utilizing the methodology described above, responses were provided to Attachment D: Plan, Policy and Program Consistency Worksheet. Table 8 provides a copy of the worksheet and the Project's responses to the questions in the worksheet to help guide whether the project conflicts with City circulation system policies.

The following summarizes the sections covered in the worksheet and the results of Project's response:

- Section A. Mobility Plan 2035 Public Right-of-Way (PROW) Classification Standards for Dedications and Improvements

    - The Project would provide the required dedication of 8 feet from its southerly property line, as necessary, to meet the designated half right-of-way width requirement of 45 feet along Jefferson Boulevard (Modified Avenue II).
    - Therefore, 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.

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

    - The Project does not propose 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; or paving, narrowing, shifting or removing an existing parkway or tree well.
    - Additionally, the Project does not add new driveways along a street designated as an Avenue or a Boulevard that conflict with LADOT's *Driveway Design Guidelines*.
    - Therefore, 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.

TABLE 8
CEQA THRESHOLD T-1 – ATTACHMENT D: PLANS, POLICIES AND PROGRAMS 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.

Jefferson Boulevard Frontage –

Existing Roadway' (curb-to-curb)/Sidewalk (NS)': Existing 60'/10'* Required 60'/15' Proposed 60'/15'

*Three (3) feet of the existing sidewalk extends beyond the Project's southerly property line. The Project would provide an 8-foot dedication along its Jefferson Boulevard frontage. This 8-foot dedication includes the three feet of sidewalk that extends past the Project's southerly property line.

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

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

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

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

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

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

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

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

B.1 Project-Initiated Changes to the PROW Dimensions

These questions address potential conflict with:

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

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

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

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

Mobility Plan 2035 Street Designations and Standard Roadway Dimensions

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

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

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

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

☐ **Yes** ☒ No

B.2 Driveway Access

These questions address potential conflict with:

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

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

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

Site Planning Best Practices:

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

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

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

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

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

☐ **Yes** ☒ No

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

Impact Analysis

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

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

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

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

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

☐ **Yes** ☐ No ☒ N/A

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

☐ **Yes** ☐ No ☒ N/A

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

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

C. Network Access

C. 1 Alley, Street and Stairway Access

These questions address potential conflict with:

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

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

☐ Yes ☒ No

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

☐ Yes ☐ **No** ☒ N/A

C.2 New Cul-de-sacs

These questions address potential conflict with:

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

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

☐ Yes ☒ No

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

☐ Yes ☐ **No** ☒ N/A

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

D. Parking Supply and Transportation Demand Management

These questions address potential conflict with:

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

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

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

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

☐ Yes ☒ No

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

☐ Yes ☐ **No** ☒ N/A

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

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

☒ Yes ☐ **No**

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

☒ Yes ☐ No

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

☒ Yes ☐ **No** ☐ N/A

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

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

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

E. Consistency with Regional Plans

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

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

☒ Yes ☐ No

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

☐ **Yes** ☒ No ☐ N/A

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

☐ **Yes** ☐ No ☒ N/A

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

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

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

References

BOE Street Standard Dimensions S-470-1

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

LADCP Citywide Design Guidelines

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

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

Mobility Plan 2035

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

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

- Section C. Network Access

    - The Project does not propose to vacate or otherwise restrict public access to a street, alley, or public stairway. Additionally, the Project is located adjacent to an existing cul-de-sac, La Cienega Place. La Cienega Place will maintain convenient and direct public access to people walking and biking to the adjoining street network.
    - Therefore, the Project would not conflict with a plan or policies that ensure access for all modes of travel.

- Section D. Parking Supply and Transportation Demand Management (TDM)

    - The Project shall provide provisions consistent with the City's TDM Ordinance in Section 12.26 J of the Los Angeles Municipal Code (LAMC), as relevant and applicable. The relevant Project provisions include:
        - A bulletin board/display case or kiosk displaying transportation information;
        - LAMC code required bicycle parking, the Project will provide 40 long-term bicycle spaces and 32 short-term bicycle spaces;
        - Safe and convenient access from the external circulation system to bicycle parking facilities on-site; and
        - Designated pathways following direct and safe routes from the external pedestrian circulation system from the building.
    - Additionally, the Project would provide a total of 43 vehicle parking spaces consistent with LAMC code required vehicle parking.
    - Therefore, the Project would not conflict with LAMC requirements of vehicle parking, bicycle parking and TDM measures.

- Section E. Consistency with Regional Plans

    - The Project is shown to align with long-term VMT and GHG reduction goals of SCAG's RTP/SCS. The Project would result in a work VMT per employee of 8.4. Since the Project's resulting VMT per employee of 8.4 is less than the impact threshold of 11.6, the Project would not cause a significant impact relative to Threshold T-2.1.

Based on the responses to the questions and review of relevant policies and programs corresponding to the questions to assess whether the proposed project precludes the City's implementation of any adopted policy and/or program, the Project generally conforms with, and does not obstruct or impede the City's development policies and standards generally considered to be consistent. Further, the Project does not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities. Therefore, the Project does not cause a significant impact relative to Threshold T-1.

Cumulative Impacts

The Project is consistent with the City of Los Angeles' programs, plans, ordinances, and policies, since it does not preclude the City's ability to serve transportation user needs as defined by the City's transportation policy framework.

The City's Transportation Assessment Guidelines 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 the programs, plans, policies, or ordinances. The list of related projects are identified in Table 11 (Chapter IV). It was observed that there are three related projects (Related Project #2 - 5790 W. Jefferson Boulevard, Related Project #7 - 3221 S. La Cienega Boulevard, and Related Project #8 - 3401 S. La Cienega Boulevard) located adjacent to and along the same block as the proposed Project. Both Related Projects #2 and #7 are approved and currently under construction.

Similar to the Project, related projects considered in this cumulative analysis are individually responsible for complying with relevant plans, programs, ordinances, or policies addressing the circulation system. Therefore, the Project, together with the related projects, will not result in cumulative impacts with respect to consistency with each of the plans, ordinances, or policies reviewed and does not cause a cumulative significant impact relative to Threshold T-1.

THRESHOLD T-2.1 – CAUSING SUBSTANTIAL VEHICLE MILES TRAVELED (VMT)

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

For land use projects, the intent of this threshold is to assess whether a land use project or plan causes substantial vehicle miles traveled. The Los Angeles Mobility Plan 2035 sets forth the following objective, regarding VMT:

- Decrease VMT per capita by 5% every five years [from 2015 baseline conditions], to 20% by 2035.

Accordingly, the City set new significance criteria for transportation impacts based on VMT for land use projects and plans in accordance with the amended Appendix G question. The City has established the following screening and impact criteria for Threshold T-2.1. The City's criteria are based on the OPR technical advisory but reflect local considerations.

Screening Criteria

The screening and impact evaluation should be conducted for the following types of development projects:

- Residential – Single-family housing, multi-family housing, and affordable housing.
- Office – General office and medical office. Light industrial, manufacturing, warehousing/ self-storage, K-12 schools, college/university, and hotel/motel land uses should be treated as office for screening and analysis.
- Retail – General retail, furniture store, pharmacy/drugstore, supermarket, bank, health club, restaurant, auto repair, home improvement superstore, discount store, and movie theater.

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

- *Does the project require a discretionary action?*
    - **Project Response: Yes. The Project requires a discretionary action.**
- T-2.1-1: Would the project generate a net increase of 250 or more daily vehicle trips?
    - **Project Response: Yes. The Project is estimated to generate a total of 308 net daily trips (VMT Calculator version 1.3).**
- *T-2.1-2: Would the project generate a net increase in daily VMT?*
    - **Project Response: Yes. The Project is estimated to generate a net total of 2,597 daily VMT.**

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

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

    - **<u>Project Response</u>: No, the Project does not include retail/restaurant uses that exceed a net 50,000 square feet.**

Based on the responses to the screening criteria, the Project is required to assess whether the Project's proposed land uses cause substantial vehicle miles traveled.

<u>Impact Criteria</u>

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

Per impact criteria established the City, development projects will have a potential impact if the project meets the following:

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

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

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

- For other land use types, VMT impacts measured for the work trip element result in metric that exceeds the criteria for office projects above.

The City of Los Angeles' *Transportation Assessment Guidelines Table 2.2-1* provides the following significance thresholds based on the location of a project within a specific Area Planning Commission (APC) area:

VMT Impact Criteria (15% Below APC Average)

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

Source: Table 2.2-1, City of Los Angeles Transportation Assessment Guidelines, July 2020.
Note: The Daily Household VMT per Capita and Daily Work VMT per Employee numbers in the table incorporates a 15% reduction of the APC Average Daily Household VMT per Capita and Average Daily Work VMT per Employee numbers.

The Project is located within the South LA APC area. Based on the City's VMT impact criteria table, the significance thresholds for project impact are daily household VMT per capita of 6.0 and the daily work VMT per employee of 11.6.

Methodology

The following includes the methodology for analyzing the Project's impacts relative to Threshold T-2.1, per the City's Transportation Assessment Guidelines:

- *Office Projects - Daily vehicle trips, daily VMT, and daily work VMT per employee for office projects should be estimated using the VMT Calculator tool. Transportation demand management strategies to be included as project design features should be considered in the estimation of a project's daily vehicle trips and VMT.*

Cumulative Impacts. *Analyses should consider both short- and long-term project effects on VMT. Short-term effects will be evaluated in the detailed project-level VMT analysis described above. Long-term, or cumulative, effects will be determined through a consistency check with*

the SCAG RTP/SCS. The RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and GHG reduction targets. As such, projects that are consistent with this plan in terms of development location, density, and intensity, are part of the regional solution for meeting air pollution and GHG goals. Projects that are deemed to be consistent would have a less than significant cumulative impact on VMT. Development in a location where the RTP/SCS does not specify any development may indicate a significant impact on transportation. However, for projects that do not demonstrate a project impact by applying an efficiency-based impact threshold (i.e. VMT per capita or VMT per employee) in the project impact analysis, a less than significant project impact conclusion is sufficient in demonstrating there is no cumulative VMT impact. Projects that fall under the City's efficiency-based impact thresholds are already shown to align with the long-term VMT and greenhouse gas reduction goals of SCAG's RTP/SCS.

Analysis/Project Impact

The Project includes development of approximately 316,637 square feet of mini-warehouse use. The Project would provide a total of 43 vehicle parking spaces and total of 72 bicycle spaces (40 long-term and 32 short-term spaces). The existing site contains approximately 82,051 square feet of mini-warehouse use that will be demolished.

Utilizing the City's VMT Calculator Tool (V1.3), the VMT analysis for the Project was prepared. The Project's proposed land uses along with the existing land use were input into the City's VMT Calculator Tool. Table 9 presents the results of the Project's VMT analysis. As indicated in the table, the Project would result in a work VMT per employee of 8.4. Since the Project's resulting VMT per employee of 8.4 is less than the impact criteria threshold of 11.6, the Project would not cause a significant impact relative to this Threshold T-2.1.

The City of Los Angeles' VMT Calculator (V1.3) worksheets are included Appendix E.

Cumulative Impacts

Per cumulative impact methodology, projects that do not demonstrate a project impact by applying an efficiency-based impact threshold (i.e. VMT per capita or VMT per employee) in the project impact analysis, a less than significant project impact conclusion is sufficient in demonstrating there is no cumulative VMT impact. Projects that fall under the City's efficiency-based impact thresholds are already shown to align with the long-term VMT and greenhouse gas reduction goals of SCAG's RTP/SCS. Therefore, the Project would not cause a cumulative significant impact relative to Threshold T-2.1.

TABLE 9
CEQA ANALYSIS THRESHOLD T-2.1 - SUMMARY OF VMT ANALYSIS

Project Land Uses	Size	Household VMT per Capita	Household VMT Impact (6.0)?	Work VMT per Employee	Work VMT Impact (11.6)?
Mini-Warehouse	316,637 s.f.	N/A	No	8.4	No

*VMT result from City of Los Angeles' VMT Calculator (version 1.3).

THRESHOLD T-3 – SUBSTANTIALLY INCREASING HAZARDS DUE TO A GEOMETRIC DESIGN FEATURE OR INCOMPATIBLE USE

As stated in the City's Transportation Assessment Guidelines*,* "*Impacts regarding the potential increase of hazards due to a geometric design feature generally relate to the design of access points to and from the project site, and may include safety, operational, or capacity impacts.*

Impacts can be related to vehicle/vehicle, vehicle/bicycle, or vehicle/pedestrian conflicts as well as to operational delays caused by vehicles slowing and/or queuing to access a project site. These conflicts may be created by the driveway configuration or through the placement of project driveway(s) in areas of inadequate visibility, adjacent to bicycle or pedestrian facilities, or too close to busy or congested intersections. Evaluation of access impacts require details relative to project land use, size, design, location of access points, etc. These impacts are typically evaluated for permanent conditions after project completion but can also be evaluated for temporary conditions during project construction."

Screening Criteria

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

- *Does the project require a discretionary action?*
    - **Project Response: Yes. The Project requires a discretionary action.**
- Is the project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way?
    - **Project Response: No. The Project proposes to utilize existing driveways.**
- Is the project proposing to, or required to make any voluntary or required, modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb line, etc.)?
    - **Project Response: Yes. The Project would provide a dedication of 8 feet from its southerly property line in order to provide a half right-of-way width of 45 feet along Jefferson Boulevard.**

Based on the responses to the screening criteria, the Project is required to evaluate if it substantially increases hazards due to a geometric design feature or incompatible use.

Impact Criteria

Threshold T-3: Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

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

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

Methodology

The following includes the methodology for analyzing the Project's impacts relative to Threshold T-3, per the City's Transportation Assessment Guidelines:

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

Cumulative Impacts. *Review project site access plans for related projects with access points proposed along the same block(s) as the proposed project. Determine the combined impact and the project's contribution.*

Analysis/Project Impact

Project Location. The Project Site is not located along a street identified as part of the High Injury Network. Additionally, the Safe Routes to School map does not identify any infrastructure improvement projects within the study area.

Physical Terrain. The Project Site is located on a flat parcel with little to no change in vertical elevation. Therefore, no line of sight issues would be caused by changes in elevation and drivers would be able to safely identify approaching vehicles, pedestrians, and bicycles at the Project driveways. Project driveways are designed to intersect the public right-of-way at as close to a right angle as possible with adequate building setback to allow pedestrians and bicyclists to observe vehicles within the driveways.

The Project would provide open space, and landscaped elements along the Project perimeter and within the Project Site to create a walkable pedestrian environment. Sidewalks are provided along La Cienega Place and Jefferson Boulevard fronting the Project Site.

Driveway Design. Two unsignalized driveways currently provide access to the existing site. One driveway is located along the north side of Jefferson Boulevard and the other driveway is located along the east side of La Cienega Place. The driveway along Jefferson Boulevard is gated and currently provides primary access to customers and employees, while the La Cienega Place driveway provides emergency access and is gated and closed throughout the day.

As proposed, both driveways would remain and be widened to 28 feet in width. These driveways will be gated and closed at all times and utilized primarily for emergency access. The Jefferson Boulevard driveway would also provide access to three parking spaces provided outside the gate. The Project is proposing a new 28-foot driveway along La Cienega Place that would provide the main vehicular access to both customers and employees of the Project. This main entrance on La Cienega Place would be open during all business hours.

Consistent with LADOT Manual of Policies and Procedures Section 321 – Driveway Design Guidelines, all three Project driveways would measure 28 feet in width. The Project site plan is provided in Chapter 1, Figure 2.

Consistent with the City of Los Angeles' *Citywide Design Guidelines*, October 24, 2019, the Project driveway(s) are located as far away from the corner as possible and located potentially towards the side of the building (for a corner lot property), away from public right-of-way and major pedestrian thoroughfares, thereby enhancing walkability and pedestrian network connectivity.

Both Jefferson Boulevard and La Cienega Place provide vehicular access to the Project Site. Jefferson Boulevard currently provides four travel lanes, two lanes in each direction, divided by a two-way left-turn median. La Cienega Place provides one lane in each direction. Currently, the Project's main vehicular access is provided along Jefferson Boulevard, a Modified Avenue II. As proposed, this driveway along Jefferson Boulevard would primarily serve emergency access and the main vehicular access would occur at a new driveway located along La Cienega Place, a local street. No horizontal or vertical curvatures exist along the roadway segments where the driveways are located, that would create sight distance issues for Project traffic utilizing the proposed driveways.

On-street parking is prohibited along Jefferson Boulevard adjacent to the Project Site. On-street parking is provided on the east side of La Cienega Place along the Project's frontage. However, parking is not allowed (red curb) adjacent to the existing driveway at the northern end of the site. There would be no loss of on-street parking due to the proposed widening of this driveway. Parking will need to be restricted adjacent to the proposed new driveway along La Cienega Place and may result in the loss of up to three on-street (non-metered) parking spaces. No unusual or new obstacles are presented in the Project design that would be considered hazardous to motorized vehicles, nonmotorized vehicles, or pedestrians.

Pedestrian and Bicycle Review. Pedestrian access to the Project Site would be obtained from Jefferson Boulevard and La Cienega Place. Jefferson Boulevard currently provides a 10-foot sidewalk along the Project's southern frontage. Note that three feet of the sidewalk extends past the Project's southerly property line. La Cienega Place provides a 7-foot sidewalk along the Project's western frontage.

The Mobility Plan designates Jefferson Boulevard as Modified Avenue II, which requires a half-ROW width of 45 feet. Currently, Jefferson Boulevard has a half-ROW width of 37 feet adjacent to

the Project Site, which does not meet the Mobility Plan standards. The Project proposes to provide a dedication of eight feet to meet the standard half-ROW width of 45 feet. The Project would provide an overall eight-foot dedication from the southerly property line.

There are no existing or planned bicycle facilities located along La Cienega Place. Currently, Jefferson Boulevard between National Boulevard and La Cienega Boulevard is designated as a Bicycle Route with 'sharrows'. Future Tier 2 Bicycle Lanes are planned along Jefferson Boulevard along this stretch.

Review of the traffic count data (from 2017 and 2018) at the adjacent signalized intersections indicate a low level of pedestrian and bicycle utilization crossing the Project driveways. Based on the trip generation estimates (see Table 9 in Chapter 4), the Project would generate fewer than one vehicle per minute at either of the Project driveways, providing adequate gaps in traffic for pedestrians and bicyclists to safely cross. Thus, the conflicts between vehicles and pedestrians/bicyclists are minimal and not increased by the presence of Project traffic at the driveways.

The Project driveways would be designed to remain clear of hardscapes, vegetation, or signage that would impede sight lines. Sidewalk treatments across the driveways would be incorporated for increased safety and visibility.

Incompatible Uses. No other conditions, including the presence of incompatible uses in the vicinity that would substantially increase a transportation hazard, have been identified.

Project Impact. Based on a review and consideration of the proposed site plan, Project description and the above analysis, the Project would not substantially increase hazards due to a geometric design feature or incompatible uses. Therefore, the Project does not cause a significant impact relative to Threshold T-3.

Cumulative Impacts

The City's Transportation Assessment Guidelines 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. The Cumulus Mixed-Use Project (Related Project #7) is located at 3221 La Cienega Boulevard, adjacent to and east of the Project Site. It consists of 1,218 apartment units and approximately 300,000 square feet of commercial

uses including a grocery store, retail, and restaurants. This related project is currently under construction and would provide vehicular access to its parking facilities via three driveways: a driveway along La Cienega Boulevard north of Jefferson Boulevard, which is proposed to include a traffic signal, and two public driveways along Jefferson Boulevard that will serve the Project's parking structure. The Jefferson driveways will be limited to right turns in and out. There will be an additional driveway along Jefferson Boulevard that would serve a service/loading area and limited only to truck traffic.

A review of the site plans of the related project and the Project was conducted. Given that the related project's driveways along Jefferson Boulevard would operate as right-turn in and out, the Project's driveway along Jefferson Boulevard would primarily serve as emergency access, and no horizontal or vertical curvatures exist along Jefferson Boulevard segment where the driveways are located that would create sight distance issues for traffic utilizing the proposed driveways, the proximity of the two developments would not result in unusual safety hazards and there would be no cumulatively significant impacts due to geometric design features.

Additionally, there are two other related projects (Related Project #2 – 5790 W. Jefferson Boulevard and Related Project #8 – 3401 S. La Cienega Boulevard) located along the same block as the proposed Project. Related Project #2 – 5790 W. Jefferson Boulevard will provide its access at the intersection of Jefferson Boulevard/National Boulevard. Related Project #8 – 3401 S. La Cienega Boulevard will provide its access along La Cienega Boulevard south of Jefferson Boulevard. The location of these related projects' access points in relation to the proposed Project's access points would not result in unusual geometric design issues and, therefore, there would be no cumulatively significant impacts due to geometric design features. There are no other related projects with access points proposed along the same block as the proposed Project.

Therefore, the combined effects of the related projects and the Project would not substantially increase hazards due to a geometric design feature or incompatible uses. The Project would not cause a cumulative significant impact relative to Threshold T-3.

FREEWAY SAFETY ANALYSIS

LADOT has provided an advisory memo, titled, *LADOT Transportation Assessments - Interim Guidance for Freeway Safety Analysis*. Per the Guidance, land use development projects within

the City of Los Angeles required to prepare a transportation assessment are also required to conduct a freeway safety analysis. The purpose of the freeway safety analysis under CEQA is to determine if a project may potentially result in off-ramp queuing and differential travel speeds that could constitute a potential safety impact under CEQA. The initial step set forth in LADOT's memo includes the following determination:

- Identify the number of Project trips expected to be added to nearby freeway off ramps serving the site. If the Project adds 25 or more trips to any off ramp in either the morning or afternoon peak hour, then that ramp should be studied for potential queueing impacts. If the project is not expected to generate more than 25 or more peak hour trips at any freeway off-ramps, then a freeway ramp analysis is not required.

Table 10 (in Chapter 4) summarizes the Project's estimated trip generation. As indicated in the table, the Project's trip generation would result in an additional net total of approximately 14 inbound trips and 10 outbound trips during the morning peak hour and 18 inbound trips and 22 outbound trips during the evening peak hour. Based on the Project's trip distribution and resulting trip assignment, the Project would add less than 25 trips in the peak hours at the nearby freeway off-ramps. Therefore, no further freeway safety analysis is required.

IV. FUTURE TRAFFIC PROJECTIONS

In order to address the non-CEQA assessment on the local street system, per the City's latest guidelines, estimates of the Existing (2021) with Project traffic volumes and Future Year (2025) traffic volumes both with and without the Project were developed. The traffic generated by the Project was estimated and assigned separately to the street system. The addition of Project traffic and the existing traffic volumes provides traffic volume estimates for the Existing (2021) with Project scenario.

The Future Year (2025) without the Project was first developed including estimates for background growth in area-wide trip making and trips generated by future developments (related projects) in the vicinity of the study area. The Future (2025) without Project traffic represents the cumulative base conditions. Next, the addition of Project traffic and the cumulative base traffic volumes provides traffic volume estimates for the Future Cumulative (2025) plus Project scenario. Each of these future traffic scenarios is described further in this chapter.

PROJECT TRAFFIC VOLUMES

The development of traffic generation estimates for the Project involves the use of a three-step process: trip generation, trip distribution and traffic assignment.

Project Trip Generation

Implementation of the Project consists of constructing to 316,637 square feet of mini-warehouse use. The existing site contains 82,051 square feet of active mini-warehouse use. The existing building will be demolished. The Transportation Assessment takes credit for removal of these uses because they are a Qualified Terminated Use. Per LADOT's Transportation Assessment Guidelines, section 3.3.4*:…"any claim for trip credits for an existing or terminated land use generally requires that the use of land must have been active for at least 6 consecutive months during the past 2 years from the time of the base year vehicle trip counts."* The prior existing uses were active for at least 6 months during the past 2 years.

Utilizing the ITE's *Trip Generation Manual*, 10th Edition trip rates, the Project's peak hour trip generation was determined. Table 10 presents details of the Project's trip generation including type of use, size, applicable rate and trip generation estimates. Other calculations within the tables also provide for trip generation reductions from transit trips and existing use trips per LADOT's Transportation Assessment Guidelines.

From Table 10, it can be observed that the Project's trip generation would result in an additional net total of approximately 24 trips during the morning peak hour and 40 trips during the evening peak hour. Utilizing the City of Los Angeles' VMT Calculator Tool (version 1.3), the Project would have a net increase of 308 daily trips.

Project Trip Distribution

The geographic distribution for Project trips was assumed to be the following:

- To and From the North: 25%
- To and From the South: 25%
- To and From the East: 25%
- To and From the West: 25%

Intersection level trip distribution percentages for the Project and existing use are shown in Figures 10A and 10B, respectively. Based on these distribution assumptions, location and points of access of the Project driveway, and trip generation estimates from the Project, traffic estimates of Project-only trips were developed. These Project-only trips are presented in Figure 11.

EXISTING (2021) WITH PROJECT TRAFFIC VOLUMES

Utilizing the Project-only traffic estimates developed for both AM and PM peak hours, traffic forecasts for the Existing (2021) with Project conditions were developed. The Existing (2021) traffic volumes were combined with the Project-only traffic volumes to obtain the Existing (2021) with Project traffic volume forecasts. The Existing (2021) with Project traffic volumes during both AM and PM peak hours are presented in Figure 12.

TABLE 10
ESTIMATED PROJECT TRIP GENERATION

	Size	AM Peak Hour			PM Peak Hour		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project							
Mini-Warehouse	316,637 s.f.	19	13	32	25	29	54
Existing Uses (to be removed)							
Mini-Warehouse	(82,051) d.u.	(5)	(3)	(8)	(7)	(7)	(14)
Project Net Trip Generation Total		**14**	**10**	**24**	**18**	**22**	**40**
Trip Rates [1]							
Mini-Warehouse (ITE Land Use 151)	Trips per 1,000 s.f.	60%	40%	0.10	47%	53%	0.17

[1] Trip Generation Manual, 10th Edition, ITE September 2018.

* Daily trip generation estimate was obtained from the City of Los Angeles VMT Calculator Tool (v1.3) based on ITE Trip Generation Manual, 10th Edition. The Project is estimated to generate a net total of 308 daily trips.

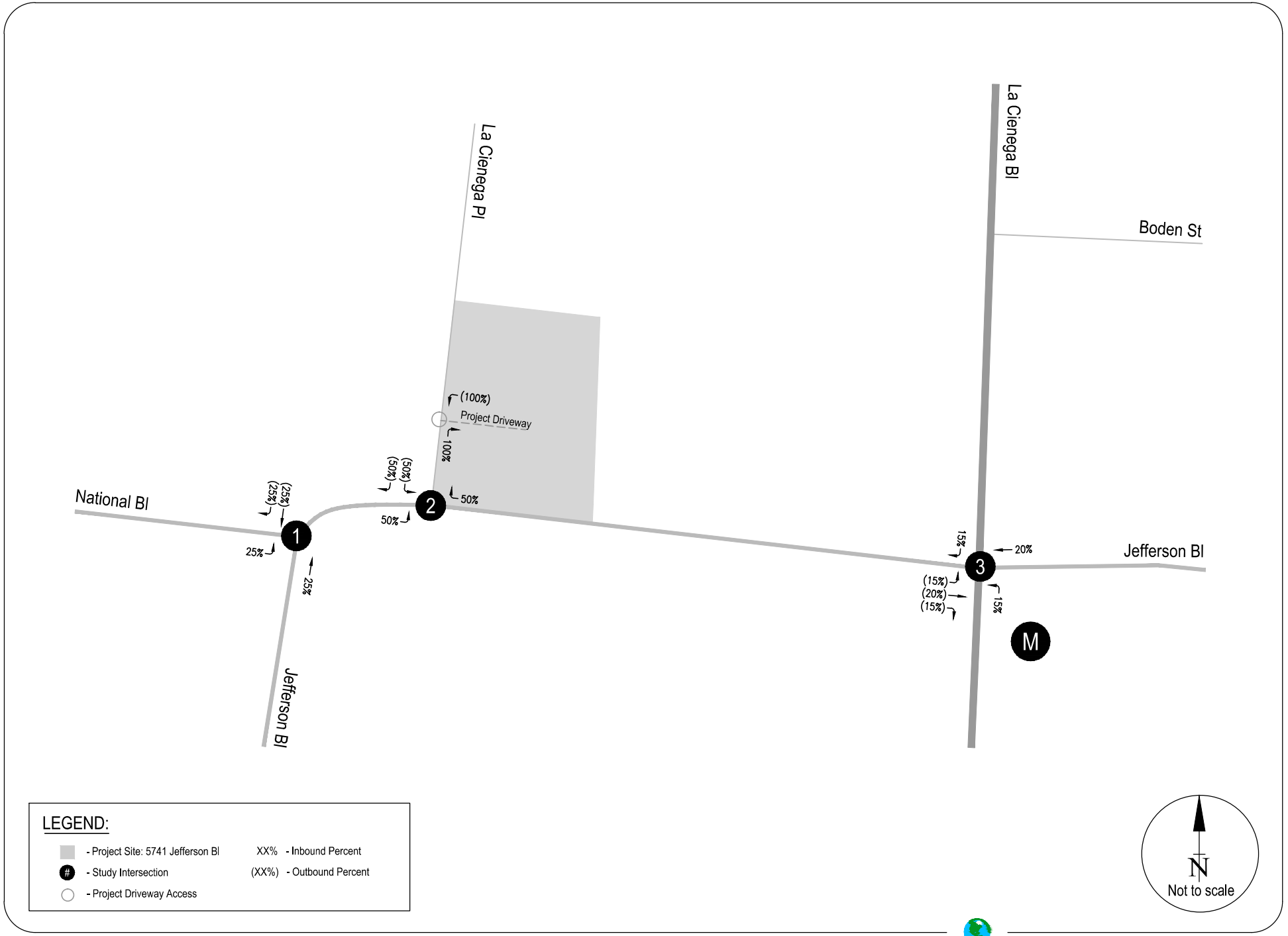


FIGURE 10A
PROJECT TRIP DISTRIBUTION

RAJU Associates, Inc.

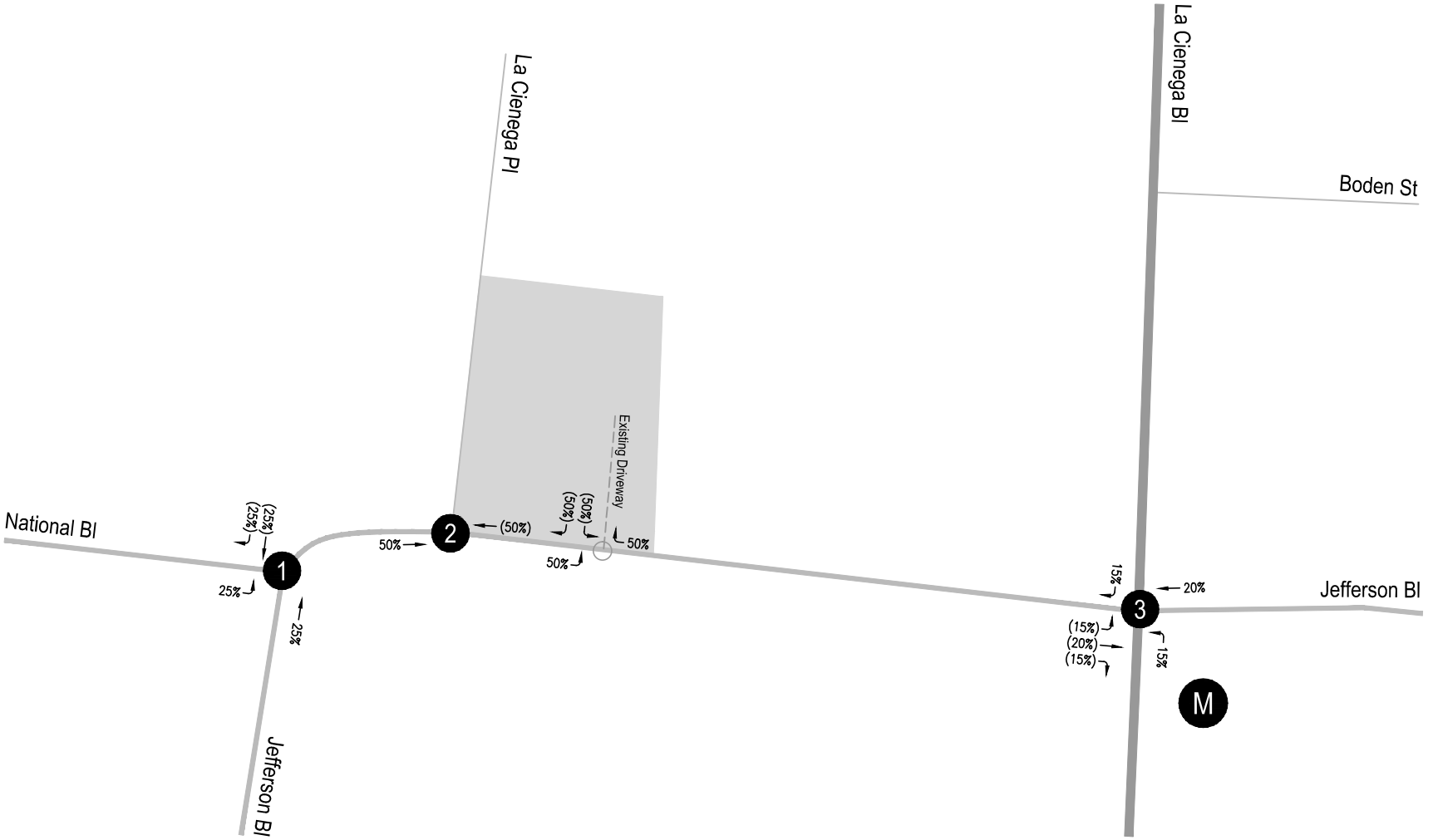


FIGURE 10B
EXISTING USE TRIP DISTRIBUTION

RAJU Associates, Inc.

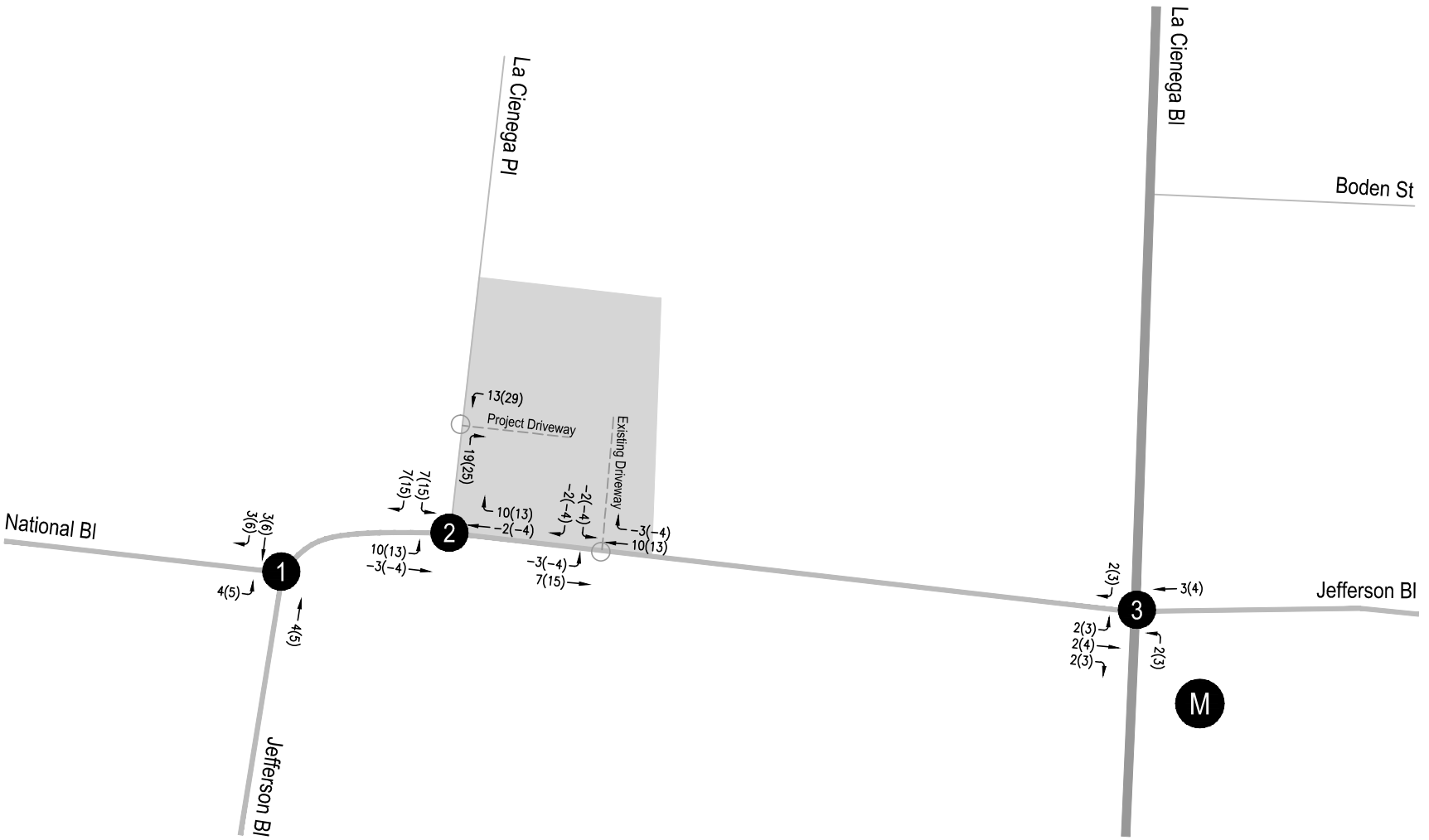
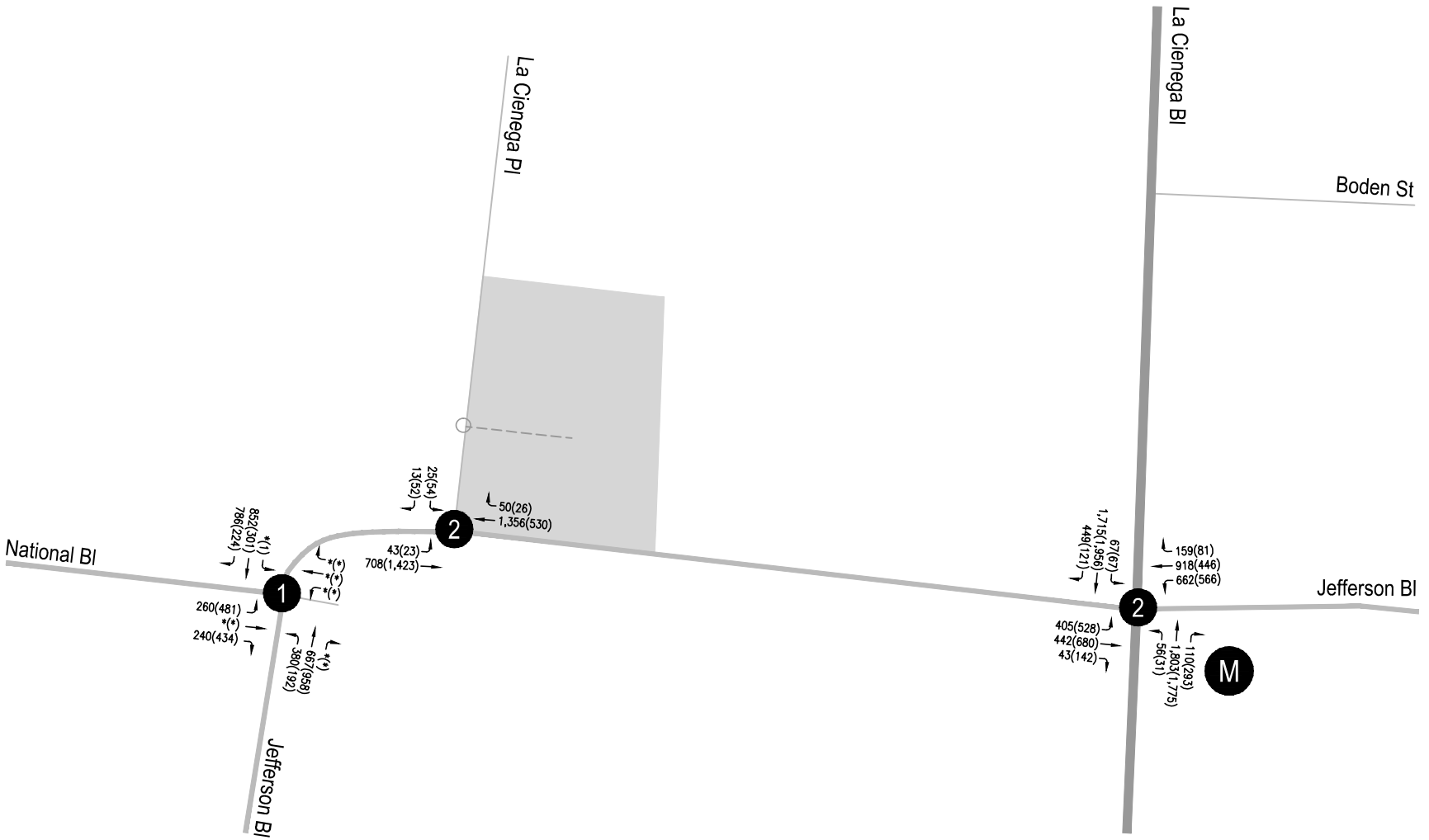


FIGURE 11
PROJECT ONLY NET TRIPS - PEAK HOUR TRAFFIC VOLUMES

RAJU Associates, Inc.



LEGEND:

- Project Site: 5741 Jefferson Bl
- # - Study Intersection
- M - Metro E Line Station
- XX(XX) - AM(PM) Peak Hour Traffic Volume
- * - Negligible Volume
- ○ - Project Main Driveway Access

N
Not to scale

FIGURE 12
EXISTING (2021) WITH PROJECT CONDITIONS - PEAK HOUR TRAFFIC VOLUMES

RAJU Associates, Inc.

CUMULATIVE (2025) BASE TRAFFIC PROJECTIONS

The Cumulative (2025) Base traffic projections reflect growth in traffic from two primary sources: Firstly, the background or ambient growth to reflect the effects of overall area-wide regional growth both within and outside the study area; and secondly, from traffic generated by specific related (cumulative) projects located within, or in the vicinity of, the study area. Each of these components is described below.

Area-wide Ambient Traffic Growth

The traffic in the vicinity of the study area was estimated to increase at a rate of about 1% per year per the approved LADOT Memorandum of Understanding. Future increases in background traffic volumes due to regional growth and development are expected to continue at this rate. With the assumed completion date of 2025, the Existing (2021) traffic volumes were adjusted upward by a factor of 4% to reflect this area-wide regional growth. The resulting Existing with Ambient Growth (2025) traffic volumes are illustrated in Figure 13.

Related Projects Traffic Generation and Assignment

As indicated, the second potential source of traffic growth in the study area is that expected from other future development projects in the vicinity. These related or "cumulative" projects are those developments that are planned and expected to be in place within the same timeframe as the Project. Per City of Los Angeles' Transportation Assessment Guidelines, selection for related projects information should include development projects that are within a half-mile (2,640-foot) radius of the subject project. For the purposes of this study, related projects within a 2,640-foot radius from the Project Site were included in the related projects list.

Data describing related projects in the area was obtained from the City of Los Angeles and City of Culver City. Seventeen (17) related projects were identified within the study area and are listed in Table 11. The locations of these projects are shown in Figure 14.

The trip generation estimates for the related projects were based on different sources including trip generation rates contained in the ITE's *Trip Generation Manual*, 10th Edition and trip generation estimates provided by the City of Los Angeles Department of Transportation.

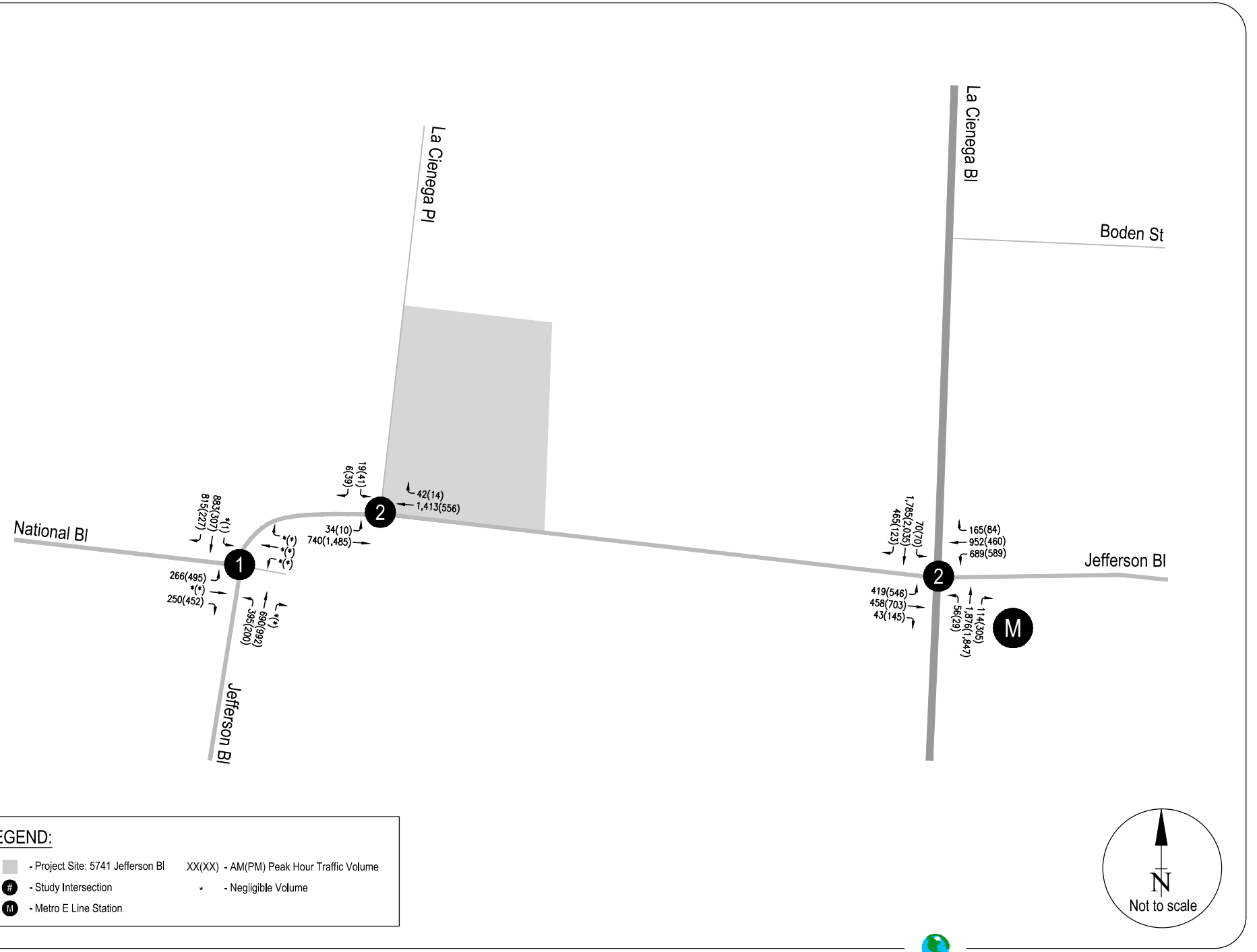


FIGURE 13
EXISTING WITH AMBIENT GROWTH (2025) CONDITIONS - PEAK HOUR TRAFFIC VOLUMES

RAJU Associates, Inc.

TABLE 11
ESTIMATED WEEKDAY TRIP GENERATION OF RELATED PROJECTS

No.	Project Name	Location	Description	Daily	AM Peak Hour			PM Peak Hour		
					IN	OUT	TOTAL	IN	OUT	TOTAL
City of Los Angeles [1]										
1	Mixed Use	5775 W. Adams Boulevard	Construct 7-story, mixed-use building including 55 market rate units, 10 affordable units and 2,500 s.f. retail use.	452	15	22	37	20	12	32
2	Office Project [2]	5790 W. Jefferson Boulevard	Construct new 16-story, 152,929 s.f. office building	1,202	110	18	128	20	107	128
3	Office Project	5850 W. Jefferson Boulevard	Construct new 22-story, 344,947 s.f. office building.	2,856	292	48	340	54	283	337
4	Office Project [2]	5870 W. Jefferson Boulevard	Construct 328,867 s.f. office building.	2,862	246	40	286	48	252	300
5	Mixed-Use Project	5950 W. Jefferson Boulevard	Construct new mixed-use project with 64,000 s.f. office use, 2,000 s.f. retail use and 4,000 s.f. restaurant use.	716	65	13	78	23	58	81
6	Apartment Project	3200 S. La Cienega Boulevard	Construct new 7-story, 254-unit apartment building complex.	1,253	20	57	77	58	37	95
7	Cumulus Mixed-Use Project	3221 S. La Cienega Boulevard	Convert existing ABC Lot to a Mixed-Use: 1,218-unit apartment, 200,000 s.f. office use, 50,000 s.f. grocery store, 30,000 s.f. retail use & 20,000 s.f. restaurant use.	10,136	319	419	738	467	382	849
8	Mixed-Use Project	3401 S. La Cienega Boulevard	Construct 260 apartment dwelling units, 263,000 s.f. office use, and 5,000 s.f. retail use.	2,748	197	75	272	81	205	286
City of Culver City [3]										
9	Auto Repair Facility	2926 S. La Cienega Boulevard	Four (4) bay auto repair use within existing car rental facility.	90	4	2	6	4	5	9
10	Retail Building	3030 S. La Cienega Boulevard	Addition of 1,250 s.f. retail floor area to an existing 8,338 s.f. retail building, and new tandem parking.	47	1	0	1	2	3	5
11	Lorcan O'Herlihy Architects	3434 Wesley Street	New TOD Mixed Use project with 15 dwelling units, and 14,237 s.f. of office/gallery on a vacant lot.	203	13	5	18	6	14	20
12	Helms Homes	3336-3340 Helms Avenue	Eight (8) new condominium dwelling units, resulting in six (6) net new dwellings.	44	1	2	3	2	1	3
13	Willows School CUP Modification	8509 Higuera Street & 8476 Warner Drive	Modification to previously approved CUP to allow a playfield and increase student enrollment by 100, from 475 to 575, consistent with School Master Plan.	411	50	41	91	12	14	26
14	Retail/Restaurant Project	8511 Warner Drive	51,520 s.f. of retail/restaurant uses.	2,420	71	53	124	123	107	230
15	Schaefer II	3516 Schaefer Street	An approx. 9,338 s.f. addition to a creative office building, on a site spanning three parcels currently developed with a 7,500 s.f. building, resulting in a three-story 16,839 s.f. building.	91	9	2	11	2	9	11
16	ECF Site	8700, 8710, 8740, and 8750 Washington	Preliminary Concept - Mixed Use TOD with approximately 199 residential units and 40,000 s.f. of	1,190	-27	24	-2	17	-5	11
17	Office Project	5863 Washington Boulevard	New 17,500 sq. ft. creative office development	170	17	3	20	3	17	20
			RELATED PROJECTS TRIP GENERATION TOTAL	26,891	1,403	824	2,227	942	1,501	2,443

* Includes related projects 0.5 miles from the Project site.

[1] Source: Los Angeles Department of Transportation - October 19, 2021. Trip generation estimates provided by City of Los Angeles, unless noted otherwise.

[2] Trip generation estimates are based on trip generation rates included in *Trip Generation Manual*, 10th Edition, ITE 2018.



FIGURE 14
LOCATION OF RELATED PROJECTS

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The trip generation estimates for the related projects are shown in Table 11. As summarized in Table 11, the related projects are expected to generate approximately 2,227 trips during the morning peak hour and 2,443 trips during the evening peak hour.

Cumulative (2025) Base Traffic Volumes

Figure 15 illustrates the related projects traffic assignment. These related projects' traffic estimates were added to the Existing with Ambient Growth (2025) traffic to obtain the Cumulative (2025) Base traffic volumes. Figure 16 provides the Cumulative (2025) Base traffic volumes at each of the analysis intersections during both AM and PM peak hours. These volumes represent Future (2025) Cumulative Base (without Project) conditions.

CUMULATIVE (2025) WITH PROJECT TRAFFIC VOLUMES

Utilizing the Project-only traffic estimates developed for both AM and PM peak hours, traffic forecasts for the Future Year 2025 plus Project conditions were developed. The Cumulative (2025) Base traffic forecasts were combined with the Project-only traffic volumes to obtain the Future with Project traffic volume forecasts. The Cumulative (2025) with Project traffic volumes during both AM and PM peak hours are presented in Figure 17.

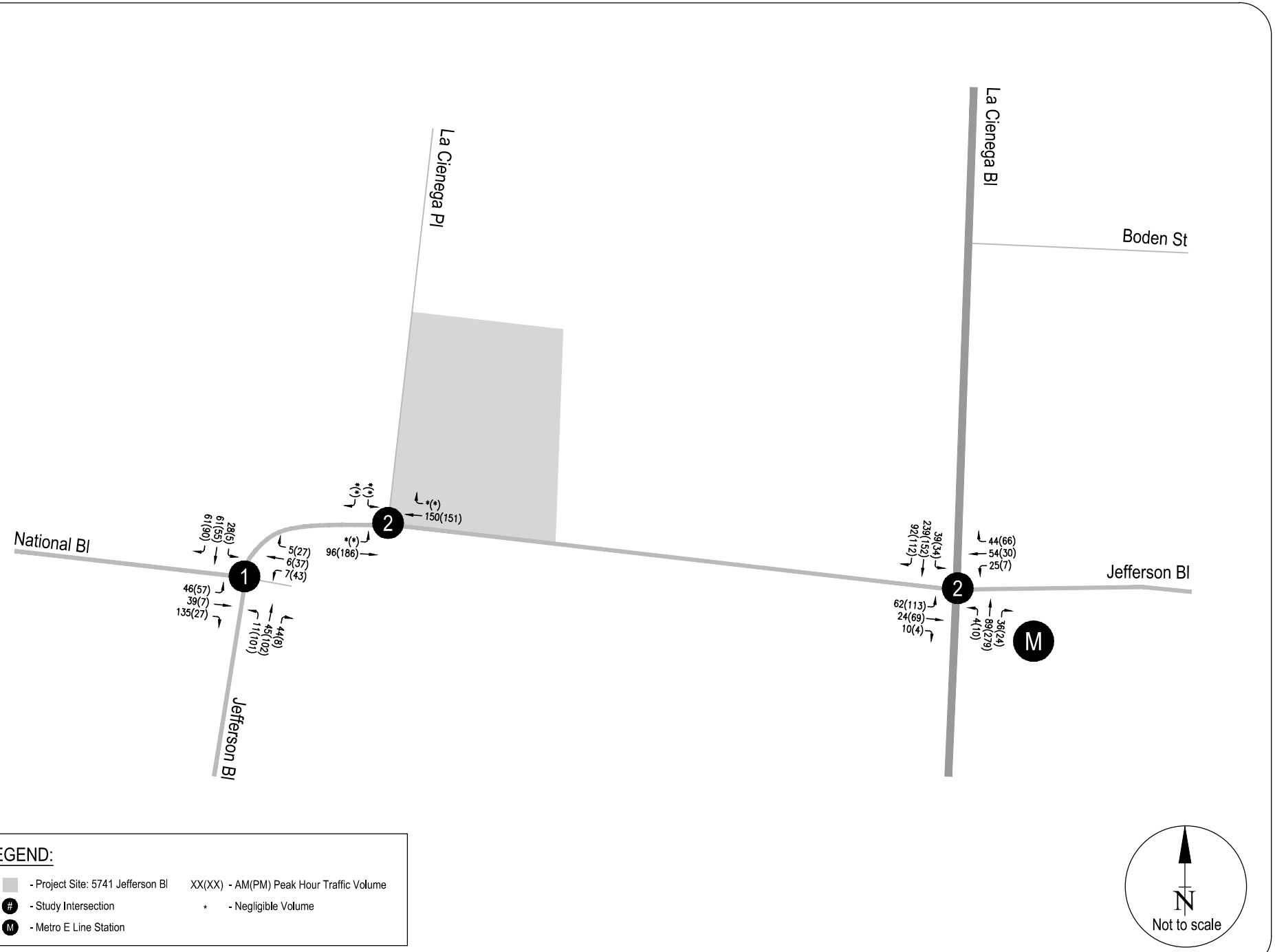
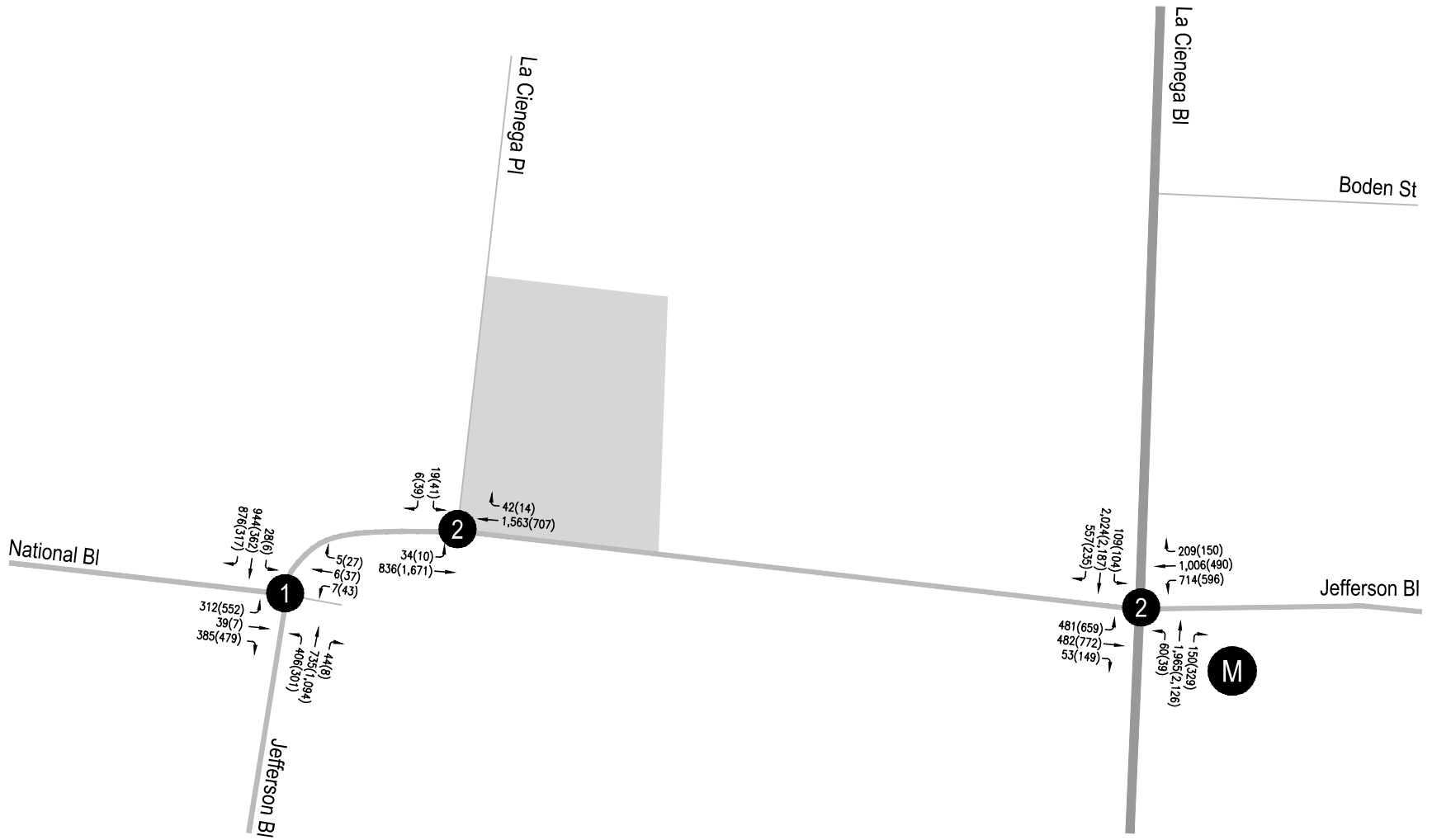


FIGURE 15
RELATED PROJECTS ONLY - PEAK HOUR TRAFFIC VOLUMES

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LEGEND:

- Project Site: 5741 Jefferson Bl
- # - Study Intersection
- M - Metro E Line Station

XX(XX) - AM(PM) Peak Hour Traffic Volume

N
Not to scale

FIGURE 16
CUMULATIVE (2025) BASE CONDITIONS - PEAK HOUR TRAFFIC VOLUMES

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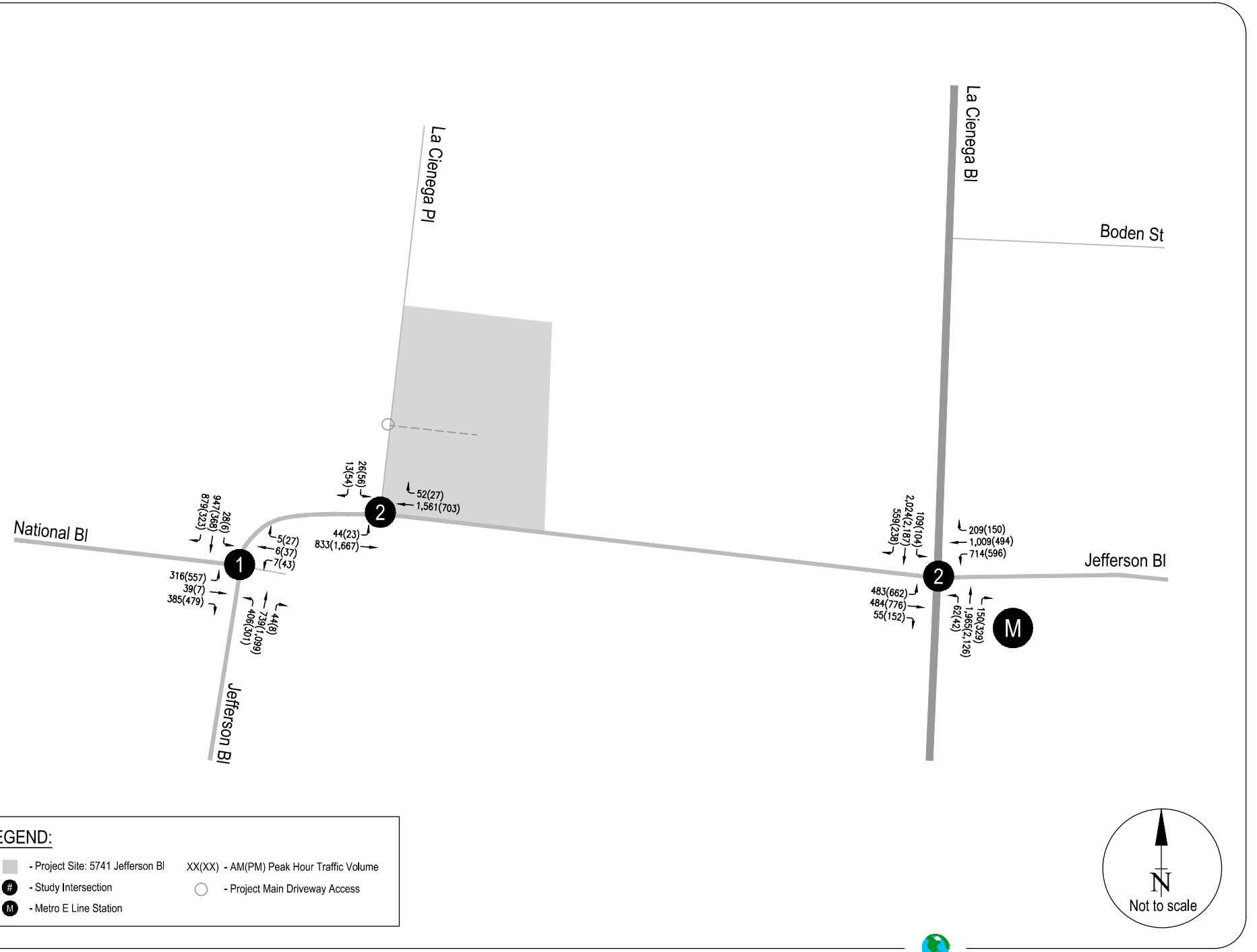


FIGURE 17
CUMULATIVE (2025) WITH PROJECT CONDITIONS - PEAK HOUR TRAFFIC VOLUMES

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V. NON-CEQA TRANSPORTATION ANALYSIS

The non-CEQA transportation analyses associated with the Project were prepared utilizing the methodologies and assumptions per the latest City of Los Angeles' Transportation Assessment Guidelines. The results were then used to assess the potential effects of the proposed Project based on evaluation criteria established by the City of Los Angeles. This chapter includes a summary of the screening criteria, evaluation criteria, methodology and recommended corrective actions (if needed) for each evaluation component.

The non-CEQA transportation analyses consist of assessment of transportation effects for the following City established evaluation criteria for development projects:

- Pedestrian, Bicycle and Transit Access Assessment
- Project Access, Safety and Circulation Evaluation, and
- Project Construction.

There are no residential/local streets within the study area that would provide a viable alternative route for traffic intrusion. Therefore, 'Residential Street Cut-Through Analysis' per the City's Transportation Assessment Guidelines is not applicable.

PEDESTRIAN, BICYCLE, AND TRANSIT ACCESS ASSESSMENT

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

Screening Criteria

Per the City's Transportation Assessment Guidelines, if the answer is yes to all of the following questions, further analysis will be required to assess whether the Project would negatively affect existing pedestrian, bicycle, or transit facilities:

- *Does the land use project involve a discretionary action that would be under review by the Department of City Planning?*

    - **<u>Project Response</u>: Yes. The proposed Project involves a discretionary action that would be under review by the Department of City Planning.**

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

    - **<u>Project Response</u>: Yes. The Project is proposing to construct 316,637 square feet of mini-warehouse use.**

- *Would the project generate a net increase of 1,000 or more daily vehicle trips, or is the project's frontage along an Avenue, Boulevard, or Collector (as designated in the City's General Plan) 250 linear feet or more, or is the project's building frontage encompassing an entire block along an Avenue or Boulevard (as designated in the City's General Plan) ?*

    - **<u>Project Response</u>: Yes. The Project is located on Jefferson Boulevard, a Modified Avenue II. The Project frontage along Jefferson Boulevard is over 250 feet.**

Since the answer is 'Yes' to all three of the questions, further analysis will be required to assess whether the Project would negatively affect existing pedestrian, bicycle, or transit facilities.

<u>Evaluation Criteria</u>

The project's potential effect on pedestrian, bicycle and transit facilities should be assessed to determine if the project would directly or indirectly result in a permanent removal or modification that would lead to the degradation of pedestrian, bicycle, or transit facilities. Additionally, it should be assessed if the project would intensify use of existing pedestrian, bicycle, or transit facilities, such as: increase in pedestrian or vehicle volume, and thereby increase the need or attraction to cross a street at unmarked pedestrian crossings or unsignalized or uncontrolled intersections where a crossing is not available without significant rerouting; result in new pedestrian demand between project site entries/exits and major destinations or transit stops expected to serve the development where there are missing pedestrian facilities (e.g., gaps in the sidewalk network) or substandard pedestrian facilities (e.g., narrow or uneven sidewalks, no crosswalks at intersections or mid-block, no marked crossing, or push button crossing rather than actuated, etc.); and Increase transit demand at bus stops that lack marked crossings, with insufficient sidewalks, or are in isolated, unshaded, or unlit areas.

Methodology

The existing pedestrian conditions presented in Chapter 2 will be utilized to determine whether the Project would result in the removal or degradation of pedestrian, bicycle and/or transit facilities. Also, the Project will be assessed to determine the intensity of use. More specifically, the assessment includes if the project is expected to add pedestrians to an existing unmarked crossing or an uncontrolled crosswalk. Lastly, if the Project would result in increased pedestrian demand on streets identified as the High Injury Network (HIN), additional assessment will be required.

Pedestrian, Bicycle, and Transit Access Evaluation

Chapter 2 includes a description of the existing pedestrian, bicycle and transit facilities within the study area including location of sidewalks, sidewalk widths and conditions, an inventory of crosswalks and other pedestrian amenities (e.g., crosswalk type, pedestrian pushbuttons) as well as potential pedestrian destinations. For the ease of reading the report, some tables and figure from Chapter 2 are repeated in this section.

Pedestrian System Evaluation

As shown in Figure 18 and in Table 12, there are generally sidewalks provided on both sides of the streets within the study area. The sidewalks identified within the study area are generally in adequate physical conditions (i.e., not narrow or uneven). As indicated in Table 13, the majority of intersections within the study area are signalized and generally provided with adequate pedestrian amenities. At these locations, crosswalks are generally provided at each leg of the intersection with curb ramps and are considered adequate. The majority of the intersections within the study area provides pushbutton pedestrian calls rather than actuated pedestrian indications. Per the City's Transportation Assessment Guidelines, crossing locations with pushbutton pedestrian calls are deemed substandard.

The pedestrian network consisting of sidewalks, intersections with signalized crossing and crosswalks, provide pedestrian connectivity to the potential pedestrian destinations within the study area as shown in Figure 19. These destinations within one-quarter mile of the Project Site include several bus stops, the Metro Rail Station at the intersection of La Cienega Boulevard / Jefferson Boulevard, and other facilities including parks, a school, a child care facility, a grocery store, and a coffee shop.



FIGURE 18
INVENTORY OF EXISTING PEDESTRIAN FACILITIES

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TABLE 12
SIDEWALK INVENTORY AND CONDITIONS WITHIN THE STUDY AREA

Street	Segment		Jurisdiction	Street Classification	Right-of-Way Width Designated [1]	Roadway Width Designated [1]	Side of Street	Sidewalk Available	Sidewalk Width [2]	Condition [3] Adequate or Substandard
	To	From								
Smiley Drive	Blackwelder Street	La Cienega Boulevard	City of Culver City	Local Street	60'	40'	North	No	N/A	N/A
							South	No	N/A	N/A
	La Cienega Boulevard	Fairfax Avenue	City of Culver City	Local Street	60'	40'	North	No	N/A	N/A
							South	No	N/A	N/A
Blackwelder Street	Smiley Drive	La Cienega Boulevard	City of Culver City	Local Street	60'	40'	North	No	N/A	N/A
							South	No	N/A	N/A
Jacob Street	Sherbourne Drive	Cattaraugus Avenue	City of Culver City	Local Street	60'	40'	North	Yes	6'	Adequate
							South	Yes	6'	Adequate
	Cattaraugus Avenue	Fay Avenue	City of Culver City	Local Street	60'	40'	North	Yes	6'	Adequate
							South	Yes	6'	Adequate
	Fay Avenue	McManus Avenue	City of Culver City	Local Street	60'	40'	North	Yes	6'	Adequate
							South	Yes	6'	Adequate
	McManus Avenue	Roberts Avenue	City of Culver City	Local Street	60'	40'	North	Yes	6'	Adequate
							South	Yes	6'	Adequate
	Roberts Avenue	Reid Street	City of Culver City	Local Street	60'	40'	North	Yes	6'	Adequate
							South	Yes	6'	Adequate
	Reid Street	Sentney Avenue	City of Culver City	Local Street	60'	40'	North	Yes	6'	Adequate
							South	Yes	6'	Adequate
	Sentney Avenue	East End of Jacob Street	City of Culver City	Local Street	60'	40'	North	Yes	6'	Adequate
							South	Yes	6'	Adequate
Boden Street	La Cienega Boulevard	Genesee Avenue	City of Los Angeles	Local Street	60'	36'	North	Yes	10'	Adequate
							South	Yes	10'	Adequate
	Genesee Avenue	Spaulding Avenue	City of Los Angeles	Local Street	60'	36'	North	Yes	10'	Adequate
							South	Yes	10'	Adequate
	Spaulding Avenue	Thurman Avenue	City of Los Angeles	Local Street	60'	36'	North	Yes	10'	Adequate
							South	Yes	10'	Adequate
Spokane Street	Genesee Avenue	Clyde Avenue	City of Los Angeles	Local Street	60'	36'	North	Yes	10'	Adequate
							South	Yes	10'	Adequate
National Boulevard	Hayden Avenue	Eastham Drive	City of Culver City	Secondary Artery	80'-94'	NA	North	No	N/A	N/A
							South	Yes	4' / 8'	Adequate
	Eastham Drive	Jefferson Boulevard	City of Culver City / City of Los Angeles	Secondary Artery / Avenue II	80'-94' / 86'	NA / 56'	North	No	N/A	N/A
							South	Yes	6' / 18'	Adequate
Jefferson Boulevard	Obama Boulevard	National Boulevard	City of Los Angeles	Modified Avenue II	90'	60'	West	No	N/A	N/A
							East	Yes	8' / 6'	Adequate
	National Boulevard	La Cienega Place	City of Los Angeles	Modified Avenue II	90'	60'	North	Yes	12'	Adequate
							South	No	N/A	N/A
	La Cienega Place	La Cienega Boulevard	City of Los Angeles	Modified Avenue II	90'	60'	North	Yes	10' / [4]	[4]
							South	No	N/A	N/A
	La Cienega Boulevard	Clyde Avenue	City of Los Angeles	Modified Avenue II	90'	60'	North	Yes	10'	Adequate
							South	Yes	10' / 25'	Adequate
Corbett Street	La Cienega Boulevard	Clyde Avenue	City of Los Angeles	Local Street	60'	36'	North	Yes	10'	Adequate
							South	Yes	10'	Adequate
Steller Drive	Hayden Avenue	Eastham Drive	City of Culver City	Local Street	60'	40'	North	Yes	6' / 10'	Adequate
							South	Yes	6' / 10'	Adequate
Clemson Street	La Cienega Boulevard	Clyde Avenue	City of Los Angeles	Local Street	60'	36'	North	Yes	10'	Adequate
							South	Yes	10'	Adequate
Cattaraugus Avenue	Washington Boulevard	Jacob Street	City of Culver City	Local Street	60'	40'	West	Yes	10'	Adequate
							East	Yes	10'	Adequate
	Jacob Street	South End of Cattaraugus Avenue	City of Culver City	Local Street	60'	40'	West	Yes	10'	Adequate
							East	Yes	10'	Adequate
Fay Avenue	Washington Boulevard	Jacob Street	City of Culver City	Local Street	60'	40'	West	Yes	10'	Adequate
							East	Yes	10'	Adequate
	Jacob Street	South End of Fay Avenue	City of Culver City	Local Street	60'	40'	West	Yes	10'	Adequate
							East	Yes	10'	Adequate
McManus Avenue	Washington Boulevard	Jacob Street	City of Culver City	Local Street	60'	40'	West	Yes	10'	Adequate
							East	Yes	10'	Adequate
	Jacob Street	South End of McManus Avenue	City of Culver City	Local Street	60'	40'	West	Yes	10'	Adequate
							East	Yes	10'	Adequate
Roberts Avenue	Washington Boulevard	Jacob Street	City of Culver City	Local Street	60'	40'	West	Yes	10'	Adequate
							East	Yes	10'	Adequate
	Jacob Street	South End of Roberts Avenue	City of Culver City	Local Street	60'	40'	West	Yes	10'	Adequate
							East	Yes	10'	Adequate

TABLE 12 (continued)
SIDEWALK INVENTORY AND CONDITIONS WITHIN THE STUDY AREA

Street	Segment		Jurisdiction	Street Classification	Right-of-Way Width Designated [1]	Roadway Width Designated [1]	Side of Street	Sidewalk Available	Sidewalk Width [2]	Condition [3] Adequate or Substandard
	To	From								
Reid Street	Washington Boulevard	Jacob Street	City of Culver City	Local Street	60'	40'	West	Yes	10'	Adequate
							East	Yes	10'	Adequate
	Jacob Street	South End of Reid Street	City of Culver City	Local Street	60'	40'	West	Yes	10'	Adequate
							East	Yes	10'	Adequate
Sentney Avenue	Washington Boulevard	Jacob Street	City of Culver City	Local Street	60'	40'	West	Yes	10'	Adequate
							East	Yes	10'	Adequate
	Jacob Street	South End of Sentney Avenue	City of Culver City	Local Street	60'	40'	West	Yes	10'	Adequate
							East	Yes	10'	Adequate
Eastham Drive	National Boulevard	Steller Drive	City of Culver City	Local Street	60'	40'	West	No	N/A	N/A
							East	No	N/A	N/A
	Steller Drive	Warner Drive	City of Culver City	Local Street	60'	40'	West	Yes	6'	Adequate
							East	No / Yes	N/A / 6'	N/A / Adequate
La Cienega Place	North End of La Cienega Place	Jefferson Boulevard	City of Los Angeles	Local Street	60'	36'	West	Yes [5]	6'	Adequate
							East	Yes [5]	7'	Adequate
La Cienega Boulevard	Perry Drive	Smiley Drive	City of Culver City	Primary Artery	95'	NA	West	Yes	10'	Adequate
							East	Yes	10'	Adequate
	Smiley Drive	Blackwelder Street/Fairfax Avenue	City of Culver City	Primary Artery	95'	NA	West	Yes	10'	Adequate
							East	Yes	10'	Adequate
	Blackwelder Street/Fairfax Avenue	Fairfax Avenue	City of Culver City	Primary Artery	95'	NA	West	Yes	12'	Adequate
							East	Yes	6'	Adequate
	Fairfax Avenue	Boden Street	City of Los Angeles	Modified Boulevard II	104'	80'	West	Yes	10' / [4]	[4]
							East	Yes	10'	Adequate
	Boden Street	Jefferson Boulevard	City of Los Angeles	Modified Boulevard II	104'	80'	West	Yes	[4]	[4]
							East	Yes	10'	Adequate
	Jefferson Boulevard	Corbett Street	City of Los Angeles	Modified Boulevard II	104'	80'	West	Yes	10'	Adequate
							East	Yes	12' / 10'	Adequate
	Corbett Street	Clemson Street	City of Los Angeles	Modified Boulevard II	104'	80'	West	Yes	10'	Adequate
							East	Yes	10'	Adequate
	Clemson Street	Bowesfield Street	City of Los Angeles	Modified Boulevard II	104'	80'	West	Yes	10'	Adequate
							East	Yes	10'	Adequate
Fairfax Avenue	Smiley Drive (N)	Smiley Drive (S)	City of Los Angeles	Avenue II	86'	56'	West	Yes	16'	Adequate
							East	Yes	10'	Adequate
	Smiley Drive (S)	La Cienega Boulevard	City of Los Angeles	Avenue II	86'	56'	West	Yes	10'	Adequate
							East	Yes	10'	Substandard - uneven
Genesee Avenue	North End of Genesee Avenue	Boden Street	City of Los Angeles	Local Street	60'	36'	West	Yes	10'	Adequate
							East	Yes	10'	Adequate
	Boden Street	Spokane Street	City of Los Angeles	Local Street	60'	36'	West	Yes	10'	Adequate
							East	Yes	10'	Adequate
Spaulding Avenue	North End of Spaulding Avenue	Boden Street	City of Los Angeles	Local Street	60'	36'	West	Yes	10'	Adequate
							East	Yes	10'	Adequate

* Street classifications from City of Los Angeles'*Mobility Plan 2035 and City of Culver City's General Plan Update - Mobility + Transportation.*
[1] Designated right-of-way and designated roadway widths from Navigate LA website (City of Los Angeles) and*City of Culver City's General Plan Update - Mobility + Transportation* (City of Culver City).
[2] Existing sidewalk widths measured from Google Maps aerial view. Measurements are approximate.
[3] Sidewalk conditions based on Google Maps street views, 2021.
[4] Sidewalk is currently under construction. Unable to determine sidewalk width and condition.
[5] Sidewalk partially provided along this roadway segment.

TABLE 13

INVENTORY OF PEDESTRIAN CROSSING LOCATIONS AND AMENITIES WITHIN THE STUDY AREA

Intersection	Traffic Signal Provided	Crosswalk Type				Curb Access Ramp Provided				Tactile Warning Strip Provided				Curb Extension/Bulbout Provided				Overall of Quality
		North Leg	West Leg	South Leg	East Leg	NW Corner	NE Corner	SE Corner	SW Corner	NW Corner	NE Corner	SE Corner	SW Corner	NW Corner	NE Corner	SE Corner	SW Corner	
Jacob Street & McManus Avenue [1]	No	Yellow Standard	Yellow Standard	Yellow Standard	Yellow Standard	Yes	Yes	Yes	Yes	No	No	No	No	No	No	No	No	Adequate
Fairfax Avenue - Blackwelder Street & La Cienega Boulevard	Yes	Continental	Continental	None	Continental	Yes	Yes	Yes	Yes	No	No	Yes	No	No	No	No	No	Adequate
National Boulevard & Eastham Drive (T-intersection)	Yes	N/A	None	Standard	Standard	N/A	Yes	Yes	Yes	N/A	Yes	Yes	Yes	N/A	N/A	No	No	Adequate
National Boulevard & Jefferson Boulevard	Yes	Continental	None	Continental	Continental	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	Adequate
Jefferson Boulevard & La Cienega Boulevard	Yes	Continental	Continental	Continental	Continental	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes	No	Adequate
Jefferson Boulevard & La Cienega Station Terminal Driveway (T-intersection)	Yes	N/A	None	Standard	None	N/A	N/A	Yes	Yes	N/A	N/A	Yes	Yes	No	No	No	No	Adequate
Clemson Street & La Cienega Boulevard	Yes	None	Standard	Standard	Standard	Yes	Yes	Yes	Yes	No	No	No	No	No	No	No	No	Adequate

Other Crossing Locations	Traffic Signal Provided	Crosswalk Type	Curb Access Ramp Provided		Tactile Warning Strip Provided		Curb Extension/Bulbout Provided		Overall Assessment of Quality
			NSide/WSide	SSide/ESide	NSide/WSide	SSide/ESide	NSide/WSide	SSide/ESide	
Fairfax Avenue & La Cienega Boulevard (Northbound Right-turn Lane)	Pedestrian Signal Only	Continental	Yes	Yes	Yes	Yes	No	No	Adequate

* Based on Google Maps aerial view and street views, 2021.

[1] Unsignalized intersection.



FIGURE 19
POTENTIAL PEDESTRIAN DESTINATIONS

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Pedestrian access to the Project Site would be provided along Jefferson Boulevard and La Cienega Place. Jefferson Boulevard currently provides a 10-foot sidewalk (three feet of sidewalk extends past the Project's southerly property line) along the Project's southern frontage. La Cienega Place provides a 7-foot sidewalk along the Project's western frontage.

The Mobility Plan designates Jefferson Boulevard as Modified Avenue II, which requires a half-ROW width of 45 feet. Currently, Jefferson Boulevard has a half-ROW width of 37 feet adjacent to the Project Site, which does not meet the Mobility Plan standards. The Project proposes to provide a dedication of eight feet along Jefferson Boulevard to meet the standard half-ROW width requirement of 45 feet. This would allow for a 15-foot wide sidewalk along the Project's Jefferson Boulevard frontage.

The adjacent pedestrian crossing locations to the Project Site are located at the intersections of Jefferson Boulevard / National Boulevard and La Cienega Boulevard / Jefferson Boulevard. The Jefferson Boulevard / National Boulevard intersection provides crosswalks across north, south, and east legs of the intersection with curb ramp access at all corners. The intersection of La Cienega Boulevard / Jefferson Boulevard provides crosswalks across all legs of the intersections with curb ramp access.

In summary, existing pedestrian system elements such as sidewalks, crosswalks and controlled pedestrian crossings are available and will continue to be available to serve pedestrians between the Project and major destinations within the study area. The Project will provide enhanced and widened sidewalks along its Jefferson Boulevard frontage. Therefore, the Project would not have any negative effect on the pedestrian circulation system within the study area.

Bicycle System Evaluation

Figure 20 illustrates the existing and planned bicycle facilities within the study area. As shown in the figure, the Project would have direct access to the existing Bicycle Route and future proposed Tier 2 – Protected Bike Lane along Jefferson Boulevard. Exposition Corridor Bike Path is provided on the south side of Jefferson Boulevard, starting from the intersection of La Cienega Boulevard / Jefferson Boulevard and extended to the west. The bike route/path provides connectivity to the existing Ballona Creek Bike Path, as well as existing bike lanes along Jefferson Boulevard south of National Boulevard and east of La Cienega Boulevard. This bike route/path also provides



FIGURE 20
EXISTING AND PLANNED BICYCLE FACILITIES

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connectivity to the planned Tier 1 – Protected Bike Lane along Jefferson Boulevard east of La Cienega Boulevard, to the planned Tier 2 – Bike Lane along Jefferson Boulevard south of National Boulevard, and to the planned Tier 3 – Bike Lane along La Cienega Boulevard north of Jefferson Boulevard.

The Project driveways would be designed to remain clear of hardscapes, vegetation, or signage that would impede sight lines. Sidewalk treatments across the driveways would be incorporated for increased safety and visibility.

The Project would not have a negative effect on the bicycle circulation system within the study area.

Transit System Evaluation

As shown in Figure 21, there are no bus stops located along either Jefferson Boulevard or La Cienega Place Project's frontages. The nearest bus stops to the Project Site are located at corners of the intersection of La Cienega Boulevard and Jefferson Boulevard, serving eastbound/westbound and northbound/southbound transit lines. Also, the Metro E Line station is located over La Cienega Boulevard at the intersection of La Cienega Boulevard and Jefferson Boulevard.

The Project does not include permanent removal or degradation of these existing transit and/or local circulator facilities including stop, bench, shelter, concrete pad, bus lane, or other amenities. Additionally, the Project would generate very few transit trips. Therefore, the Project would not have a negative effect on the transit system.

Removal or Degradation of Facilities

Based on a review of the Project site plan in conjunction with an assessment of the existing pedestrian, bicycle, and transit facilities discussed above, the Project does not propose removal of pedestrian, bicycle, or transit facilities nor contribute to the degradation of these facilities. Per the City's Transportation Assessment Guidelines evaluation criteria, the following summary is provided:

- The Project does not include the removal or degradation of existing sidewalks, crosswalks, pedestrian refuge islands, and/or curb extensions/bulbouts. The Project will provide a wider sidewalk along Jefferson Boulevard. As proposed, the Project would provide a dedication of 8 feet from the southerly property line. This would allow for a 15-foot wide



FIGURE 21
EXISTING TRANSIT LINES

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sidewalk along the Project's Jefferson Boulevard frontage. The Project driveways would be designed to remain clear of hardscapes, vegetation, or signage that would impede sight lines. Sidewalk treatments across the driveways would be incorporated for increased safety and visibility to pedestrians and bicyclists.

- The Project does not include permanent removal or degradation of existing bikeways and/or supporting facilities (e.g., bikeshare stations, on-street bike racks/parking, bike corrals, etc.). The Project is enhancing the existing bicycle system by providing 72 bicycle spaces on-site (40 long-term bicycle spaces and 32 short-term bicycle spaces).

- The Project does not include permanent removal or degradation of existing transit and/or local circulator facilities including stop, bench, shelter, concrete pad, bus lane, or other amenities.

- The Project does not include permanent removal of other existing transportation system elements (i.e. roadways, traffic signals, goods movement) supporting sustainable mobility.

- The Project does not increase street crossing distance for pedestrians; increase in number of travel/turning lanes; increase in turning radius or turning speeds.

- The Project does not include permanent removal, degradation, or narrowing of an existing sidewalk, path, crossing, or pedestrian access way. As noted above, the Project will provide wider sidewalks along its Jefferson Boulevard and La Cienega Place frontages.

- The Project does not include permanent removal or narrowing of existing sidewalk-street buffering elements (e.g., curb extension, parkway, planting strip, street trees, etc.).

- Lastly, the Project's main vehicular access is currently provided along Jefferson Boulevard, a Modified Avenue II. As proposed, this driveway along Jefferson Boulevard would primarily serve emergency access. The main vehicular access would occur at a new driveway located along La Cienega Place, a local cul-de-sac street with minimal traffic. The Project itself would add only a small amount of traffic (24 trips during the morning peak hour and 40 trips during the evening peak hour). Therefore, the Project would have minimal effect relative to vehicular, pedestrian, and bicycle conflicts.

In conclusion, the Project would not directly or indirectly result in a permanent removal or modification that would lead to the degradation of pedestrian, bicycle, or transit facilities. No recommended actions are required for the Project.

Intensification of Use

Given the nature of the proposed mini-warehouse project (the Project), an intensification of the use of existing pedestrian, bicycle and transit facilities within the study area would not occur due to the Project. Small number of vehicle trips would be generated by the Project. However, as discussed above, there is a robust pedestrian network within the study area. This includes

sidewalks on both sides of the majority of streets, and signalized intersections that provide crosswalks with curb ramp access as summarized in Table 13. Therefore, consistent with the City's Transportation Assessment Guidelines, the Project would not increase the need to cross a street at unmarked pedestrian crossings or unsignalized or uncontrolled intersections where a crossing is not available without significant rerouting.

Also, as indicated in Table 12 and shown in Figure 18, sidewalks are generally provided on both sides of the streets within the study area. The sidewalks identified within the study area are in adequate physical condition. Since there are no missing or substandard pedestrian facilities within the study area, the Project would not result in new pedestrian demand between Project Site entries/exits and major destinations or transit stops expected to serve the development where there are missing pedestrian facilities or substandard pedestrian facilities. As indicated in the LADOT Access Assessment Criteria form (included in Appendix A), the Project is estimated to generate approximately 71 net new daily pedestrian trips.

There are no existing or planned bicycle facilities located along La Cienega Place. Currently, Jefferson Boulevard between National Boulevard and La Cienega Boulevard is designated as a Bicycle Route with 'sharrows'. A bicycle path (Class 1) also exists between National Boulevard and La Cienega Boulevard along the south side of the Metro E Line structure. Future Tier 2 Bicycle Lanes are planned along Jefferson Boulevard along this stretch. Bicyclists will be accommodated on-site through short- and long-term bicycle parking facilities accessible from public streets and sidewalks, and the Project would not degrade existing facilities.

The nearest Metro station and bus stops to the Project Site are located on the corners of the intersection of La Cienega Boulevard / Jefferson Boulevard as shown in Figure 19. The Metro Station access is located on the south side of Jefferson Boulevard and provides bicycle facilities (bike race and bike lockers) and a station shelter. One bus stop is located on the north-east corner of the intersection of La Cienega Boulevard / Jefferson Boulevard. This bus stop serves several transit lines including Metro Bus Lines (38, 105, and 217), and Culver CityBus Line 4. Another bus stop with benches is provided on the south-west corner of the intersection of La Cienega Boulevard / Jefferson Boulevard, serving Metro Bus Line 105, Culver CityBus Line 4, and LA County the Link (LN) – Baldwin Hills Parkland (BHP). Two bus stops are located on the south-east corner of the intersection of La Cienega Boulevard / Jefferson Boulevard, serving Metro Bus Lines 38 and 217. Due to the nature of the Project, the Project is anticipated to generate minimal transit trips.

The intersection of La Cienega Boulevard / Jefferson Boulevard provides pedestrian access to these bus stop/station that includes signalized pedestrian crossing with continental crosswalks and curb access ramps on each corner. Ample street lighting is provided on each corner of the intersection and along the streets.

Given the overall conditions of the pedestrian and transit facilities that would serve potential Project transit users, the Project would not increase transit demand at bus stops that lack marked crossings, with insufficient sidewalks, or are in isolated, unshaded, or unlit areas. Therefore, the Project conditions present all elements consistent with the evaluation criteria established by the City's Transportation Assessment Guidelines relevant to bicycle, pedestrian, and transit systems, and no recommended actions are required for the Project.

High Injury Network

The Project is not located along a street within the High Injury Network as shown in Figure 22. The City of Los Angeles' Vision Zero Program aims to decrease transportation-related serious injuries and fatalities on City streets through a number of strategies including modifying the design of streets to improve the safety for vulnerable road users. Per the City's Transportation Assessment Guidelines, *the City's Vision Zero Initiative aims to address safety concerns for vulnerable road users, such as those that may travel by foot or bicycle, a project-related assessment should identify specific challenges to active transportation and the safety of people traveling from the site by walking, biking, or taking transit.*

The Project will dedicate eight feet along its Jefferson Boulevard frontage that would allow for the widening of the sidewalk to 15 feet. Additionally, the Project will feature an open area with landscaping along the Jefferson Boulevard frontage adjacent to the sidewalk, enhancing the pedestrian experience. The Project will generate minimal pedestrian, bicycle and transit trips and would improve the pedestrian experience. The Project is not located along a street within the High Injury Network as noted above. Therefore, the Project design is in alignment with the City of Los Angeles' Vision Zero Program.

PROJECT ACCESS, SAFETY AND CIRCULATION EVALUATION

This section includes an evaluation of the Project's access and circulation constraints related to the provision of access to and from the Project Site based on the screening criteria, evaluation criteria and methodology established in the City's Transportation Assessment Guidelines.



FIGURE 22
HIGH INJURY NETWORK

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Screening Criteria

If the project requires a discretionary action, and the answer is yes to all of the following questions, further analysis will be required to assess whether the project would negatively affect project access and circulation:

- *Does the project require a discretionary action?*
    - **Project Response: Yes. The Project requires a discretionary action.**
- *Would the project generate a net increase of 250 or more daily vehicle trips?*
    - **Project Response: Yes. The Project is estimated to generate a total of 308 net daily trips.**

Since the answer is 'Yes' to the two questions, the Project is required to evaluate access, safety and circulation, per City's Transportation Assessment Guidelines.

Evaluation Criteria

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

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

The Transportation Assessment evaluation should identify if project-related traffic queuing is expected to increase traffic diversion so at to burden neighborhood streets.

Passenger Loading Evaluation. *The Transportation Assessment should characterize the on-site loading demand of the project frontage and answer these questions: Would the project result in passenger loading demand that could not be accommodated within any proposed on-site passenger loading facility? Would accommodating the passenger loading demand create pedestrian or bicycle conflicts? Which curbside management options should be explored to better address passenger loading needs in the public right-of-way?*

Methodology

Operational Evaluation Methodology

Intersection capacity analysis and queue analysis was conducted using the Highway Capacity Manual, 6th Edition (Transportation Research Board, 2016) (HCM) signalized and unsignalized methodologies. For this operational evaluation, three locations consisting of nearby intersections were chosen as study intersections and include the following locations:

1. Jefferson Boulevard and National Boulevard (signalized)
2. La Cienega Place and Jefferson Boulevard (unsignalized)
3. La Cienega Boulevard and Jefferson Boulevard (signalized)

The study locations were analyzed for both morning and evening peak hours for the following conditions:

- Existing (2021) Conditions
- Existing (2021) with Project Conditions
- Cumulative (2025) without Project Conditions
- Cumulative (2025) with Project Conditions

Passenger Loading Evaluation Methodology

Per the City's Transportation Assessment Guidelines, no further evaluation is needed if the estimated peak hour passenger loading demand can be accommodated within the proposed supply of off-street loading spaces. However, if passenger loading cannot be accommodated, evaluation would be needed to consider the context where the queuing would occur (such as street classification, availability of on-street queuing space, level of traffic and other activity) to determine whether this situation would potentially create conflicts with traffic, transit, bicycles, or pedestrians. Consider the extent to which passenger loading can be better accommodated through improved management of curb space.

Project Access and Circulation Operational Evaluation

Operational Evaluation

Per the City's Transportation Assessment Guidelines, the HCM methodology for signalized and unsignalized intersections was utilized to calculate operational analysis and vehicle queuing. The operation analysis reports the intersection control delay (in seconds) and corresponding Levels of Service (LOS), and 95th percentile queue length (in feet) for all approaches for the signalized intersections. The 95th percentile queue is the maximum back-of-queue with 95th percentile traffic volumes and is defined to be the length of queue that has only a 5% probability of being exceeded during the analyzed peak period. This is a conservative analysis and does not represent what the average driver would experience, but it is a standard commonly used in traffic engineering design to determine lengths of turn lane pockets.

Parameters including traffic volume data, lane configurations, available vehicle storage lengths, crosswalk locations, posted speed limits, traffic signal timing and phasing for signalized locations obtained from LADOT, were included in the HCM analysis module within the Synchro 11 software platform.

Table 14 presents the results of the operational analysis at the study intersections for existing and future conditions without and with Project. A summary of the results is provided below:

- **Existing Conditions:** One of the three study intersections is currently operating at LOS C during the morning peak hour. The two remaining locations are operating at LOS E and include:
    - Intersection of Jefferson Boulevard & National Boulevard: AM – LOS E
    - Intersection of La Cienega Boulevard & Jefferson Boulevard: AM – LOS E

  During the evening peak hour, all three study intersections are operating at LOS D or better.

- **Existing (2021) with Project Conditions:** The Project's traffic does not change the levels of service at any study locations compared to Existing Conditions (without Project) during both the morning and evening peak hours.

TABLE 14
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS

No.	Intersection	Peak Hour	Existing (2021) Conditions		Existing (2021) with Project Conditions		Cumulative (2025) without Project Conditions		Cumulative (2025) with Project Conditions	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1.	Jefferson Boulevard & National Boulevard	AM	57.3	E	57.3	E	101.5	F	103.4	F
		PM	26.5	C	26.5	C	57.8	E	57.7	E
2.	La Cienega Place & Jefferson Boulevard [1]	AM	19.5	C	20.3	C	26.0	D	28.7	D
		PM	17.3	C	19.5	C	24.1	C	29.6	D
3.	La Cienega Boulevard & Jefferson Boulevard	AM	55.1	E	55.4	E	96.8	F	97.9	F
		PM	48.2	D	49.3	D	55.3	E	56.7	E

Delay - HCM 6th Edition Control Delay in seconds per vehicle
LOS - Level of Service
[1] Unsignalized intersection. Stop controlled on minor approach. Worst case approach delay is reported in table.

- **Cumulative (2025) without Project Conditions:** One of the three study intersections is projected to operate at LOS D or better during both the morning and evening peak hours. The remaining locations are projected to operate at LOS E or F and include:

    - Intersection of Jefferson Boulevard & National Boulevard: AM–LOS F, PM–LOS E
    - Intersection of La Cienega Boulevard & Jefferson Boulevard: AM–LOS F, PM–LOS E

    Cumulative (2025) with Project Conditions: Under Cumulative (2025) with Project conditions, the morning and evening peak hour operating conditions would be similar to those projected for the Cumulative (2025) without Project conditions, except at the unsignalized intersection of La Cienega Place/Jefferson Boulevard, where the LOS would change from LOS C to LOS D during evening peak hour.

The operational calculation worksheets for existing and future conditions without and with Project conditions are provided in Appendix D of the report.

Queue Analysis

Per the City's Transportation Assessment Guidelines, significant queuing conditions would occur if trips generated by the Project result in the 95th-percentile queue lengths at nearby intersections to exceed available capacity or storage space. Significant queuing conditions would not be considered significant impacts under CEQA.

Table 15 summarizes the results of the study intersection queue lengths for Existing (2021) and Cumulative (2025) Conditions without and with the Project. The 95th-percentile queues are noted with bold numbers if the storage or pocket capacity is exceeded. As indicated in the table, the storage/pocket capacity at certain movements is exceeded at the intersections of Jefferson Boulevard/National Boulevard and La Cienega Boulevard/Jefferson Boulevard. However, the Project's weekday morning and evening peak hour traffic volumes would have a nominal or minimal effect on vehicle queuing at these study intersections.

TABLE 15
SUMMARY OF INTERSECTION QUEUE ANALYSIS

No.	Intersection	Approach/ Lane Group	Storage Length (feet) [1]	Peak Hour	95th-Percentile Queue Length (feet) [2]			
					Existing (2021) Conditions	Existing (2021) with Project Conditions	Cumulative (2025) without Project Conditions	Cumulative (2025) with Project Conditions
1.	**Jefferson Boulevard & National Boulevard**	EBLT	330	AM	175	178	330	348
				PM	288	288	325	328
		EBR	100	AM	60	58	83	83
				PM	250	250	173	173
		WBLT	[3]	AM	n/a	n/a	18	18
				PM	n/a	n/a	115	115
		WBR	[3]	AM	n/a	n/a	8	8
				PM	n/a	n/a	38	38
		NBL	120	AM	**1,160**	**1,160**	**1,455**	**1,455**
				PM	**303**	**303**	**948**	**948**
		NBT	1,549	AM	60	60	125	125
				PM	163	165	318	323
		NBR	100	AM	n/a	n/a	13	13
				PM	n/a	n/a	5	5
		SBL	85	AM	n/a	n/a	20	20
				PM	n/a	n/a	5	5
		SBT	1,185	AM	645	653	**1,074**	**1,095**
				PM	183	188	310	318
		SBR	1,185	AM	458	463	1,034	1,058
				PM	48	50	143	148
2.	**La Cienega Place & Jefferson Boulevard [4]**	EBL	55	AM	3	5	5	5
				PM	0	3	0	3
		SBLR	685	AM	8	13	10	20
				PM	20	33	33	55
3.	**La Cienega Boulevard & Jefferson Boulevard**	EBL1/EBL2	125/420	AM	343	343	440	448
				PM	410	413	**518**	**520**
		EBT	1,130	AM	388	393	435	438
				PM	755	783	1,005	1,048
		EBTR	1,130	AM	400	405	445	450
				PM	755	783	1,003	1,043
		WBL1/WBL2	305/305	AM	**455**	**455**	**495**	**495**
				PM	**548**	**548**	**698**	**698**
		WBT	305	AM	**683**	**688**	**968**	**985**
				PM	290	293	328	333
		WBR	150	AM	0	0	0	0
				PM	0	0	0	0
		NBL	145	AM	98	103	113	118
				PM	50	55	70	75
		NBT	750	AM	708	710	**1,083**	**1,083**
				PM	468	468	435	435
		NBR	105	AM	10	13	15	15
				PM	58	58	73	73
		SBL	185	AM	128	128	**288**	**288**
				PM	133	133	**325**	**325**
		SBT	1,270	AM	653	655	1,105	1,110
				PM	510	515	433	435
		SBR	140	AM	**193**	**195**	**253**	**253**
				PM	38	40	10	10

* Queues that exceed capacity are **bolded**.
EB = Eastbound Approach; WB = Westbound Approach; NB = Northbound Approach; SB = Southbound Approach
L = Left-Turn, T = Through, R = Right-Turn

[1] Storage lengths measured from Google Maps.
[2] 95th-Percentile queue length from Highway Capacity Manual (HCM) 6th Edition methodology using Synchro 10 software. The queue length reported is the one for the lane with the highest queue in the lane group.
[3] The east leg of the intersection is currently under construction. Storage lenghts are not available.
[4] Unsignalized intersection. Stop controlled on minor approach.

At the (unsignalized) intersection of La Cienega Place/Jefferson Boulevard, the resulting queue lengths during the morning and evening peak hours, under all scenarios evaluated, would not result in spill over from the turn pockets into the through lanes. A summary of the results for each intersection is provided below:

- **Intersection of Jefferson Boulevard / National Boulevard** – Under Existing (2021) Condition without and with the Project, the northbound left-turn lane and eastbound right-turn lane 95th-percentile queue exceeds the storage length. Similarly, under Cumulative (2025) conditions without and with the Project, the northbound left-turn lane and eastbound right-turn lane 95th-percentile queues exceed the storage length. The Project does not change the queue length at these movements under existing and future conditions.

- **Intersection of La Cienega Place / Jefferson Boulevard** – The resulting queue lengths during the morning and evening peak hours, under all scenarios evaluated, would not result in spill over from the turn pockets into the through lanes. The change in 95th-percentile queue length associated with the Project ranges from 2 feet to 13 feet (less than one car length) under existing conditions; and from 3 feet to 22 feet (less than one car length) under future conditions, indicating minimal change.

- **Intersection of La Cienega Boulevard / Jefferson Boulevard** – Under Existing (2021) Condition without and with the Project, the westbound left-turn lane, westbound through lane and southbound right-turn lane 95th-percentile queue exceeds the storage length. Under Cumulative (2025) conditions without and with the Project, the eastbound left-turn lane, westbound left-turn lane, westbound through lane, northbound through lane, southbound left-turn lane and southbound right-turn lane 95th-percentile queues exceed the storage length. The change in queue length at these movements associated with the Project ranges from no change to 5 feet (less than one car length) under existing conditions; and from no change to 17 feet (less than one car length) under future conditions, indicating minimal change.

Based on the queueing analysis results, the Project does not cause or substantially extend queuing at nearby signalized intersections and therefore, is not required to provide any corrective actions.

Driveway LOS and Queue Analysis

Further evaluation was conducted to determine the LOS and queue lengths at the Project driveway located along an Avenue or Boulevard. The main vehicular access to the Project Site would be provided from one driveway located along the east side of La Cienega Place, a local street. Emergency access driveways are also proposed La Cienega Place and Jefferson Boulevard. These emergency access driveways would have minimal to no usage throughout the day.

Given that the Project's main vehicular access is located along a local street (La Cienega Place) and not along an Avenue or Boulevard, no further evaluation at the Project driveways is required.

Based on the above results, the Project is not required to provide any corrective actions.

Passenger Loading Evaluation

All passenger loading can be accommodated on-site. The Project is not proposing a passenger loading zone along its Jefferson Boulevard or La Cienega Place frontage. No additional constraints are anticipated and therefore, no further evaluation is needed.

PROJECT CONSTRUCTION

This section addresses activities associated with Project construction. This project construction assessment is based on the screening criteria, evaluation criteria and methodology established in the City's Transportation Assessment Guidelines.

Screening Criteria

If the answer is yes to any of the following questions, further analysis will be required to assess if the project construction activity could negatively affect existing pedestrian, bicycle, transit, or vehicle circulation:

- *Would a project that requires construction activities to take place within the right-of-way of a Boulevard or Avenue which would necessitate temporary lane, alley, or street*

closures for more than one day (including day and evening hours, and overnight closures if on a residential street?)

- **Project Response: Yes. Temporary lane closures are anticipated to occur during concrete pours along the Project's Jefferson Boulevard (Modified Avenue II) frontage. Additionally, construction activities are anticipated to result in intermittent closure of the sidewalk along the Project's Jefferson Boulevard frontage during certain periods of construction.**

- *Would a project require construction activities to take place within the right-of-way of a Collector or Local Street which would necessitate temporary lane, alley, or street closures for more than seven days (including day and evening hours, and including overnight closures if on a residential street)?*

    - **Project Response: Yes. Temporary lane closures are anticipated to occur during concrete pours along the Project's La Cienega Place (Local Street) frontage. Additionally, construction activities are anticipated to result in intermittent closure of the sidewalk and restriction of on-street parking along the Project's La Cienega Place frontage during certain periods of construction.**

- *Would in-street construction activities result in the loss of regular vehicle, bicycle, or pedestrian access, including loss of existing bicycle parking to an existing land use for more than one day, including day and evening hours and overnight closures if access is lost to residential units?*

    - **Project Response: Yes. The construction activities are anticipated to result in intermittent closure of the sidewalks along the Project's Jefferson Boulevard and La Cienega Place frontage and restriction of on-street parking along the Project's La Cienega Place frontage during certain periods of construction.**

- *Would in-street construction activities result in the loss of regular ADA pedestrian access to an existing transit station, stop, or facility (e.g., layover zone) during revenue hours?*

    - **Project Response: No. Construction activities would not result in the loss of regular ADA pedestrian access to an existing transit station, stop, or facility (e.g., layover zone) during revenue hours.**

- *Would in-street construction activities result in the temporary loss for more than one day of an existing bus stop or rerouting of a bus route that serves the project site?*

- **Project Response: No. Construction activities would not result in loss of an existing bus stop or rerouting of a bus route.**

Based on the responses to the screening criteria questions, further analysis to assess if the Project construction activity could negatively affect existing pedestrian, bicycle, transit, or vehicle circulation is required. Details of the evaluation are provided below.

Evaluation Criteria

The City's Transportation Assessment Guidelines has established a set of evaluation criteria thresholds to determine if Project construction would substantially interfere with pedestrian, bicycle, transit, or vehicle circulation and accessibility to adjoining areas. The evaluation criteria are based on the following factors:

- *Temporary transportation constraints:*
  - *The length of time of temporary street closures or closures of two or more travel lanes;*
  - *The classification of the street (major arterial, state highway) affected;*
  - *The existing congestion levels on the affected street segments and intersections;*
  - *Whether the affected street directly leads to a freeway on- or off-ramp or other state highway;*
  - *Potential safety issues involved with street or lane closures;*
  - *The presence of emergency services (fire, hospital, etc.) located nearby that regularly use the affected street.*

- *Temporary loss of access:*
  - *The length of time of any loss of pedestrian or bicycle circulation past a construction area;*
  - *The length of time of any loss of vehicular, bicycle, or pedestrian access to a parcel fronting the construction area;*
  - *The length of time of any loss of ADA pedestrian access to a transit station, stop, or facility;*
  - *The availability of nearby vehicular or pedestrian access within ¼ mile of the lost access;*
  - *The type of land uses affected, and related safety, convenience, and/or economic issues.*

- *Temporary Loss of Bus Stops or Rerouting of Bus Lines:*
  - *The length of time that an existing bus stop would be unavailable or that existing service would be interrupted;*
  - *The availability of a nearby location (within ¼ mile) to which the bus stop or route can be temporarily relocated;*
  - *The existence of other bus stops or routes with similar routes/destinations within a ¼- mile radius of the affected stops or routes;*
  - *Whether the interruption would occur on a weekday, weekend or holiday, and whether the existing bus route typically provides service that/those day(s).*

Methodology

The project construction evaluation includes description of the physical setting, including the classification of adjacent streets, on-street parking conditions, including bicycle parking, in the immediate vicinity of the construction project, a description of the land uses potentially affected by construction, and an inventory of existing transit lines, bus stops, transit stations, and transit facilities within a ¼ mile radius of the construction site. Review proposed construction procedures/plans to determine whether construction activity within the street right-of-way would require any of the following:

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

Compare the results to the evaluation criteria to determine the level of impact.

Project Construction Assessment

The Project is located on the north-east corner of the intersection of La Cienega Place and Jefferson Boulevard. There is no on-street parking located along the Project's Jefferson Boulevard frontage. A total of approximately 15 on-street parking spaces (non-metered) are located along the Project's La Cienega Place frontage. Certain construction activities, i.e. concrete pours, would potentially require intermittent lane closure along the Project's Jefferson Boulevard and La Cienega Place frontages. The Project's construction activities would also potentially result in the temporary/intermittent closure of the sidewalks along the Project's

Jefferson Boulevard and La Cienega Place frontage and restriction of the on-street parking spaces along the Project's La Cienega Place frontage.

A bicycle route is provided along Jefferson Boulevard that runs past the Project's southern frontage. This bike route provides east-west connectivity. No bike parking is provided in the immediate vicinity of the Project construction. No temporary closures of the bicycle route along Jefferson Boulevard is anticipated to occur due to construction activities.

An inventory of existing bus lines within study area is summarized in Chapter 2 and shown in Figure 7. As shown in Figure 7, five bus lines and one light rail line currently serve the study area. LA County the Link (LN) - Baldwin Hills Parkland (BHP) travels along Jefferson Boulevard and La Cienega Boulevard with bus stops located on the corner of the intersection of La Cienega Boulevard/Jefferson Boulevard. MTA Bus Line 105, and 217 as well as Culver CityBus 4 travel along Fairfax Avenue and La Cienega Boulevard, with bus stops located on the corners of La Cienega Boulevard/Jefferson Boulevard. MTA Bus Line 38 travels along Fairfax Avenue, La Cienega Boulevard, and Jefferson Boulevard, with bus stops located on the corner of La Cienega Boulevard/Jefferson Boulevard. Additionally, the Metro E Line travels along National Boulevard and Jefferson Boulevard with the station located at La Cienega Boulevard/Jefferson Boulevard. Table 3 (Chapter 2) provides an inventory of the other bus stops in the study area and are also shown in Figure 5 (Chapter 2). No transit system effects are anticipated during construction of the Project.

The duration of the total Project construction period is estimated to be 14-16 months. Construction activities are anticipated to occur Monday through Friday from 7:00 a.m. to 9:00 p.m. and on Saturday (and holidays) from 8:00 a.m. to 6:00 p.m. These hours are consistent with the City's noise ordinance.

Temporary Transportation Constraints

The proposed Project construction procedures/plans do not include long term closure of any travel lanes along Jefferson Boulevard (Modified Avenue II) and La Cienega Place (Local Street) Project's frontages during the duration of construction. However, certain construction activities, i.e. concrete pours, would potentially require intermittent lane closure (one lane) along the Project's Jefferson Boulevard and La Cienega Place frontages.

Temporary Loss of Access

As stated earlier, Project construction would potentially intermittently restrict the on-street parking (non-metered) along the Project's La Cienega Place frontage during the period of construction. Approximately 15 on-street parking spaces would be temporarily restricted, intermittently during the construction period.

Sidewalks along the Project's frontage generally could be closed during certain construction activities. For example, during activities such as concrete pours, there will potentially be intermittent closure of the Project's Jefferson Boulevard frontage sidewalk (on the north side) and La Cienega Place frontage sidewalk (on the east side). No ADA pedestrian access impact at the nearby intersections is anticipated due to the Project construction activities. Therefore, Project construction activities would not result in the loss of regular ADA pedestrian access to an existing transit station, stop, or facility during revenue hours.

Project construction would not affect other sidewalks in the vicinity of the construction area. Additionally, Project construction would not affect the vehicular driveways to parcels fronting the construction area. Project construction is not anticipated to result in any loss of vehicular, bicycle, or pedestrian access to parcels fronting the construction area.

Temporary Loss of Bus Stops or Rerouting of Bus Lines

No bus stops would be removed or relocated during construction. No transit bus rerouting would be required during Project construction.

Analysis/Evaluation

The Project construction assessment identified no potential transit constraints during construction. However, temporary/intermittent loss of a travel lane along the Project's Jefferson Boulevard and La Cienega Place frontages, and restriction of on-street parking along the Project's La Cienega Place frontage (east side) are anticipated during construction. Sidewalks along the Project's Jefferson Boulevard and La Cienega Place frontage are also anticipated to be intermittently closed. The existing sharrowed bike route along the Project's Jefferson Boulevard frontage is anticipated to have temporary/intermittent closure. In order to address these construction effects, potential corrective conditions could include:

- Preparation of a construction traffic management plan;
- Coordination of access with adjacent property owners and tenants.

VI. SUMMARY OF CONCLUSIONS

This transportation assessment study was prepared consistent with the current City of Los Angeles Transportation Assessment Guidelines (July 2020) for both CEQA and non-CEQA evaluations as applicable. The CEQA evaluation consists of analysis of transportation impacts for the following relevant City adopted thresholds for development projects:

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

The non-CEQA Transportation Analysis consists of Pedestrian, Bicycle and Transit Access Assessment, Project Access, Safety and Circulation Evaluation and Project Construction Assessment.

Raju Associates, Inc. performed this detailed study and the following summarizes the results of the analysis:

PROJECT DESCRIPTION

- The Project consists of approximately 316,637 square feet of mini-warehouse use. The Project would provide a total of 43 vehicle parking spaces and 72 bicycle spaces (40 long-term and 32 short-term spaces). The existing site contains approximately 82,051 square feet of active mini-warehouse use. The existing buildings will be demolished. The Project is anticipated to be completed in the Year 2025.

- Additionally, it is worth noting that an existing Public Storage use at the southwest quadrant of the intersection of La Cienega Boulevard and Jefferson Boulevard is being removed and that the Project is intended to accommodate that existing use.

- One driveway located along the north side of Jefferson Boulevard and one driveway located along the east side of La Cienega Place provide access to the existing use. The driveway along Jefferson Boulevard is gated and currently provides primary access to customers and employees, while the La Cienega Place driveway only provides emergency access and is gated. As proposed, both driveways would remain and primarily utilized for

emergency access. These two driveways will be gated and closed at all times. The Jefferson Boulevard driveway would also provide access to three parking spaces provided outside the gate. The Project is proposing a new 28-foot driveway along La Cienega Place that would provide the main vehicular access to the Project Site.

CEQA ANALYSIS OF TRANSPORTATION IMPACTS

- Threshold T-1 – Conflicting with Plans, Programs, Ordinances or Policies - This threshold test is conducted to assess whether a project would conflict with an adopted program, policy, plan, or ordinance that is adopted to protect the environment. In general, transportation policies or standards adopted to protect the environment are those that support multimodal transportation options and a reduction in VMT.

    - Based on the responses to the questions (from *Table 2.1-2: Questions to Determine Project Applicability to Plans, Policies and Programs*) and a review of relevant policies and programs corresponding to the questions to assess whether the Project precludes the City's implementation of any adopted policy and/or program, it was observed that the Project generally conforms with the City's development policies and standards. The Project does not conflict with a program, plan, ordinance, or policy addressing the circulation system including transit, roadways, bicycle, and pedestrian facilities. Therefore, the Project does not cause a significant impact relative to Threshold T-1.

    - An examination of cumulative assessment of the Project and related projects in the vicinity was conducted. There would not be a significant cumulative impact relative to this Threshold, due to the Project and related projects.

- Threshold T-2.1 – Causing Substantial Vehicle Miles Traveled (VMT) - For land use projects, the intent of this threshold is to assess whether a land use project or plan causes substantial vehicle miles traveled.

    - Utilizing the City's VMT Calculator Tool (version 1.3), the VMT analysis was prepared for the Project. The Project would result in a Work VMT per employee of 8.4. The Project's Work VMT per employee (8.4) is less than the impact threshold of 11.6. Therefore, the Project would not cause a significant project impact relative to Threshold T-2.1.

    - Since the Project does not cause a significant impact using the efficiency-based impact threshold (Work VMT per employee), the Project would not cause a cumulative significant impact relative to Threshold T-2.1.

- Threshold T-3 – Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use - Impacts regarding the potential increase of hazards due to a geometric design feature generally relate to the design of access points to and from the project site, and may include safety, operational, or capacity impacts.

    - Based on review of the preliminary site plan, Project description and analysis of the impact criteria factors, the Project would not substantially increase hazards due to a geometric design feature or incompatible uses. Therefore, the Project does not cause a significant impact relative to the Threshold T-3.

- A review and examination of the available site plans of the cumulative projects and the Project (with access points on the same block) reveals that the combined effects of the projects would not substantially increase hazards due to a geometric design feature or incompatible uses. Therefore, the Project along with the related projects would not cause significant cumulative impact relative to Threshold T-3.

- The Project is not located along a street within the High Injury Network. However, the Project has taken measures to align with the City of Los Angeles' Vision Zero Program.

Summarizing, the Project would not cause significant impacts relative to the City established CEQA thresholds including the following: Threshold T-1 – Conflicting with Plans, Threshold T-2.1 - Causing Substantial Vehicle Miles Traveled (VMT) and Threshold T-3 – Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use. Therefore, no Project-specific mitigation measures would be required.

NON-CEQA TRANSPORTATION ANALYSIS

- The study area includes a distance of one-quarter mile (1,320-foot) radius from the Project Site. The study area is generally bounded by Smiley Drive and Jacob Street on the north, Steller Drive and Clemson Street on the south, Cattaraugus Avenue and Eastham Drive on the west, and La Cienega Boulevard on the east.

- For the Non-CEQA transportation analysis, three locations were chosen as study intersections. Two study intersections are controlled by traffic signals and one study intersection is an unsignalized intersection, and include the following locations:

    - Jefferson Boulevard and National Boulevard (signalized)
    - La Cienega Place and Jefferson Boulevard (unsignalized)
    - La Cienega Boulevard and Jefferson Boulevard (signalized)

- The Project would generate a net increase of 308 daily trips, of which a net total of approximately 24 trips would occur during the morning peak hour and 40 trips during the evening peak hour.

- Pedestrian, Bicycle and Transit Access Assessment - This section includes an evaluation of the pedestrian, bicycle, and transit facilities and provides an assessment to determine the Project's potential effect on these transportation facilities in the vicinity of the proposed Project. Per the City's Transportation Assessment Guidelines, the effects could be physical (through removal, modification, or degradation of facilities) or demand-based (by adding pedestrian or bicycle demand to inadequate facilities).

    - Removal or Degradation of Facilities. Based on a review of the Project site plan in conjunction with an assessment of the existing pedestrian, bicycle, and transit facilities discussed above, the Project does not propose removal of facilities nor

would the Project contribute to the degradation of facilities. Therefore, no recommended actions are required by the Project.

- Intensification of Use. The Project would not increase the need to cross a street at unmarked pedestrian crossing locations or unsignalized or uncontrolled intersections where a crossing is not available without significant rerouting. Also, the Project would not result in new pedestrian demand between Project Site entries/exits and major destinations or transit stops expected to serve the development where there are missing pedestrian facilities or substandard pedestrian facilities. Therefore, no recommended actions are required by the Project.

- Project Access, Safety and Circulation Evaluation - This section includes an evaluation of the Project's access and circulation constraints relative to the provision of access to and from the Project Site based on the screening criteria, evaluation criteria and methodology established in the City's Transportation Assessment Guidelines. HCM methodology was utilized to calculate operational analysis and vehicle queuing. Three intersections were evaluated (non-CEQA) within the study area for this Project.

  - **Existing (2021) Conditions:** One of the three study intersections is currently operating at LOS C during the morning peak hour. The two remaining locations are operating at LOS E and include:

    - Intersection of Jefferson Boulevard & National Boulevard: AM – LOS E
    - Intersection of La Cienega Boulevard & Jefferson Boulevard: AM – LOS E

    During the evening peak hour, all three study intersections are operating at LOS D or better.

  - **Existing (2021) with Project Conditions:** The Project's traffic does not change the levels of service at any study locations compared to Existing Conditions (without Project) during both the morning and evening peak hours.

  - **Cumulative (2025) without Project Conditions:** One of the three study intersections is projected to operate at LOS D or better during both the morning and evening peak hours. The remaining locations are projected to operate at LOS E or F and include:

    - Intersection of Jefferson Boulevard & National Boulevard: AM – LOS F, PM – LOS E
    - Intersection of La Cienega Boulevard & Jefferson Boulevard: AM – LOS F, PM – LOS E

  - **Cumulative (2025) with Project Conditions:** Under Cumulative (2025) with Project conditions, the morning and evening peak hour operating conditions would be similar to those projected for the Cumulative (2025) without Project conditions, except at the unsignalized intersection of La Cienega Place/Jefferson Boulevard, where the LOS would change from LOS C to LOS D during evening peak hour.

- Based on the analysis and evaluation of the study intersections, the Project would only add minimal amounts to existing queues. The queue analysis during AM and PM peak hours indicates that the Project's weekday AM and PM peak hour traffic volumes would have a minimal effect of vehicle queuing at the study intersections under existing and future conditions. Therefore, no project corrective measures would be required at the analysis locations.

- Additionally, the Project driveways are located along Jefferson Boulevard (Modified Avenue II), and along La Cienega Place (Local Street) and would not contribute to unacceptable queuing at the Project's driveways. Therefore, no recommended actions are required by the Project.

- Passenger Loading Evaluation. Based on review of the Project site plan, all passenger loading demand can be accommodated on-site. No further evaluation is needed, and no additional constraints are expected. Therefore, no recommended actions are required by the Project.

- Project Construction – The project construction assessment based on the screening criteria, evaluation criteria and methodology established in the City's Transportation Assessment Guidelines was conducted and the following summarizes the findings:

  - The Project construction assessment identified no potential transit constraints during construction. However, temporary/intermittent loss of a travel lane along the Project's Jefferson Boulevard and La Cienega Place frontages, and restriction of on-street parking along the Project's La Cienega Place frontage (east side) are anticipated during construction. Sidewalks along the Project's Jefferson Boulevard and La Cienega Place frontage are also anticipated to be intermittently closed. In order to address these construction effects, potential corrective conditions could include:

    - Preparation of a construction traffic management plan
    - Coordination of access with adjacent property owners and/or tenants.

APPENDIX A

LADOT Memorandum of Understanding (MOU)

LADOT

Transportation Assessment Memorandum of Understanding (MOU)

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

I. PROJECT INFORMATION

Project Name: Public Storage Project

Project Address: 5741 W. Jefferson Boulevard, Los Angeles, CA 90016

Project Description: Project consists of 316,637 s.f. of mini-warehouse use, replacing 82,051 s.f. of existing mini-warehouse use.

DOT Project Case Number: CEN21-51452 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 Feature[1], that are being considered for this project:

X	Reduced Parking Supply[2]		Bicycle Parking and Amenities		Parking Cash Out

List any other TDM measures (e.g. bike share kiosks, unbundled parking, micro transit 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 N/A 4

2 5

3 6

III. TRIP GENERATION

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

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	14	10	24
PM Trips	18	22	40

NET Daily Vehicle Trips (DVT)
354 DVT (ITE 10th ed.)
308 DVT (VMT Calculator ver. 1.3)

[1] At this time Project Design Features are only those measures that are also shown to be needed to comply with a local ordinance, affordable housing incentive program, or state law.
[2] Select if reduced parking supply is pursued as a result of a parking incentive as permitted by the City's Bicycle Parking Ordinance, State Density Bonus Law, or the City's Transit Oriented Community Guidelines.

IV. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2025 Ambient Growth Rate: 1.0 % 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 Jefferson Boulevard & National Boulevard
2 La Cienega Place & Jefferson Boulevard
3 La Cienega Boulevard & Jefferson Boulevard
4 _____
5 _____
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

a. Does the project exceed 1,000 net DVT? ☐ Yes ☒ No
b. 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
c. 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

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

VII. SITE PLAN AND MAP OF STUDY AREA

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

Does the attached site plan 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.

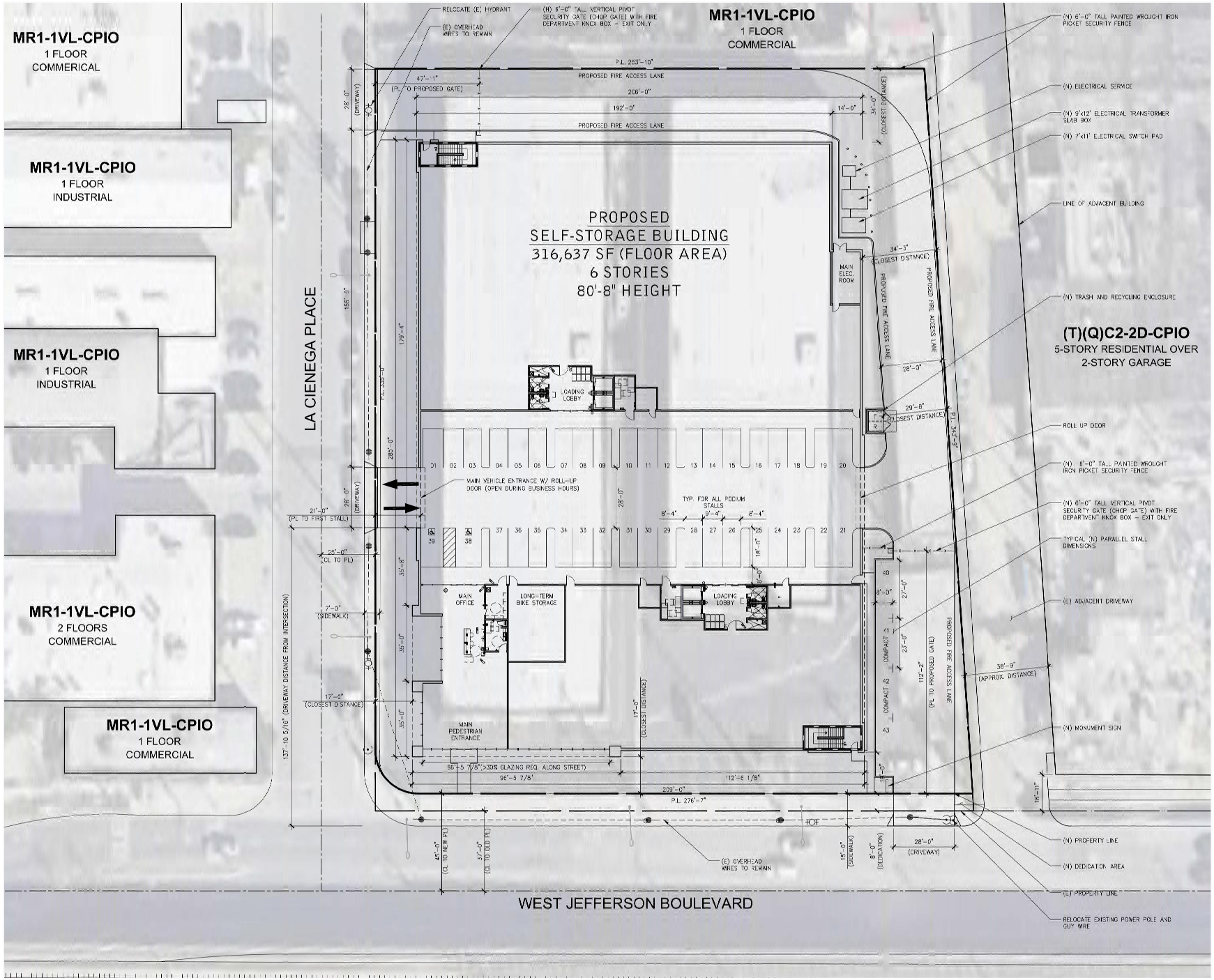
The Project's trip generation would result in a net total of approximately 14 inbound trips and 10 outbound trips during the morning peak hour; and 18 inbound trips and 22 outbound trips during the evening peak hour. Based on the Project's trip distribution and resulting Project trip assignment, the Project would add less than 25 trips to the adjacent study intersections during the peak hours, as shown in Attachment C2. Therefore, the Project would add less than 25 trips in the peak hours at the nearby freeway off-ramps. No further freeway safety analysis is required.

IX. CONTACT INFORMATION

	CONSULTANT	DEVELOPER
Name:	Raju Associates, Inc.	Mr. Bryan Miranda, Public Storage
Address:	505 E. Colorado Bl, Suite 202, Pasadena, CA	701 Western Avenue, Glendale, CA 91221
Phone Number:	(626) 792-2700	(714) 388-1262 ext. 3158
E-Mail:	srinath.raju@rajuassociates.com	bmiranda@publicstorage.com

Approved by:	x	Srinath R	12/3/2021	x		12/27/21	
		Consultant's Representative	Date		LADOT Representative	**Date	
Adjacent Municipality:	x		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.



Source: Ware Malcomb

ATTACHMENT 1
PROJECT SITE PLAN

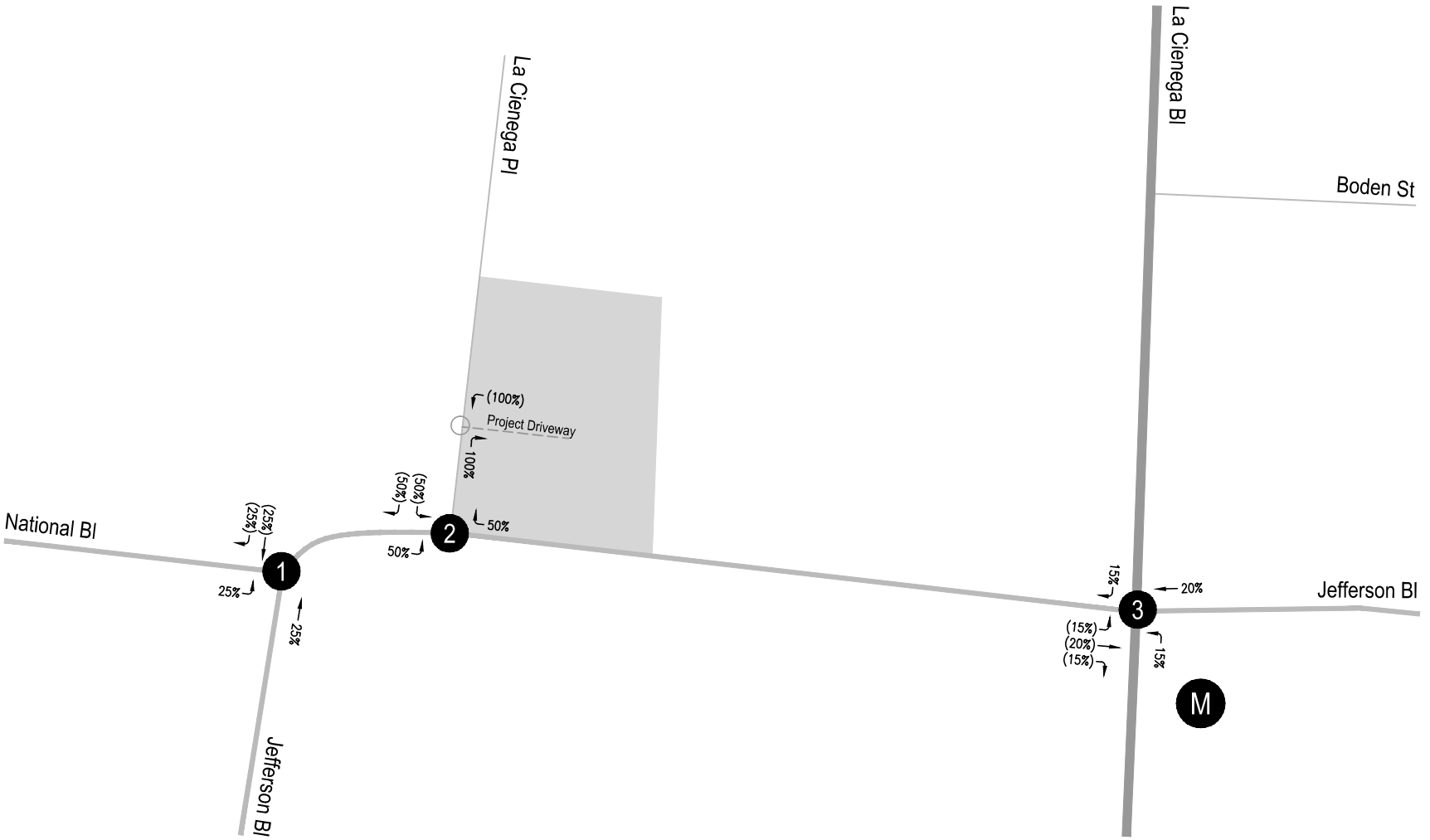
RAJU Associates, Inc.

ATTACHMENT 2
ESTIMATED PROJECT TRIP GENERATION

	Size	AM Peak Hour			PM Peak Hour		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project							
Mini-Warehouse	316,637 s.f.	19	13	32	25	29	54
Existing Uses (to be removed)							
Mini-Warehouse	(82,051) d.u.	(5)	(3)	(8)	(7)	(7)	(14)
Project Net Trip Generation Total		**14**	**10**	**24**	**18**	**22**	**40**
Trip Rates [1]							
Mini-Warehouse (ITE Land Use 151)	Trips per 1,000 s.f.	60%	40%	0.10	47%	53%	0.17

[1] Trip Generation Manual, 10th Edition, ITE September 2018.

* Daily trip generation estimate was obtained from the City of Los Angeles VMT Calculator Tool (v1.3) based on ITE Trip Generation Manual, 10th Edition. The Project is estimated to generate a net total of 308 daily trips.



LEGEND:

- Project Site: 5741 Jefferson Bl
- # - Study Intersection
- Project Driveway Access

XX% - Inbound Percent

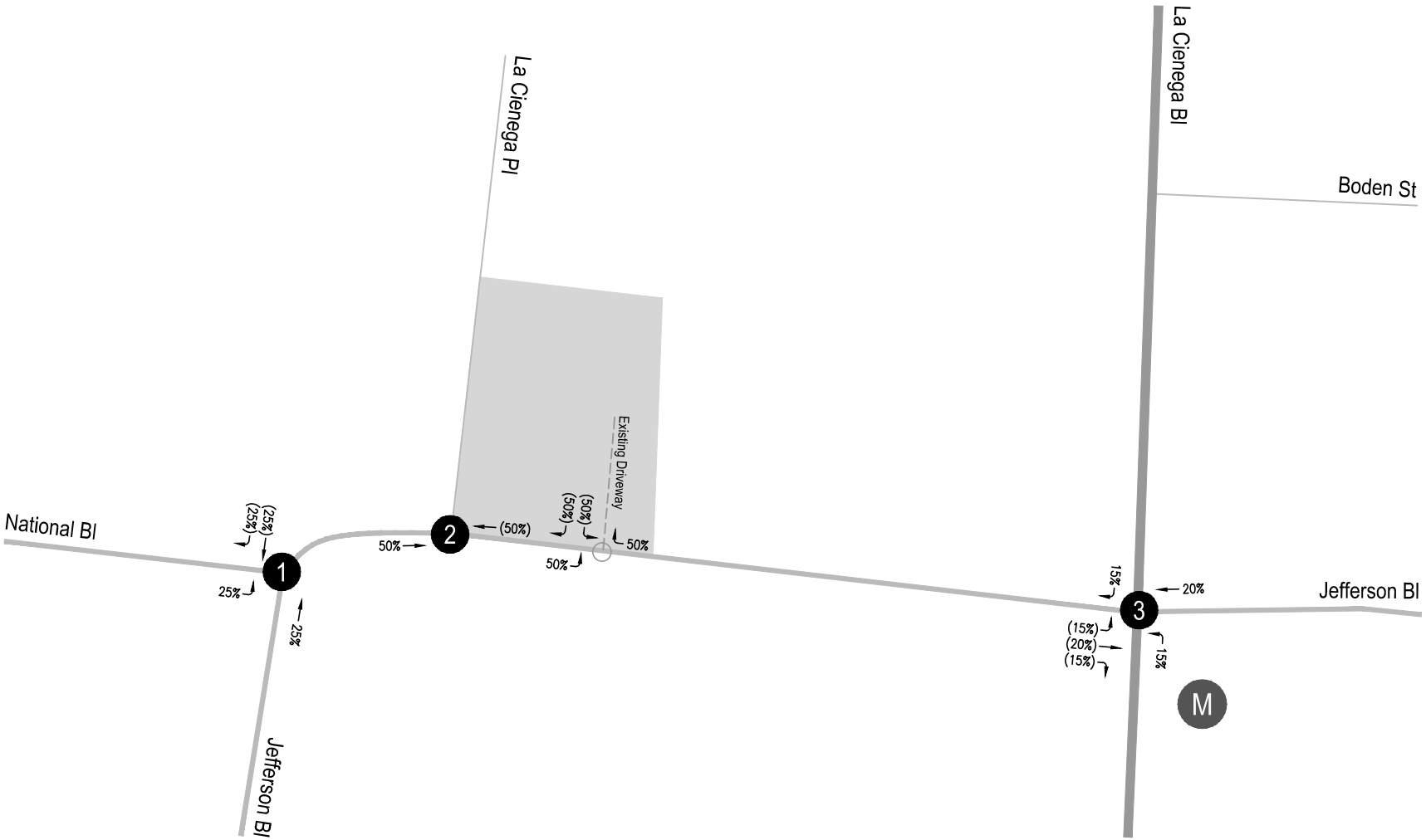
(XX%) - Outbound Percent

N

Not to scale

ATTACHMENT 3A
PROJECT TRIP DISTRIBUTION

RAJU Associates, Inc.



LEGEND:

- Project Site: 5741 Jefferson Bl
- # - Study Intersection
- ○ - Existing Driveway Access

XX% - Inbound Percent

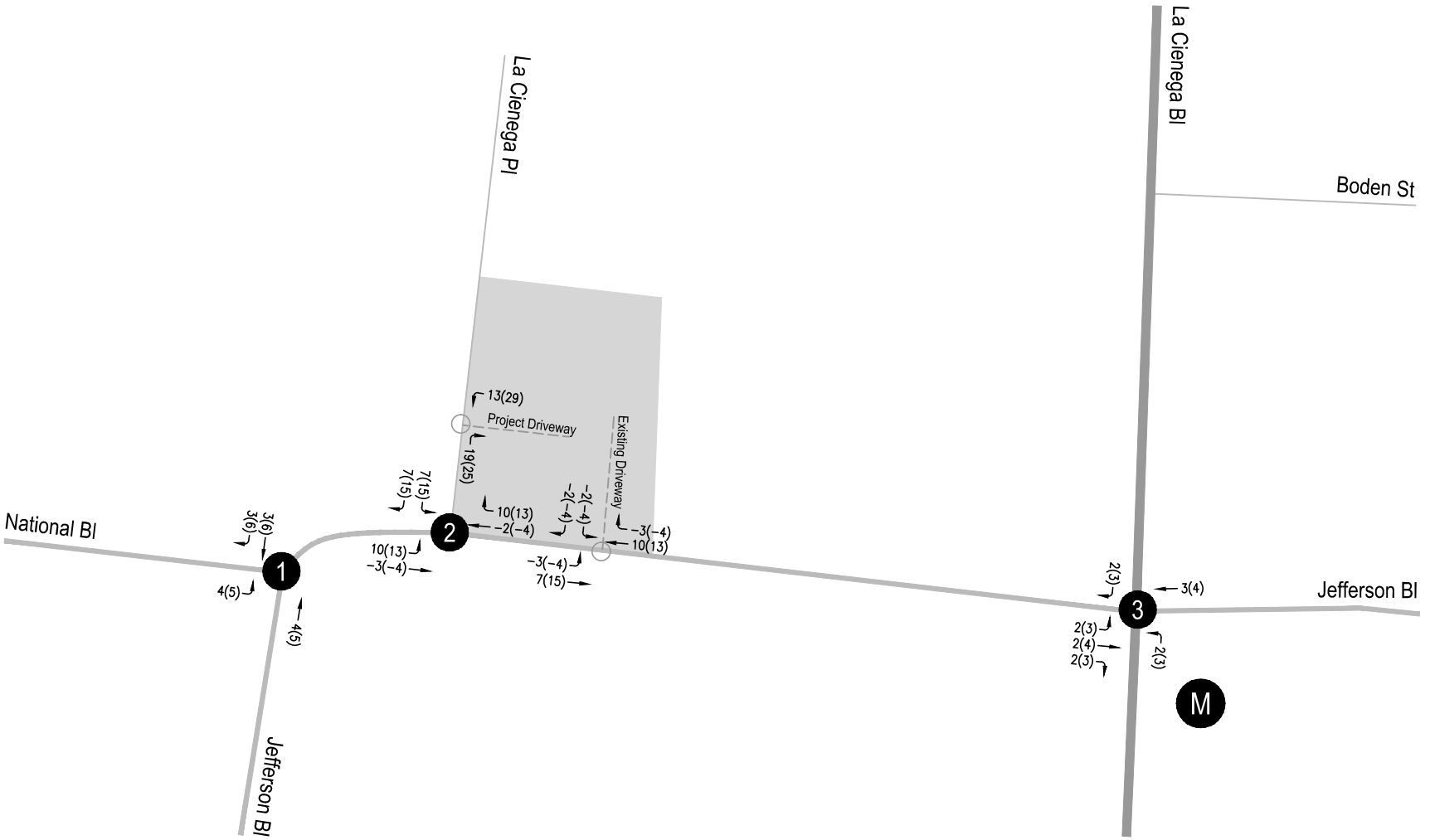
(XX%) - Outbound Percent

N

Not to scale

ATTACHMENT 3B
EXISTING USE TRIP DISTRIBUTION

RAJU Associates, Inc.



LEGEND:

- Project Site: 5741 Jefferson Bl
- # - Study Intersection
- Project Driveway Access

XX(XX) - AM(PM) Peak Hour Traffic Volumes

N
Not to scale

ATTACHMENT 4
PROJECT ONLY NET TRIPS - PEAK HOUR TRAFFIC VOLUMES

RAJU Associates, Inc.

ATTACHMENT 5
ESTIMATED WEEKDAY TRIP GENERATION OF RELATED PROJECTS

No.	Project Name	Location	Description	Daily	AM Peak Hour			PM Peak Hour		
					IN	OUT	TOTAL	IN	OUT	TOTAL
City of Los Angeles [1]										
1	Mixed Use	5775 W. Adams Boulevard	Construct 7-story, mixed-use building including 55 market rate units, 10 affordable units and 2,500 s.f. retail use.	452	15	22	37	20	12	32
2	Office Project [2]	5790 W. Jefferson Boulevard	Construct new 16-story, 152,929 s.f. office building	1,202	110	18	128	20	107	128
3	Office Project	5850 W. Jefferson Boulevard	Construct new 22-story, 344,947 s.f. office building.	2,856	292	48	340	54	283	337
4	Office Project [2]	5870 W. Jefferson Boulevard	Construct 328,867 s.f. office building.	2,862	246	40	286	48	252	300
5	Mixed-Use Project	5950 W. Jefferson Boulevard	Construct new mixed-use project with 64,000 s.f. office use, 2,000 s.f. retail use and 4,000 s.f. restaurant use.	716	65	13	78	23	58	81
6	Apartment Project	3200 S. La Cienega Boulevard	Construct new 7-story, 254-unit apartment building complex.	1,253	20	57	77	58	37	95
7	Cumulus Mixed-Use Project	3221 S. La Cienega Boulevard	Convert existing ABC Lot to a Mixed-Use: 1,218-unit apartment, 200,000 s.f. office use, 50,000 s.f. grocery store, 30,000 s.f. retail use & 20,000 s.f. restaurant use.	10,136	319	419	738	467	382	849
8	Mixed-Use Project	3401 S. La Cienega Boulevard	Construct 260 apartment dwelling units, 263,000 s.f. office use, and 5,000 s.f. retail use.	2,748	197	75	272	81	205	286
City of Culver City [3]										
9	Auto Repair Facility	2926 S. La Cienega Boulevard	Four (4) bay auto repair use within existing car rental facility.	90	4	2	6	4	5	9
10	Retail Building	3030 S. La Cienega Boulevard	Addition of 1,250 s.f. retail floor area to an existing 8,338 s.f. retail building, and new tandem parking.	47	1	0	1	2	3	5
11	Lorcan O'Herlihy Architects	3434 Wesley Street	New TOD Mixed Use project with 15 dwelling units, and 14,237 s.f. of office/gallery on a vacant lot.	203	13	5	18	6	14	20
12	Helms Homes	3336-3340 Helms Avenue	Eight (8) new condominium dwelling units, resulting in six (6) net new dwellings.	44	1	2	3	2	1	3
13	Willows School CUP Modification	8509 Higuera Street & 8476 Warner Drive	Modification to previously approved CUP to allow a playfield and increase student enrollment by 100, from 475 to 575, consistent with School Master Plan.	411	50	41	91	12	14	26
14	Retail/Restaurant Project	8511 Warner Drive	51,520 s.f. of retail/restaurant uses.	2,420	71	53	124	123	107	230
15	Schaefer II	3516 Schaefer Street	An approx. 9,338 s.f. addition to a creative office building, on a site spanning three parcels currently developed with a 7,500 s.f. building, resulting in a three-story 16,839 s.f. building.	91	9	2	11	2	9	11
16	ECF Site	8700, 8710, 8740, and 8750 Washington Boulevard	Preliminary Concept - Mixed Use TOD with approximately 199 residential units and 40,000 s.f. of commercial space (17,250 s.f. of live/work space, 5,000 s.f. of restaurant, and 17,750 s.f. of retail), on a 3.06 to possibly 3.53 acre site, currently developed with multiple uses	1,190	-27	24	-2	17	-5	11
17	Office Project	5863 Washington Boulevard	New 17,500 sq. ft. creative office development	170	17	3	20	3	17	20
			RELATED PROJECTS TRIP GENERATION TOTAL	26,891	1,403	824	2,227	942	1,501	2,443

* Includes related projects 0.5 miles from the Project site.

[1] Source: Los Angeles Department of Transportation - October 19, 2021. Trip generation estimates provided by City of Los Angeles, unless noted otherwise.

[2] Trip generation estimates are based on trip generation rates included in *Trip Generation Manual* , 10th Edition, ITE 2018.

[3] Source: City of Culver City Website - October 2021. Trip generation estimates are based on trip generation rates included in *Trip Generation Manual* , 10th Edition, ITE 2018.

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: Public Storage-Project Pipeline

Scenario:

Address: 34.027006, -118.374613



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
Industrial | Warehousing/Self-Storage	82.051	ksf
(custom) Mini-Warehouse (ITE 10th) | Retail/N	Non-Retai	LU type
(custom) Mini-Warehouse (ITE 10th) | Resider	0	Person
(custom) Mini-Warehouse (ITE 10th) | Employe	27	Person
(custom) Mini-Warehouse (ITE 10th) | Daily	124	Trips
(custom) Mini-Warehouse (ITE 10th) | HBW-At	19	Percent
(custom) Mini-Warehouse (ITE 10th) | HBO-Atl	41	Percent
(custom) Mini-Warehouse (ITE 10th) | NHB-Att	20	Percent
(custom) Mini-Warehouse (ITE 10th) | HBW-Pr	0	Percent
(custom) Mini-Warehouse (ITE 10th) | HBO-Pr	0	Percent
(custom) Mini-Warehouse (ITE 10th) | NHB-Pr	20	Percent

☑ 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
Industrial | Warehousing/Self-Storage	316.637	ksf
(custom) Mini-Warehouse (ITE 10th) | Retail/N	Non-Retai	LU type
(custom) Mini-Warehouse (ITE 10th) | Resider	0	Person
(custom) Mini-Warehouse (ITE 10th) | Employe	104	Person
(custom) Mini-Warehouse (ITE 10th) | Daily	478	Trips
(custom) Mini-Warehouse (ITE 10th) | HBW-At	19	Percent
(custom) Mini-Warehouse (ITE 10th) | HBO-Atl	41	Percent
(custom) Mini-Warehouse (ITE 10th) | NHB-Att	20	Percent
(custom) Mini-Warehouse (ITE 10th) | HBW-Pr	0	Percent
(custom) Mini-Warehouse (ITE 10th) | HBO-Pr	0	Percent
(custom) Mini-Warehouse (ITE 10th) | NHB-Pr	20	Percent

☑ 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
109 Daily Vehicle Trips	417 Daily Vehicle Trips
922 Daily VMT	3,519 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	308 Net Daily Trips
The net increase in daily VMT ≤ 0	2,597 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

11/4/2021

Access Assessment Criteria

This Criteria 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: Public Storage Project

Project Address: 5741 W. Jefferson Boulevard, Los Angeles, CA 90016

Project Description: Project consists of 316,637 s.f. of mini-warehouse use, replacing 82,051 s.f. of existing mini-warehouse use.

LADOT Project Case Number: _____

II. PEDESTRIAN/ PERSON TRIP GENERATION

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

	Land Use	Size/Unit	Daily Person Trips
Proposed	**Mini-Warehouse**	**316,637 s.f.**	**71**
	Total new trips:		**71**

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 20 % S 20 % E 40 % W 20 %
- transit boarding and alighting of transit stops (should include Metro rail stations; Metro, DASH, and other municipal bus stops)
- 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:

La Cienega Boulevard at 645 (feet)

National Boulevard at 685 (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

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 midblock crossing) along any arterial within 1,320 feet of the property.

690 (feet) at Eastham Dr & National Bl	_____(feet) at _____
300 (feet) at Jefferson Bl & National Bl	_____(feet) at _____
645 (feet) at La Cienega Bl & Jefferson Bl	_____(feet) at _____
_____(feet) at _____	_____(feet) at _____
_____(feet) at _____	_____(feet) at _____
_____(feet) at _____	_____(feet) at _____

V. PROJECT CONSTRUCTION

Will the project require any construction activity within the city right-of-way? [X] 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: _____

ATTACHMENT 6
PROJECT PEDESTRIAN TRIP GENERATION ESTIMATES

Vehicle Trip Generation Rates	Unadjusted Daily Trips [1]	MXD Daily Trips [2]	Daily Trips Reduced [3]
Proposed Project			
Home Based Work Production	0	0	0
Home Based Other Production	0	0	0
Non-Home Based Other Production	96	94	2
Home Based Work Attraction	91	72	19
Home Based Other Attraction	196	157	39
Non-Home Based Other Attraction	96	94	2
Total Project Vehicle Trips	479	417	62
Existing Use			
Home Based Work Production	0	0	0
Home Based Other Production	0	0	0
Non-Home Based Other Production	25	24	1
Home Based Work Attraction	23	19	4
Home Based Other Attraction	51	41	10
Non-Home Based Other Attraction	25	25	0
Total Existing Use Vehicle Trips	124	109	15
Total Project Net Vehicle Trips	355	308	47
Pedestrian Trips Calculation			
Daily Trips Reduced [3]			47
AVO Pedestrian Conversion Factor [4]			1.51
Total Project Pedestrian Trips (Net)			**71**

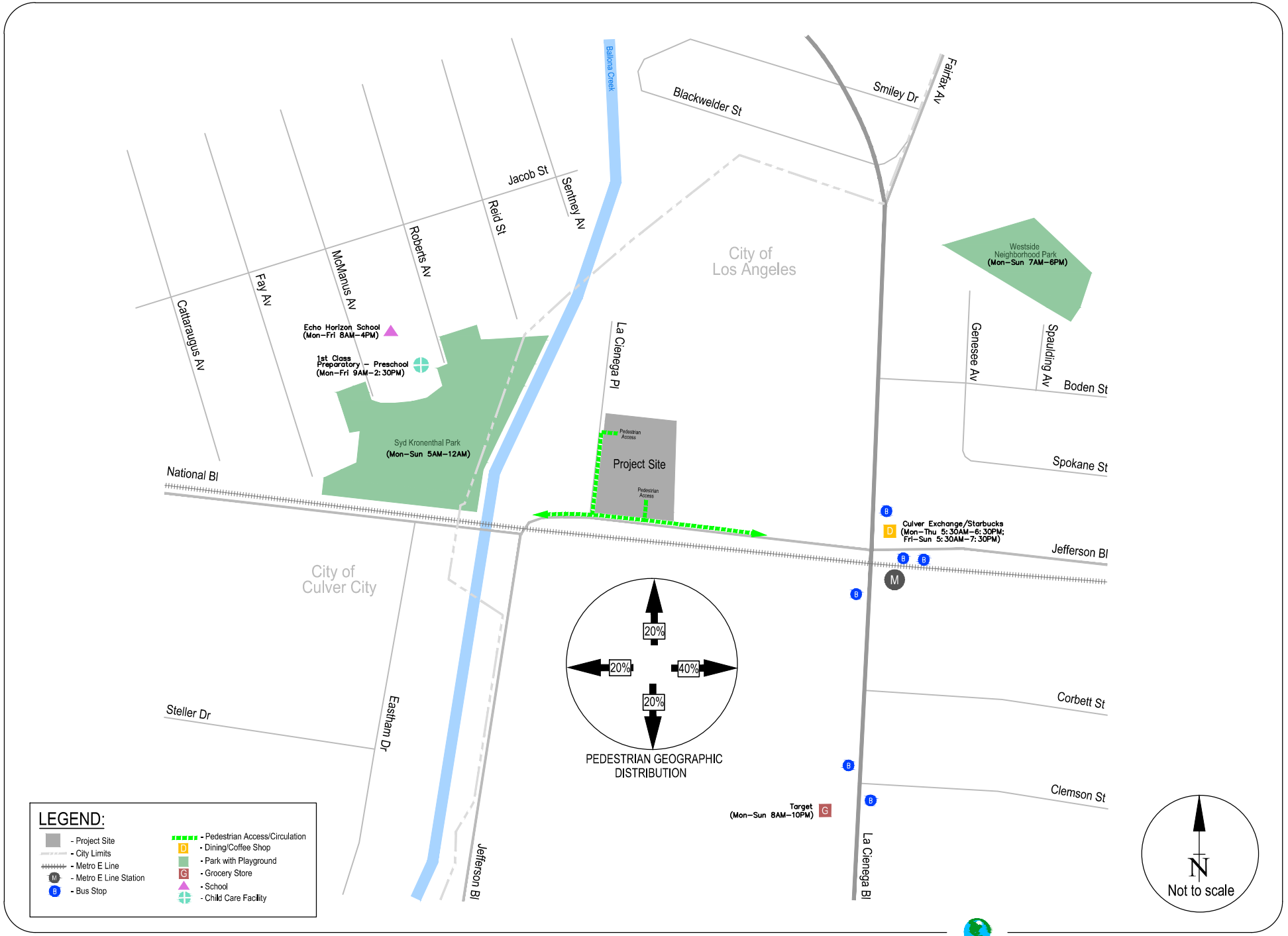
* The daily trips values are as calculated by LADOT VMT Calculator version 1.3 and identified in Report 4-MXD Methodology output.

[1] Unadjusted daily trips represent the estimated Project daily number of vehicles trips. This is prior to accounting for local factors such as transit usage and nearby pedestrian destinations.

[2] MXD daily trips are the estimated Project daily number of vehicles trips after accounting for local factors such as transit usage and nearby pedestrian destinations.

[3] Daily trips reduced reflect the difference between Unadjusted daily tips and MXD daily trips. It is assumed all of these trips would be pedestrians.

[4] Source: *SCAG Regional Travel Demand Model and 2012 Model Validation* (SCAG, March 2016)



ATTACHMENT 7
PEDESTRIAN ATTRACTORS INVENTORY

RAJU Associates, Inc.

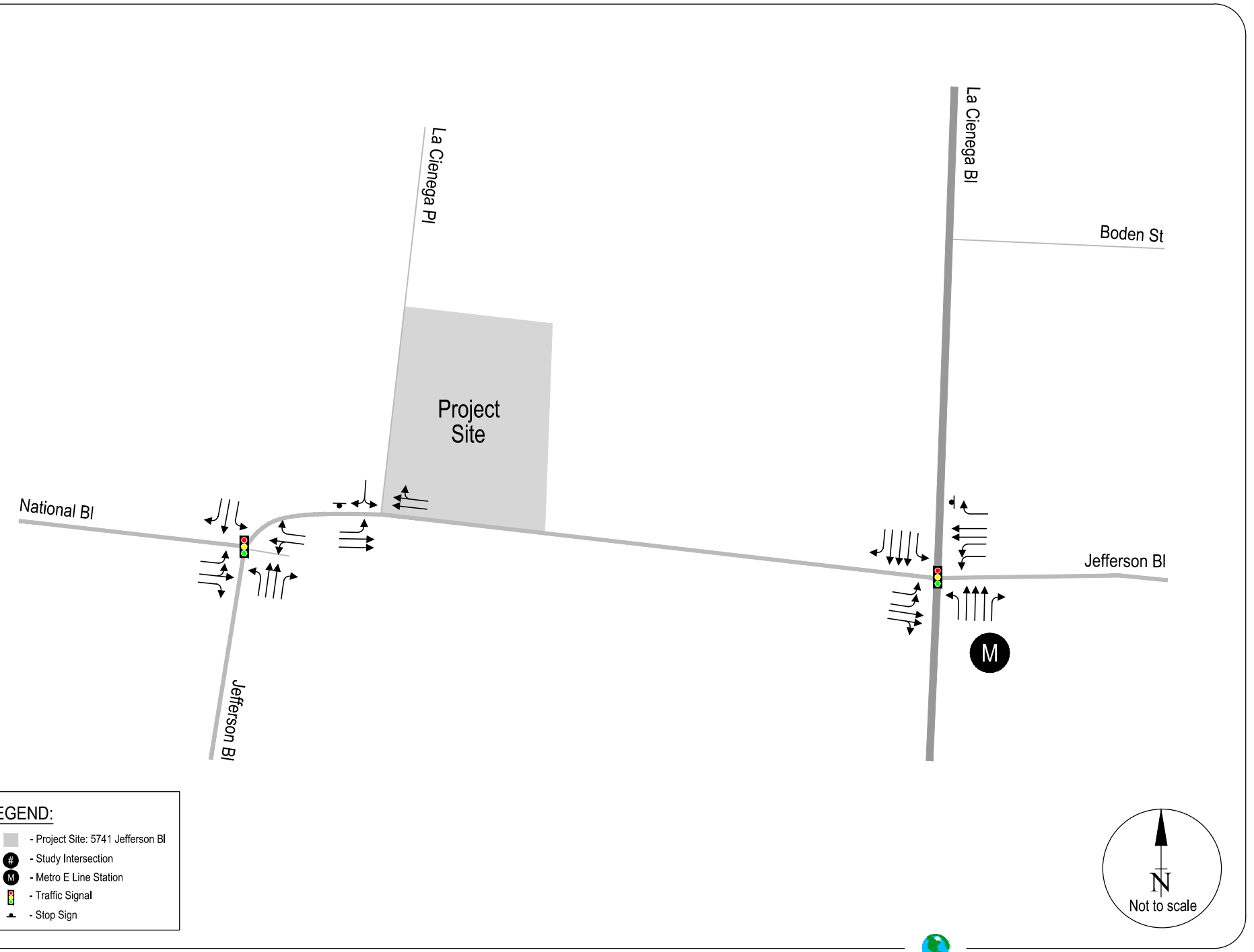


ATTACHMENT 8
TRANSPORTATION FACILITIES

RAJU Associates, Inc.

APPENDIX B

Intersection Lane Configurations



APPENDIX B
EXISTING INTERSECTION LANE CONFIGURATIONS

RAJU Associates, Inc.

APPENDIX C

Existing Traffic Counts

Prepared by National Data & Surveying Services

Jefferson Blvd & National Blvd

Peak Hour Turning Movement Count

ID: 18-05277-004
City: Culver City

Day: Wednesday
Date: 05/02/2018

	PEAK HOURS	COUNT PERIODS
AM	08:00 AM - 09:00 AM	06:30 AM - 09:30 AM
NOON	NONE	NONE
PM	04:00 PM - 05:00 PM	02:00 PM - 06:00 PM

Jefferson Blvd — SOUTHBOUND

	Right	Thru	Left	U-Turn	Departing
AM	775	841	0	0	909
NOON	0	0	0	0	0
PM	216	292	0	1	1416
Lanes	1	1	1	0	

National Blvd — EASTBOUND

	AM	NOON	PM	Lanes
Departing	1151	0	406	
U-Turn	0	0	0	0
Left	253	0	471	1.5
Thru	0	0	0	0.5
Right	238	0	430	1

National Blvd — WESTBOUND

	Lanes	PM	NOON	AM
Right	1	0	0	0
Thru	0.5	0	0	0
Left	0.5	0	0	0
U-Turn	0	0	0	0
Departing		0	0	0

Jefferson Blvd — NORTHBOUND

	Departing	U-Turn	Left	Thru	Right
Lanes		0	1	3	0
PM	722	0	190	944	0
NOON	0	0	0	0	0
AM	1079	0	376	656	0

CONTROL

Signalized

	AM	NOON	PM
TEV	3139	0	2544
PHF	0.95		0.95

Total Vehicles (AM)

Approach	Movements
Southbound	797, 841, 0
Eastbound	253, 0, 238
Westbound	0, 0, 0
Northbound	376, 656, 0

Total Vehicles (Noon)

Approach	Movements
Southbound	N/A, N/A, N/A
Eastbound	N/A, N/A, N/A
Westbound	N/A, N/A, N/A
Northbound	N/A, N/A, N/A

Total Vehicles (PM)

Approach	Movements
Southbound	222, 292, 0
Eastbound	471, 0, 430
Westbound	0, 0, 0
Northbound	190, 944, 0

Bikes (AM)

Approach	Movements
Southbound	6, 6, 0
Eastbound	1, 0, 0
Westbound	0, 0, 0
Northbound	0, 3, 0

Bikes (NOON)

Approach	Movements
Southbound	N/A, N/A, N/A
Eastbound	N/A, N/A, N/A
Westbound	N/A, N/A, N/A
Northbound	N/A, N/A, N/A

Bikes (PM)

Approach	Movements
Southbound	2, 2, 0
Eastbound	4, 0, 0
Westbound	0, 0, 0
Northbound	0, 4, 0

Pedestrians (Crosswalks)

Crosswalk	Side	AM	NOON	PM
North	West half	19	0	11
North	East half	7	0	18
West	North half	0	0	0
West	South half	0	0	0
East	North half	60	0	8
East	South half	5	0	23
South	West half	3	0	23
South	East half	52	0	3
NW corner (diagonal)		0	0	0
NE corner (diagonal)		0	0	0
SW corner (diagonal)		0	0	0
SE corner (diagonal)		0	0	0

National Data & Surveying Services

Intersection Turning Movement Count

Location: Jefferson Blvd & National Blvd
City: Culver City
Control: Signalized

Project ID: 18-05277-004
Date: 5/2/2018

Total

NS/EW Streets:	Jefferson Blvd				Jefferson Blvd				National Blvd				National Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	1	1	0	1.5	0.5	1	0	0.5	0.5	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:30 AM	141	123	0	0	0	154	134	0	14	0	23	0	0	0	0	0	589
6:45 AM	121	149	0	0	0	128	115	0	16	0	31	0	0	0	0	0	560
7:00 AM	126	171	0	0	0	177	142	0	17	0	29	0	0	0	0	0	662
7:15 AM	116	162	0	0	0	200	147	0	27	0	35	0	0	0	0	0	687
7:30 AM	122	144	0	0	0	175	142	0	36	0	44	0	0	0	0	0	663
7:45 AM	111	122	0	0	0	194	220	0	58	0	41	0	0	0	0	0	746
8:00 AM	91	156	0	0	0	207	179	0	62	0	54	0	0	0	0	0	749
8:15 AM	98	194	0	0	0	221	175	0	52	0	59	0	0	0	0	0	799
8:30 AM	88	149	0	0	0	213	174	0	77	0	66	0	0	0	0	0	767
8:45 AM	99	157	0	0	0	200	247	0	62	0	59	0	0	0	0	0	824
9:00 AM	114	134	0	0	0	157	229	0	37	0	68	0	0	0	0	0	739
9:15 AM	81	143	0	0	0	187	207	0	63	0	50	0	0	0	0	0	731
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1308	1804	0	0	0	2213	2111	0	521	0	559	0	0	0	0	0	8516
APPROACH %'s :	42.03%	57.97%	0.00%	0.00%	0.00%	51.18%	48.82%	0.00%	48.24%	0.00%	51.76%	0.00%					
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	376	656	0	0	0	841	775	0	253	0	238	0	0	0	0	0	3139
PEAK HR FACTOR :	0.949	0.845	0.000	0.000	0.000	0.951	0.784	0.000	0.821	0.000	0.902	0.000	0.000	0.000	0.000	0.000	0.952
	0.884				0.904				0.858								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	1	1	0	1.5	0.5	1	0	0.5	0.5	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	63	174	0	0	0	87	47	0	97	0	107	0	0	0	0	0	575
2:15 PM	77	167	0	0	0	74	67	1	113	0	92	0	0	0	0	0	591
2:30 PM	55	178	0	0	0	80	67	0	132	0	102	0	0	0	0	0	614
2:45 PM	78	197	0	0	0	91	57	0	90	0	95	0	0	0	0	0	608
3:00 PM	68	196	0	0	0	71	43	0	131	0	83	0	0	0	0	0	592
3:15 PM	40	196	0	0	0	66	44	2	117	0	110	0	0	0	0	0	575
3:30 PM	51	203	0	0	0	77	54	0	112	0	95	0	0	0	0	0	592
3:45 PM	38	203	0	0	0	77	46	1	110	0	115	0	0	0	0	0	590
4:00 PM	49	224	0	0	0	61	56	1	132	0	121	0	0	0	0	0	644
4:15 PM	34	237	0	0	0	74	62	0	130	0	134	0	0	0	0	0	671
4:30 PM	57	269	0	0	0	83	47	0	102	0	75	0	0	0	0	0	633
4:45 PM	50	214	0	0	0	74	51	0	107	0	100	0	0	0	0	0	596
5:00 PM	39	235	0	0	0	70	56	0	118	0	74	0	0	0	0	0	592
5:15 PM	46	219	0	0	0	74	44	1	121	0	95	0	0	0	0	0	600
5:30 PM	45	234	0	0	0	87	45	0	123	0	121	0	0	0	0	0	655
5:45 PM	47	260	0	0	0	91	40	1	113	0	97	0	0	0	0	0	649
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	837	3406	0	0	0	1237	826	7	1848	0	1616	0	0	0	0	0	9777
APPROACH %'s :	19.73%	80.27%	0.00%	0.00%	0.00%	59.76%	39.90%	0.34%	53.35%	0.00%	46.65%	0.00%					
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	190	944	0	0	0	292	216	1	471	0	430	0	0	0	0	0	2544
PEAK HR FACTOR :	0.833	0.877	0.000	0.000	0.000	0.880	0.871	0.250	0.892	0.000	0.802	0.000	0.000	0.000	0.000	0.000	0.948
	0.870				0.936				0.853								

National Data & Surveying Services

Intersection Turning Movement Count

Location: Jefferson Blvd & National Blvd
City: Culver City
Control: Signalized

Project ID: 18-05277-004
Date: 5/2/2018

Bikes

NS/EW Streets:	Jefferson Blvd				Jefferson Blvd				National Blvd				National Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	1	1	0	1.5	0.5	1	0	0.5	0.5	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:45 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
7:00 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	2	0	0	0	3	0	0	0	0	1	0	0	0	0	0	6
7:30 AM	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
7:45 AM	0	1	0	0	0	1	1	0	1	0	0	0	0	0	0	0	4
8:00 AM	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	5
8:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	2	0	0	0	1	5	0	1	0	0	0	0	0	0	0	9
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	4
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	13	0	0	0	14	10	0	2	0	1	0	0	0	0	0	40
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	58.33%	41.67%	0.00%	66.67%	0.00%	33.33%	0.00%					
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	3	0	0	0	6	6	0	1	0	0	0	0	0	0	0	16
PEAK HR FACTOR :	0.000	0.375	0.000	0.000	0.000	0.375	0.300	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.444
		0.375				0.500				0.250							

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	1	1	0	1.5	0.5	1	0	0.5	0.5	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	3
2:15 PM	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	3
2:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
2:45 PM	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4
3:00 PM	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	4
3:15 PM	0	5	0	0	0	0	1	0	0	0	0	0	0	0	0	0	6
3:30 PM	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	3
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
4:30 PM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
4:45 PM	0	1	0	0	0	2	2	0	1	0	0	0	0	0	0	0	6
5:00 PM	0	2	0	0	0	1	1	0	2	0	0	0	0	0	0	0	6
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	1	0	0	0	1	1	0	3	0	0	0	0	0	0	0	6
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	17	0	0	0	6	7	0	20	0	0	0	0	0	0	0	50
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	46.15%	53.85%	0.00%	100.00%	0.00%	0.00%	0.00%					
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	4	0	0	0	2	2	0	4	0	0	0	0	0	0	0	12
PEAK HR FACTOR :	0.00	0.500	0.000	0.000	0.000	0.250	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
		0.500				0.250				0.500							

National Data & Surveying Services

Intersection Turning Movement Count

Location: Jefferson Blvd & National Blvd
City: Culver City
Project ID: 18-05277-004
Date: 5/2/2018

Pedestrians (Crosswalks)

NS/EW Streets:	Jefferson Blvd		Jefferson Blvd		National Blvd		National Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
6:30 AM	0	1	1	4	2	6	0	0	14
6:45 AM	1	0	0	1	0	1	0	0	3
7:00 AM	0	0	0	0	0	2	0	0	2
7:15 AM	0	0	0	1	0	2	0	0	3
7:30 AM	1	2	0	4	0	7	0	0	14
7:45 AM	1	2	1	4	2	4	0	0	14
8:00 AM	6	2	1	5	1	8	0	0	23
8:15 AM	1	0	1	9	1	8	0	0	20
8:30 AM	6	1	1	20	1	23	0	0	52
8:45 AM	6	4	0	18	2	21	0	0	51
9:00 AM	9	1	0	9	0	10	0	0	29
9:15 AM	8	1	0	7	0	6	0	0	22
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	39	14	5	82	9	98	0	0	247
APPROACH %'s :	73.58%	26.42%	5.75%	94.25%	8.41%	91.59%			
PEAK HR :	**08:00 AM - 09:00 AM**								TOTAL
PEAK HR VOL :	19	7	3	52	5	60	0	0	146
PEAK HR FACTOR :	0.792	0.438	0.750	0.650	0.625	0.652			0.702
	0.650		0.655		0.677				

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
2:00 PM	4	0	1	1	3	1	0	0	10
2:15 PM	1	1	3	2	2	2	0	0	11
2:30 PM	2	2	10	3	8	5	0	0	30
2:45 PM	3	2	6	10	6	8	0	0	35
3:00 PM	0	0	8	1	8	1	0	0	18
3:15 PM	2	3	0	3	1	4	0	0	13
3:30 PM	2	2	6	0	6	0	0	0	16
3:45 PM	4	3	5	4	5	1	0	0	22
4:00 PM	2	4	5	2	5	3	0	0	21
4:15 PM	2	2	1	0	1	2	0	0	8
4:30 PM	3	8	4	0	2	1	0	0	18
4:45 PM	4	4	13	1	15	2	0	0	39
5:00 PM	0	3	16	0	18	0	0	0	37
5:15 PM	1	6	0	1	4	1	0	0	13
5:30 PM	3	2	7	1	7	1	0	0	21
5:45 PM	7	9	4	1	6	3	0	0	30
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	40	51	89	30	97	35	0	0	342
APPROACH %'s :	43.96%	56.04%	74.79%	25.21%	73.48%	26.52%			
PEAK HR :	**04:00 PM - 05:00 PM**								TOTAL
PEAK HR VOL :	11	18	23	3	23	8	0	0	86
PEAK HR FACTOR :	0.688	0.563	0.442	0.375	0.383	0.667			0.551
	0.659		0.464		0.456				

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	LA	PROJECT #:	SC
Wed, Jun 30, 21	NORTH & SOUTH:	La Cienega Place	LOCATION #:	1
	EAST & WEST:	Jefferson Boulevard	CONTROL:	STOP S

NOTES:

Queue EB PM

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

Add U-Turns to Left Turns

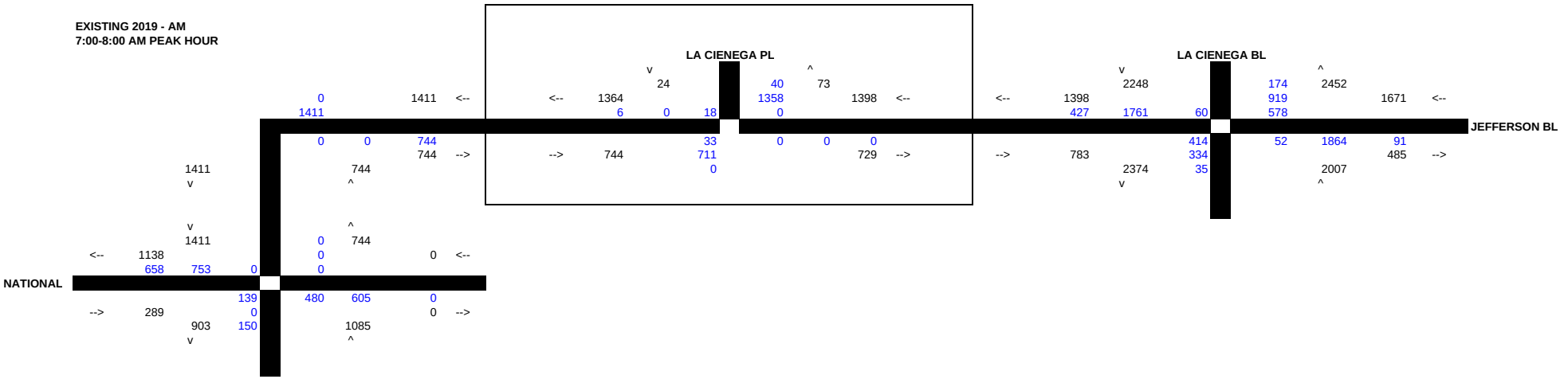
		NORTHBOUND La Cienega Place			SOUTHBOUND La Cienega Place			EASTBOUND Jefferson Boulevard			WESTBOUND Jefferson Boulevard				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 0	ST X	SR 0	EL 1	ET 2	ER X	WL X	WT 2	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	0	0	0	0	0	3	57	0	0	179	3	242	0	0	0	0	0
	7:15 AM	0	0	0	3	0	0	2	62	0	0	183	4	254	0	0	0	0	0
	7:30 AM	0	0	0	1	0	2	3	81	0	0	231	4	322	0	0	0	0	0
	7:45 AM	0	0	0	2	0	1	4	82	0	0	248	8	345	0	0	0	0	0
	8:00 AM	0	0	0	3	0	0	2	89	0	0	218	7	319	0	0	0	0	0
	8:15 AM	0	0	0	3	0	3	2	85	0	0	231	3	327	0	0	0	0	0
	8:30 AM	0	0	0	4	0	1	2	112	0	0	204	3	326	0	0	0	0	0
	8:45 AM	0	0	0	5	0	0	5	89	0	0	223	14	336	0	0	0	0	0
	9:00 AM	0	0	0	2	0	1	11	117	0	0	158	4	293	0	0	0	0	0
	9:15 AM	0	0	0	0	0	2	3	115	0	0	162	4	286	0	0	1	0	1
	9:30 AM	0	0	0	0	0	1	6	96	0	0	157	4	264	0	0	0	0	0
	9:45 AM	0	0	0	2	0	2	3	105	0	0	165	4	281	0	0	0	0	0
	VOLUMES	0	0	0	25	0	13	46	1,090	0	0	2,359	62	3,596	0	0	1	0	1
	APPROACH %	0%	0%	0%	66%	0%	34%	4%	96%	0%	0%	97%	3%						
	APP/DEPART	0	/	108	38	/	0	1,137	/	1,115	2,421	/	2,373	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	0	0	12	0	5	10	368	0	0	901	21	1,317					
	APPROACH %	0%	0%	0%	71%	0%	29%	3%	97%	0%	0%	98%	2%						
	PEAK HR FACTOR		0.000			0.708			0.829			0.900		0.954					
	APP/DEPART	0	/	31	17	/	0	378	/	380	922	/	906	0					
PM	03:00 PM	0	0	0	7	0	2	3	191	0	1	97	5	306	0	0	0	1	1
	3:15 PM	0	0	0	5	0	1	1	230	0	1	112	5	355	0	0	0	1	1
	3:30 PM	0	0	0	7	0	6	4	243	0	1	109	4	374	0	0	0	1	1
	3:45 PM	0	0	0	2	0	3	2	188	0	0	111	6	312	0	0	0	0	0
	4:00 PM	0	0	0	4	0	3	5	250	0	0	97	4	363	0	0	0	0	0
	4:15 PM	0	0	0	4	0	6	2	206	0	0	103	2	323	0	0	0	0	0
	4:30 PM	0	0	0	5	0	4	1	246	0	0	91	3	350	0	0	0	0	0
	4:45 PM	0	0	0	5	0	7	2	256	0	1	101	3	375	0	0	0	1	1
	5:00 PM	0	0	0	10	0	6	3	251	0	0	99	2	371	0	0	1	0	1
	5:15 PM	0	0	0	4	0	7	2	205	0	0	112	0	330	0	0	0	0	0
	5:30 PM	0	0	0	1	0	5	1	218	0	0	105	1	331	0	0	0	0	0
	5:45 PM	0	0	0	4	0	3	1	206	0	0	121	0	335	0	0	1	0	1
	VOLUMES	0	0	0	58	0	53	27	2,690	0	4	1,258	35	4,125	0	0	2	4	6
	APPROACH %	0%	0%	0%	52%	0%	48%	1%	99%	0%	0%	97%	3%						
	APP/DEPART	0	/	60	111	/	0	2,717	/	2,753	1,297	/	1,312	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	24	0	23	8	958	0	1	403	8	1,425					
	APPROACH %	0%	0%	0%	51%	0%	49%	1%	99%	0%	0%	98%	2%						
	PEAK HR FACTOR		0.000			0.734			0.936			0.920		0.953					
	APP/DEPART	0	/	15	47	/	0	966	/	983	412	/	427	0					



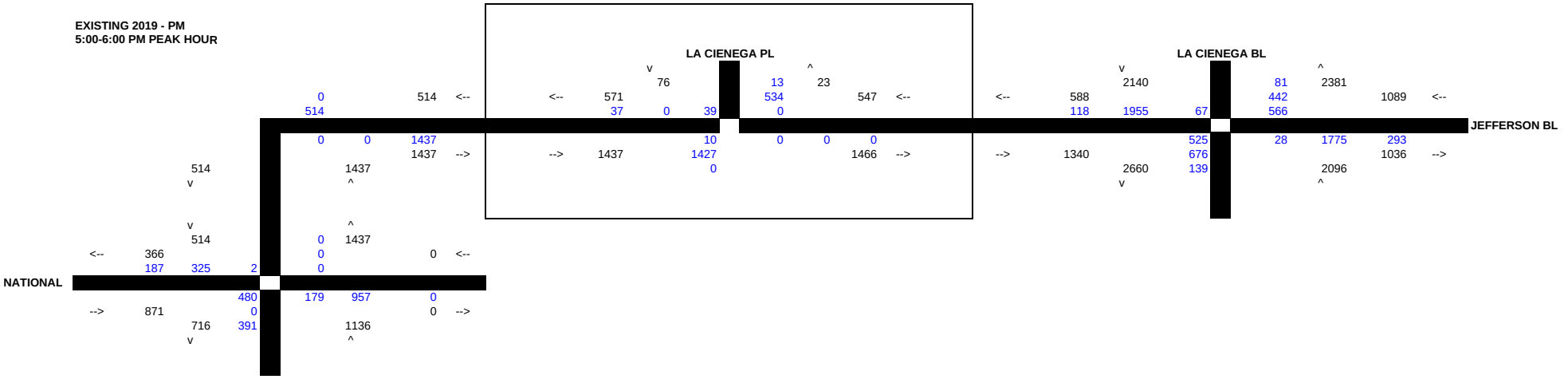
		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	2	0	1	0	3	0	0	1	0	1	2	0	0	0	2
	7:15 AM	5	1	0	0	6	0	0	0	0	0	5	1	0	0	6
	7:30 AM	3	0	0	0	3	0	0	0	0	0	3	0	0	0	3
	7:45 AM	3	2	1	0	6	0	0	0	0	0	3	2	1	0	6
	8:00 AM	4	2	0	1	7	0	0	0	0	0	4	2	0	1	7
	8:15 AM	6	2	0	0	8	0	0	0	0	0	6	2	0	0	8
	8:30 AM	1	0	2	0	3	0	0	1	0	1	1	0	1	0	2
	8:45 AM	4	0	0	0	4	1	0	0	0	1	3	0	0	0	3
	9:00 AM	2	2	0	1	5	0	0	0	0	0	2	2	0	1	5
	9:15 AM	2	1	0	0	3	0	0	0	0	0	2	1	0	0	3
	9:30 AM	2	1	0	0	3	0	0	0	0	0	2	1	0	0	3
	9:45 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0
	TOTAL	35	11	4	2	52	2	0	2	0	4	33	11	2	2	48
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2
	3:30 PM	3	1	0	0	4	0	0	0	0	0	3	1	0	0	4
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	6	0	1	0	7	1	0	0	0	1	5	0	1	0	6
	4:15 PM	3	1	0	0	4	0	0	0	0	0	3	1	0	0	4
	4:30 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2
	4:45 PM	2	1	0	0	3	1	0	0	0	1	1	1	0	0	2
	5:00 PM	2	1	0	2	5	0	0	0	0	0	2	1	0	2	5
	5:15 PM	3	2	0	0	5	0	0	0	0	0	3	2	0	0	5
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	4	1	0	2	7	0	0	0	0	0	4	1	0	2	7
	TOTAL	25	9	1	4	39	2	0	0	0	2	23	9	1	4	37

LA CIENEGA PLACE/JEFFERSON BOULEVARD - EXISTING 2019 COUNTS

EXISTING 2019 - AM
7:00-8:00 AM PEAK HOUR



EXISTING 2019 - PM
5:00-6:00 PM PEAK HOUR



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE: Thu, May 11, 17

LOCATION: Culver
NORTH & SOUTH: La Cienega
EAST & WEST: Jefferson

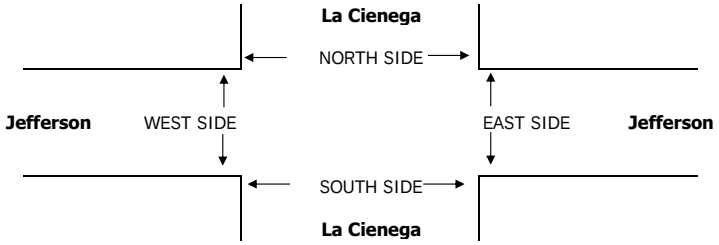
PROJECT #: SC1327
LOCATION #: 20
CONTROL: SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

☑ Add U-Turns to Left Turns

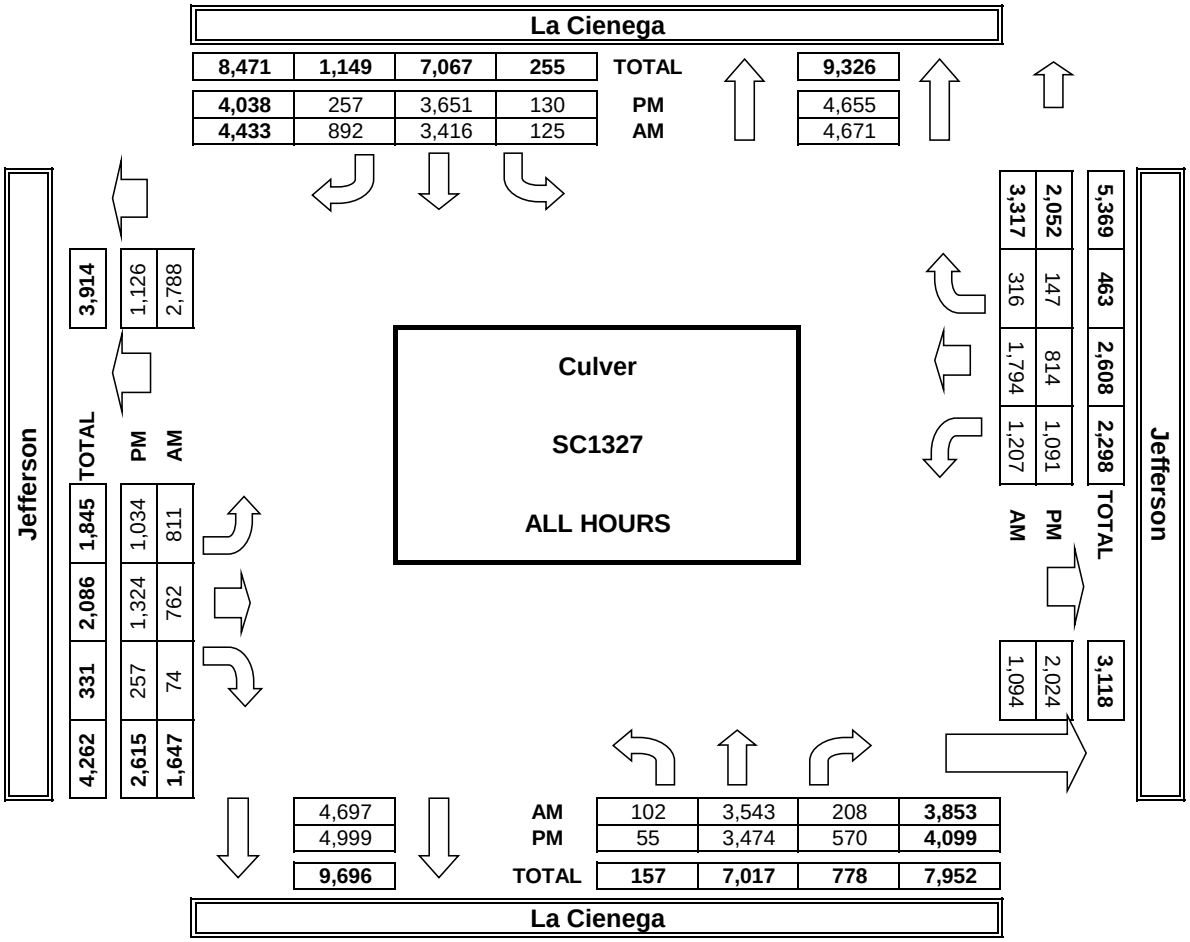
		NORTHBOUND La Cienega			SOUTHBOUND La Cienega			EASTBOUND Jefferson			WESTBOUND Jefferson				U-TURNS				
	LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 1	EL 2	ET 2	ER 0	WL 2	WT 2	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	9	452	19	15	413	84	108	48	7	141	209	60	1,565	0	0	0	0	0
	7:15 AM	15	460	19	12	452	101	109	73	7	122	226	41	1,637	0	0	0	0	0
	7:30 AM	17	464	27	15	438	127	102	116	12	154	234	35	1,741	0	1	0	0	1
	7:45 AM	10	451	24	17	423	107	87	90	8	150	232	35	1,634	0	0	0	0	0
	8:00 AM	13	430	34	20	399	91	82	113	11	182	224	55	1,654	0	0	0	0	0
	8:15 AM	13	422	23	14	421	113	124	112	9	163	207	31	1,652	0	0	0	0	0
	8:30 AM	8	435	29	18	448	132	96	103	8	158	249	33	1,717	0	0	0	0	0
	8:45 AM	17	429	33	14	422	137	103	107	12	137	213	26	1,650	0	0	0	0	0
	VOLUMES	102	3,543	208	125	3,416	892	811	762	74	1,207	1,794	316	13,250	0	1	0	0	1
	APPROACH %	3%	92%	5%	3%	77%	20%	49%	46%	4%	36%	54%	10%						
	APP/DEPART	3,853	/	4,671	4,433	/	4,697	1,647	/	1,094	3,317	/	2,788	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	53	1,767	108	66	1,681	438	395	431	40	649	897	156	6,681					
	APPROACH %	3%	92%	6%	3%	77%	20%	46%	50%	5%	38%	53%	9%						
	PEAK HR FACTOR		0.949			0.942			0.884			0.923		0.959					
	APP/DEPART	1,928	/	2,319	2,185	/	2,370	866	/	604	1,702	/	1,388	0					
PM	4:00 PM	6	413	68	17	414	39	126	145	32	139	88	24	1,511	0	0	0	0	0
	4:15 PM	7	421	74	23	482	31	139	174	28	135	90	20	1,624	0	0	0	0	0
	4:30 PM	9	435	74	12	436	37	128	177	29	135	107	7	1,586	0	0	0	0	0
	4:45 PM	6	465	67	12	402	34	126	165	32	127	96	17	1,549	0	0	0	0	0
	5:00 PM	10	444	72	22	494	36	122	151	36	126	111	14	1,638	0	0	0	0	0
	5:15 PM	5	431	71	16	467	33	130	174	29	150	118	24	1,648	0	0	0	0	0
	5:30 PM	3	449	77	16	488	23	143	176	36	131	97	19	1,658	0	0	0	0	0
	5:45 PM	9	416	67	12	468	24	120	162	35	148	107	22	1,590	0	0	0	0	0
	VOLUMES	55	3,474	570	130	3,651	257	1,034	1,324	257	1,091	814	147	12,804	0	0	0	0	0
	APPROACH %	1%	85%	14%	3%	90%	6%	40%	51%	10%	53%	40%	7%						
	APP/DEPART	4,099	/	4,655	4,038	/	4,999	2,615	/	2,024	2,052	/	1,126	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	27	1,740	287	66	1,917	116	515	663	136	555	433	79	6,534					
	APPROACH %	1%	85%	14%	3%	91%	6%	39%	50%	10%	52%	41%	7%						
	PEAK HR FACTOR		0.971			0.951			0.925			0.914		0.985					
	APP/DEPART	2,054	/	2,334	2,099	/	2,608	1,314	/	1,016	1,067	/	576	0					

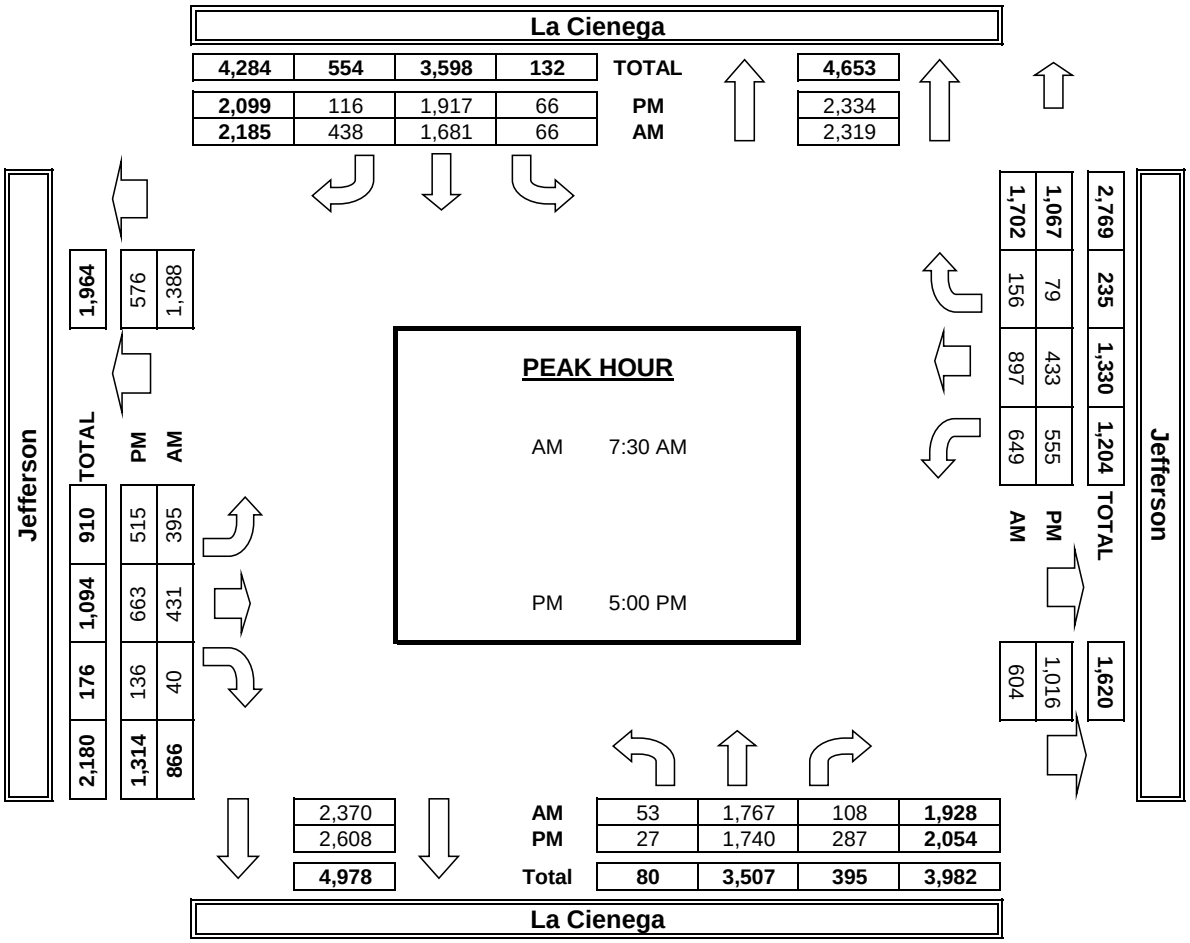


		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	6	6	38	5	55	4	3	36	5	48	2	3	2	0	7
	7:15 AM	15	6	43	10	74	12	3	42	10	67	3	3	1	0	7
	7:30 AM	10	6	22	6	44	8	2	20	5	35	2	4	2	1	9
	7:45 AM	11	5	38	4	58	5	3	36	4	48	6	2	2	0	10
	8:00 AM	6	2	57	6	71	0	2	55	3	60	6	0	2	3	11
	8:15 AM	7	14	29	10	60	3	13	28	9	53	4	1	1	1	7
	8:30 AM	12	17	31	17	77	8	15	30	17	70	4	2	1	0	7
	8:45 AM	17	8	27	11	63	10	6	25	11	52	7	2	2	0	11
	TOTAL	84	64	285	69	502	50	47	272	64	433	34	17	13	5	69
PM	4:00 PM	5	18	43	7	73	5	14	42	6	67	0	4	1	1	6
	4:15 PM	6	15	18	11	50	4	12	17	8	41	2	3	1	3	9
	4:30 PM	9	11	23	12	55	9	7	22	12	50	0	4	1	0	5
	4:45 PM	8	12	51	4	75	7	11	48	4	70	1	1	3	0	5
	5:00 PM	1	21	27	14	63	1	15	26	13	55	0	6	1	1	8
	5:15 PM	8	36	53	10	107	5	29	53	6	93	3	7	0	4	14
	5:30 PM	15	14	26	18	73	13	6	26	16	61	2	8	0	2	12
	5:45 PM	9	29	20	10	68	7	23	19	9	58	2	6	1	1	10
	TOTAL	61	156	261	86	564	51	117	253	74	495	10	39	8	12	69

AimTD LLC

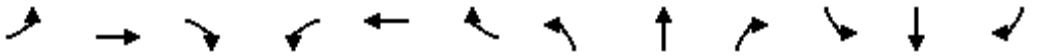
TURNING MOVEMENT COUNTS





APPENDIX D

Level of Service Worksheets



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	256	0	240	0	0	0	380	663	0	0	849	783
Future Volume (veh/h)	256	0	240	0	0	0	380	663	0	0	849	783
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	256	0	60	0	0	0	380	663	0	0	849	642
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	335	0	451	0	2	1	340	2900	1293	60	1084	1067
Arrive On Green	0.09	0.00	0.09	0.00	0.00	0.00	0.19	0.82	0.00	0.00	0.58	0.58
Sat Flow, veh/h	3563	0	1585	0	1870	1585	1781	3554	1585	772	1870	1585
Grp Volume(v), veh/h	256	0	60	0	0	0	380	663	0	0	849	642
Grp Sat Flow(s),veh/h/ln	1781	0	1585	0	1870	1585	1781	1777	1585	772	1870	1585
Q Serve(g_s), s	8.4	0.0	3.4	0.0	0.0	0.0	22.9	5.1	0.0	0.0	42.0	26.7
Cycle Q Clear(g_c), s	8.4	0.0	3.4	0.0	0.0	0.0	22.9	5.1	0.0	0.0	42.0	26.7
Prop In Lane	1.00		1.00	0.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	335	0	451	0	2	1	340	2900	1293	60	1084	1067
V/C Ratio(X)	0.76	0.00	0.13	0.00	0.00	0.00	1.12	0.23	0.00	0.00	0.78	0.60
Avail Cap(c_a), veh/h	683	0	606	0	429	363	340	2900	1293	60	1084	1067
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	53.1	0.0	31.9	0.0	0.0	0.0	48.5	2.5	0.0	0.0	19.4	10.8
Incr Delay (d2), s/veh	3.7	0.0	0.1	0.0	0.0	0.0	254.1	0.2	0.0	0.0	5.9	2.5
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	7.0	0.0	2.4	0.0	0.0	0.0	46.4	2.4	0.0	0.0	25.8	18.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.8	0.0	32.0	0.0	0.0	0.0	302.7	2.7	0.0	0.0	25.4	13.3
LnGrp LOS	E	A	C	A	A	A	F	A	A	A	C	B
Approach Vol, veh/h		316			0			1043			1491	
Approach Delay, s/veh		52.1			0.0			112.0			20.2	
Approach LOS		D						F			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	28.4	74.9		16.7		103.3		0.0				
Change Period (Y+Rc), s	* 5.5	* 5.4		5.4		* 5.4		5.8				
Max Green Setting (Gmax), s	* 23	* 25		23.0		* 53		27.5				
Max Q Clear Time (g_c+I1), s	24.9	44.0		10.4		7.1		0.0				
Green Ext Time (p_c), s	0.0	0.0		0.9		9.1		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		57.3	
HCM 6th LOS		E	

Notes

User approved volume balancing among the lanes for turning movement.

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

Intersection	
Int Delay, s/veh	0.4

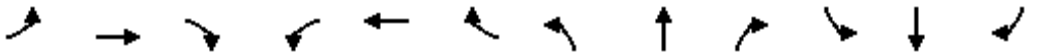
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	33	711	1358	40	18	6
Future Vol, veh/h	33	711	1358	40	18	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	55	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	711	1358	40	18	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1398	0	-	0	1800	699
Stage 1	-	-	-	-	1378	-
Stage 2	-	-	-	-	422	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	*769	-	-	-	*247	*514
Stage 1	-	-	-	-	*485	-
Stage 2	-	-	-	-	*629	-
Platoon blocked, %	1	-	-	-	1	1
Mov Cap-1 Maneuver	*769	-	-	-	*236	*514
Mov Cap-2 Maneuver	-	-	-	-	*236	-
Stage 1	-	-	-	-	*464	-
Stage 2	-	-	-	-	*629	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	19.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	* 769	-	-	-	273
HCM Lane V/C Ratio	0.043	-	-	-	0.088
HCM Control Delay (s)	9.9	-	-	-	19.5
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	403	440	41	662	915	159	54	1803	110	67	1715	447
Future Volume (veh/h)	403	440	41	662	915	159	54	1803	110	67	1715	447
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	403	440	41	662	915	0	54	1803	45	67	1715	225
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	449	509	47	819	964		96	2109	1030	100	2122	865
Arrive On Green	0.13	0.15	0.15	0.24	0.27	0.00	0.05	0.41	0.41	0.06	0.42	0.42
Sat Flow, veh/h	3456	3287	305	3456	3554	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	403	237	244	662	915	0	54	1803	45	67	1715	225
Grp Sat Flow(s),veh/h/ln	1728	1777	1815	1728	1777	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	17.2	19.5	19.7	27.1	37.9	0.0	4.4	48.1	0.4	5.5	44.3	11.3
Cycle Q Clear(g_c), s	17.2	19.5	19.7	27.1	37.9	0.0	4.4	48.1	0.4	5.5	44.3	11.3
Prop In Lane	1.00		0.17	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	449	275	281	819	964		96	2109	1030	100	2122	865
V/C Ratio(X)	0.90	0.86	0.87	0.81	0.95		0.56	0.85	0.04	0.67	0.81	0.26
Avail Cap(c_a), veh/h	507	340	347	819	986		107	2109	1030	119	2122	865
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.3	61.8	61.9	54.0	53.6	0.0	69.3	39.9	3.3	69.4	38.6	18.0
Incr Delay (d2), s/veh	19.7	19.7	20.5	5.9	23.8	0.0	5.4	4.9	0.1	11.2	3.5	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	13.7	15.5	16.0	18.2	27.3	0.0	3.9	28.3	0.4	5.1	26.1	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	84.0	81.5	82.4	59.9	77.5	0.0	74.7	44.9	3.4	80.6	42.1	18.8
LnGrp LOS	F	F	F	E	E		E	D	A	F	D	B
Approach Vol, veh/h		884			1577	A		1902			2007	
Approach Delay, s/veh		82.9			70.1			44.7			40.8	
Approach LOS		F			E			D			D	

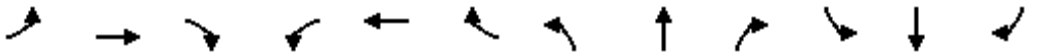
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	68.0	41.0	28.6	12.1	68.3	23.5	46.1
Change Period (Y+Rc), s	4.0	6.0	5.4	* 5.4	4.0	6.0	4.0	5.4
Max Green Setting (Gmax), s	10.0	57.0	34.9	* 29	9.0	58.0	22.0	41.6
Max Q Clear Time (g_c+I1), s	7.5	50.1	29.1	21.7	6.4	46.3	19.2	39.9
Green Ext Time (p_c), s	0.0	5.6	0.8	1.6	0.0	8.8	0.3	0.8

Intersection Summary	
HCM 6th Ctrl Delay	55.1
HCM 6th LOS	E

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	476	0	434	0	0	0	192	953	0	1	295	218
Future Volume (veh/h)	476	0	434	0	0	0	192	953	0	1	295	218
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	476	0	242	0	0	0	192	953	0	1	295	87
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	584	0	455	0	2	1	220	2651	1183	400	1079	1174
Arrive On Green	0.16	0.00	0.16	0.00	0.00	0.00	0.12	0.75	0.00	0.58	0.58	0.58
Sat Flow, veh/h	3563	0	1585	0	1870	1585	1781	3554	1585	589	1870	1585
Grp Volume(v), veh/h	476	0	242	0	0	0	192	953	0	1	295	87
Grp Sat Flow(s),veh/h/ln	1781	0	1585	0	1870	1585	1781	1777	1585	589	1870	1585
Q Serve(g_s), s	15.5	0.0	15.4	0.0	0.0	0.0	12.7	11.2	0.0	0.1	9.5	1.8
Cycle Q Clear(g_c), s	15.5	0.0	15.4	0.0	0.0	0.0	12.7	11.2	0.0	0.1	9.5	1.8
Prop In Lane	1.00		1.00	0.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	584	0	455	0	2	1	220	2651	1183	400	1079	1174
V/C Ratio(X)	0.82	0.00	0.53	0.00	0.00	0.00	0.87	0.36	0.00	0.00	0.27	0.07
Avail Cap(c_a), veh/h	891	0	592	0	436	370	251	2651	1183	400	1079	1174
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.4	0.0	36.0	0.0	0.0	0.0	51.7	5.3	0.0	10.8	12.7	4.3
Incr Delay (d2), s/veh	3.6	0.0	1.0	0.0	0.0	0.0	31.6	0.4	0.0	0.0	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.5	0.0	10.0	0.0	0.0	0.0	12.1	6.5	0.0	0.0	7.3	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.1	0.0	37.0	0.0	0.0	0.0	83.3	5.7	0.0	10.8	13.4	4.4
LnGrp LOS	D	A	D	A	A	A	F	A	A	B	B	A
Approach Vol, veh/h		718			0			1145			383	
Approach Delay, s/veh		47.0			0.0			18.7			11.3	
Approach LOS		D						B			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	20.3	74.6		25.1		94.9		0.0				
Change Period (Y+Rc), s	* 5.5	* 5.4		5.4		* 5.4		5.8				
Max Green Setting (Gmax), s	* 17	* 23		30.0		* 45		28.0				
Max Q Clear Time (g_c+I1), s	14.7	11.5		17.5		13.2		0.0				
Green Ext Time (p_c), s	0.1	2.1		2.2		13.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		26.5
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

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

Intersection	
Int Delay, s/veh	0.7

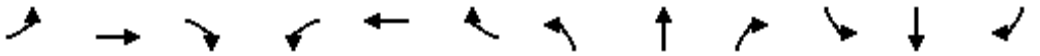
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	1427	534	13	39	37
Future Vol, veh/h	10	1427	534	13	39	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	55	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	1427	534	13	39	37

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	547	0	-	0	1275	274
Stage 1	-	-	-	-	541	-
Stage 2	-	-	-	-	734	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	*1299	-	-	-	*241	*869
Stage 1	-	-	-	-	*820	-
Stage 2	-	-	-	-	*436	-
Platoon blocked, %	1	-	-	-	1	1
Mov Cap-1 Maneuver	*1299	-	-	-	*239	*869
Mov Cap-2 Maneuver	-	-	-	-	*239	-
Stage 1	-	-	-	-	*813	-
Stage 2	-	-	-	-	*436	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	17.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	* 1299	-	-	-	369
HCM Lane V/C Ratio	0.008	-	-	-	0.206
HCM Control Delay (s)	7.8	-	-	-	17.3
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.8

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	525	676	139	566	442	81	28	1775	293	67	1956	118
Future Volume (veh/h)	525	676	139	566	442	81	28	1775	293	67	1956	118
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	525	676	139	566	442	0	28	1775	137	67	1956	118
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	577	697	143	576	875		74	3029	1205	100	3106	1229
Arrive On Green	0.17	0.24	0.24	0.17	0.25	0.00	0.04	0.59	0.59	0.06	0.61	0.61
Sat Flow, veh/h	3456	2936	603	3456	3554	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	525	409	406	566	442	0	28	1775	137	67	1956	118
Grp Sat Flow(s),veh/h/ln	1728	1777	1762	1728	1777	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	22.4	34.2	34.3	24.5	16.1	0.0	2.3	32.5	1.2	5.5	36.5	2.7
Cycle Q Clear(g_c), s	22.4	34.2	34.3	24.5	16.1	0.0	2.3	32.5	1.2	5.5	36.5	2.7
Prop In Lane	1.00		0.34	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	577	422	418	576	875		74	3029	1205	100	3106	1229
V/C Ratio(X)	0.91	0.97	0.97	0.98	0.50		0.38	0.59	0.11	0.67	0.63	0.10
Avail Cap(c_a), veh/h	714	422	418	576	875		107	3029	1205	107	3106	1229
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.4	56.7	56.7	62.3	48.7	0.0	70.0	19.0	6.7	69.4	18.7	4.1
Incr Delay (d2), s/veh	14.7	61.3	62.7	59.2	0.2	0.0	3.2	0.8	0.2	14.6	1.0	0.2
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	16.4	30.2	30.2	21.9	11.6	0.0	2.0	18.7	2.3	5.3	20.4	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.1	117.9	119.4	121.5	48.8	0.0	73.3	19.9	6.9	84.0	19.6	4.2
LnGrp LOS	E	F	F	F	D		E	B	A	F	B	A
Approach Vol, veh/h		1340			1008	A		1940			2141	
Approach Delay, s/veh		102.0			89.7			19.7			20.8	
Approach LOS		F			F			B			C	

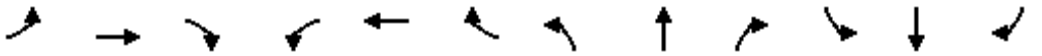
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	95.8	30.4	41.0	10.2	98.1	29.1	42.3
Change Period (Y+Rc), s	4.0	6.0	5.4	* 5.4	4.0	6.0	4.0	5.4
Max Green Setting (Gmax), s	9.0	61.0	25.0	* 36	9.0	61.0	31.0	29.6
Max Q Clear Time (g_c+I1), s	7.5	34.5	26.5	36.3	4.3	38.5	24.4	18.1
Green Ext Time (p_c), s	0.0	16.1	0.0	0.0	0.0	15.8	0.7	1.5

Intersection Summary	
HCM 6th Ctrl Delay	48.2
HCM 6th LOS	D

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	260	0	240	0	0	0	380	667	0	0	852	786
Future Volume (veh/h)	260	0	240	0	0	0	380	667	0	0	852	786
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	260	0	60	0	0	0	380	667	0	0	852	645
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	339	0	453	0	2	1	340	2896	1292	60	1081	1067
Arrive On Green	0.10	0.00	0.10	0.00	0.00	0.00	0.19	0.81	0.00	0.00	0.58	0.58
Sat Flow, veh/h	3563	0	1585	0	1870	1585	1781	3554	1585	769	1870	1585
Grp Volume(v), veh/h	260	0	60	0	0	0	380	667	0	0	852	645
Grp Sat Flow(s),veh/h/ln	1781	0	1585	0	1870	1585	1781	1777	1585	769	1870	1585
Q Serve(g_s), s	8.5	0.0	3.4	0.0	0.0	0.0	22.9	5.1	0.0	0.0	42.3	26.9
Cycle Q Clear(g_c), s	8.5	0.0	3.4	0.0	0.0	0.0	22.9	5.1	0.0	0.0	42.3	26.9
Prop In Lane	1.00		1.00	0.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	339	0	453	0	2	1	340	2896	1292	60	1081	1067
V/C Ratio(X)	0.77	0.00	0.13	0.00	0.00	0.00	1.12	0.23	0.00	0.00	0.79	0.60
Avail Cap(c_a), veh/h	683	0	606	0	429	363	340	2896	1292	60	1081	1067
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	53.0	0.0	31.8	0.0	0.0	0.0	48.5	2.5	0.0	0.0	19.6	10.8
Incr Delay (d2), s/veh	3.8	0.0	0.1	0.0	0.0	0.0	254.1	0.2	0.0	0.0	6.1	2.6
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	7.1	0.0	2.3	0.0	0.0	0.0	46.4	2.4	0.0	0.0	26.1	18.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.7	0.0	31.9	0.0	0.0	0.0	302.7	2.7	0.0	0.0	25.7	13.4
LnGrp LOS	E	A	C	A	A	A	F	A	A	A	C	B
Approach Vol, veh/h		320			0			1047			1497	
Approach Delay, s/veh		52.1			0.0			111.6			20.4	
Approach LOS		D						F			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	28.4	74.8		16.8		103.2		0.0				
Change Period (Y+Rc), s	* 5.5	* 5.4		5.4		* 5.4		5.8				
Max Green Setting (Gmax), s	* 23	* 25		23.0		* 53		27.5				
Max Q Clear Time (g_c+I1), s	24.9	44.3		10.5		7.1		0.0				
Green Ext Time (p_c), s	0.0	0.0		0.9		9.2		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		57.3	
HCM 6th LOS		E	

Notes

User approved volume balancing among the lanes for turning movement.

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

Intersection	
Int Delay, s/veh	0.6

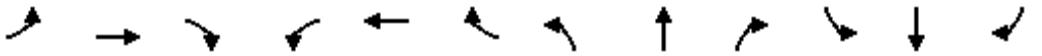
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	43	708	1356	50	25	13
Future Vol, veh/h	43	708	1356	50	25	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	55	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	708	1356	50	25	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1406	0	-	0	1821	703
Stage 1	-	-	-	-	1381	-
Stage 2	-	-	-	-	440	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	*769	-	-	-	*232	*514
Stage 1	-	-	-	-	*485	-
Stage 2	-	-	-	-	*616	-
Platoon blocked, %	1	-	-	-	1	1
Mov Cap-1 Maneuver	*769	-	-	-	*219	*514
Mov Cap-2 Maneuver	-	-	-	-	*219	-
Stage 1	-	-	-	-	*458	-
Stage 2	-	-	-	-	*616	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	20.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	* 769	-	-	-	273
HCM Lane V/C Ratio	0.056	-	-	-	0.139
HCM Control Delay (s)	10	-	-	-	20.3
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.5

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	405	442	43	662	918	159	56	1803	110	67	1715	449
Future Volume (veh/h)	405	442	43	662	918	159	56	1803	110	67	1715	449
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	405	442	43	662	918	0	56	1803	45	67	1715	227
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	451	511	49	819	966		97	2103	1029	100	2114	863
Arrive On Green	0.13	0.16	0.16	0.24	0.27	0.00	0.05	0.41	0.41	0.06	0.41	0.41
Sat Flow, veh/h	3456	3273	317	3456	3554	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	405	239	246	662	918	0	56	1803	45	67	1715	227
Grp Sat Flow(s),veh/h/ln	1728	1777	1813	1728	1777	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	17.3	19.7	19.9	27.1	38.0	0.0	4.6	48.1	0.4	5.5	44.4	11.4
Cycle Q Clear(g_c), s	17.3	19.7	19.9	27.1	38.0	0.0	4.6	48.1	0.4	5.5	44.4	11.4
Prop In Lane	1.00		0.17	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	451	277	283	819	966		97	2103	1029	100	2114	863
V/C Ratio(X)	0.90	0.86	0.87	0.81	0.95		0.58	0.86	0.04	0.67	0.81	0.26
Avail Cap(c_a), veh/h	507	340	347	819	986		107	2103	1029	119	2114	863
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.2	61.7	61.8	54.0	53.6	0.0	69.3	40.1	3.4	69.4	38.8	18.2
Incr Delay (d2), s/veh	20.0	20.1	21.0	5.9	24.3	0.0	6.5	5.0	0.1	11.2	3.6	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	13.7	15.7	16.2	18.2	27.5	0.0	4.1	28.4	0.5	5.1	26.2	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	84.2	81.8	82.8	59.9	77.9	0.0	75.8	45.1	3.5	80.6	42.4	18.9
LnGrp LOS	F	F	F	E	E		E	D	A	F	D	B
Approach Vol, veh/h		890			1580	A		1904			2009	
Approach Delay, s/veh		83.2			70.4			45.0			41.0	
Approach LOS		F			E			D			D	

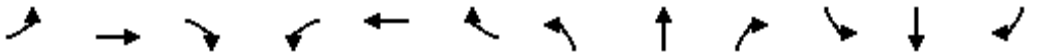
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	67.8	40.9	28.8	12.1	68.1	23.6	46.2
Change Period (Y+Rc), s	4.0	6.0	5.4	* 5.4	4.0	6.0	4.0	5.4
Max Green Setting (Gmax), s	10.0	57.0	34.9	* 29	9.0	58.0	22.0	41.6
Max Q Clear Time (g_c+I1), s	7.5	50.1	29.1	21.9	6.6	46.4	19.3	40.0
Green Ext Time (p_c), s	0.0	5.6	0.8	1.6	0.0	8.7	0.3	0.7

Intersection Summary	
HCM 6th Ctrl Delay	55.4
HCM 6th LOS	E

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	481	0	434	0	0	0	192	958	0	1	301	224
Future Volume (veh/h)	481	0	434	0	0	0	192	958	0	1	301	224
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	481	0	242	0	0	0	192	958	0	1	301	91
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	589	0	457	0	2	1	220	2647	1180	397	1077	1174
Arrive On Green	0.17	0.00	0.17	0.00	0.00	0.00	0.12	0.74	0.00	0.58	0.58	0.58
Sat Flow, veh/h	3563	0	1585	0	1870	1585	1781	3554	1585	586	1870	1585
Grp Volume(v), veh/h	481	0	242	0	0	0	192	958	0	1	301	91
Grp Sat Flow(s),veh/h/ln	1781	0	1585	0	1870	1585	1781	1777	1585	586	1870	1585
Q Serve(g_s), s	15.6	0.0	15.4	0.0	0.0	0.0	12.7	11.3	0.0	0.1	9.8	1.9
Cycle Q Clear(g_c), s	15.6	0.0	15.4	0.0	0.0	0.0	12.7	11.3	0.0	0.1	9.8	1.9
Prop In Lane	1.00		1.00	0.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	589	0	457	0	2	1	220	2647	1180	397	1077	1174
V/C Ratio(X)	0.82	0.00	0.53	0.00	0.00	0.00	0.87	0.36	0.00	0.00	0.28	0.08
Avail Cap(c_a), veh/h	891	0	592	0	436	370	251	2647	1180	397	1077	1174
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.3	0.0	35.8	0.0	0.0	0.0	51.7	5.4	0.0	10.8	12.9	4.3
Incr Delay (d2), s/veh	3.8	0.0	1.0	0.0	0.0	0.0	31.6	0.4	0.0	0.0	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.6	0.0	10.0	0.0	0.0	0.0	12.1	6.6	0.0	0.0	7.5	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.1	0.0	36.8	0.0	0.0	0.0	83.3	5.7	0.0	10.8	13.5	4.4
LnGrp LOS	D	A	D	A	A	A	F	A	A	B	B	A
Approach Vol, veh/h		723			0			1150			393	
Approach Delay, s/veh		47.0			0.0			18.7			11.4	
Approach LOS		D						B			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	20.3	74.5		25.2		94.8		0.0				
Change Period (Y+Rc), s	* 5.5	* 5.4		5.4		* 5.4		5.8				
Max Green Setting (Gmax), s	* 17	* 23		30.0		* 45		28.0				
Max Q Clear Time (g_c+I1), s	14.7	11.8		17.6		13.3		0.0				
Green Ext Time (p_c), s	0.1	2.1		2.2		13.1		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		26.5	
HCM 6th LOS		C	

Notes

User approved volume balancing among the lanes for turning movement.

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

Intersection	
Int Delay, s/veh	1

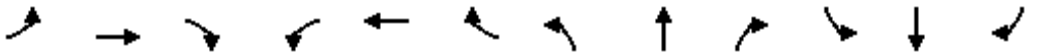
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	23	1423	530	26	54	52
Future Vol, veh/h	23	1423	530	26	54	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	55	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	1423	530	26	54	52

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	556	0	-	0	1301	278
Stage 1	-	-	-	-	543	-
Stage 2	-	-	-	-	758	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	*1299	-	-	-	*229	*869
Stage 1	-	-	-	-	*820	-
Stage 2	-	-	-	-	*423	-
Platoon blocked, %	1	-	-	-	1	1
Mov Cap-1 Maneuver	*1299	-	-	-	*225	*869
Mov Cap-2 Maneuver	-	-	-	-	*225	-
Stage 1	-	-	-	-	*805	-
Stage 2	-	-	-	-	*423	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	19.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	* 1299	-	-	-	354
HCM Lane V/C Ratio	0.018	-	-	-	0.299
HCM Control Delay (s)	7.8	-	-	-	19.5
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	1.3

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	528	680	142	566	446	81	31	1775	293	67	1956	121
Future Volume (veh/h)	528	680	142	566	446	81	31	1775	293	67	1956	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	528	680	142	566	446	0	31	1775	137	67	1956	121
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	580	695	145	576	872		78	3029	1205	100	3095	1227
Arrive On Green	0.17	0.24	0.24	0.17	0.25	0.00	0.04	0.59	0.59	0.06	0.61	0.61
Sat Flow, veh/h	3456	2927	611	3456	3554	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	528	413	409	566	446	0	31	1775	137	67	1956	121
Grp Sat Flow(s),veh/h/ln	1728	1777	1760	1728	1777	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	22.5	34.6	34.7	24.5	16.2	0.0	2.5	32.5	1.2	5.5	36.7	2.8
Cycle Q Clear(g_c), s	22.5	34.6	34.7	24.5	16.2	0.0	2.5	32.5	1.2	5.5	36.7	2.8
Prop In Lane	1.00		0.35	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	580	422	418	576	872		78	3029	1205	100	3095	1227
V/C Ratio(X)	0.91	0.98	0.98	0.98	0.51		0.40	0.59	0.11	0.67	0.63	0.10
Avail Cap(c_a), veh/h	714	422	418	576	872		107	3029	1205	107	3095	1227
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.3	56.8	56.8	62.3	48.8	0.0	69.8	19.0	6.7	69.4	18.9	4.1
Incr Delay (d2), s/veh	15.0	68.0	69.5	59.2	0.2	0.0	3.3	0.8	0.2	14.6	1.0	0.2
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	16.5	31.3	31.3	21.9	11.7	0.0	2.2	18.7	2.3	5.3	20.6	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.3	124.8	126.4	121.5	49.0	0.0	73.2	19.9	6.9	84.0	19.9	4.3
LnGrp LOS	E	F	F	F	D		E	B	A	F	B	A
Approach Vol, veh/h		1350			1012	A		1943			2144	
Approach Delay, s/veh		106.3			89.6			19.8			21.0	
Approach LOS		F			F			B			C	

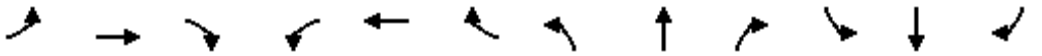
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	95.8	30.4	41.0	10.5	97.8	29.2	42.2
Change Period (Y+Rc), s	4.0	6.0	5.4	* 5.4	4.0	6.0	4.0	5.4
Max Green Setting (Gmax), s	9.0	61.0	25.0	* 36	9.0	61.0	31.0	29.6
Max Q Clear Time (g_c+I1), s	7.5	34.5	26.5	36.7	4.5	38.7	24.5	18.2
Green Ext Time (p_c), s	0.0	16.1	0.0	0.0	0.0	15.7	0.7	1.5

Intersection Summary	
HCM 6th Ctrl Delay	49.3
HCM 6th LOS	D

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	312	39	385	7	6	5	406	735	44	28	944	876
Future Volume (veh/h)	312	39	385	7	6	5	406	735	44	28	944	876
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	340	0	85	7	6	5	406	735	44	28	944	676
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	350	0	465	29	25	48	347	2606	1162	401	921	936
Arrive On Green	0.10	0.00	0.10	0.03	0.03	0.03	0.19	0.73	0.73	0.49	0.49	0.49
Sat Flow, veh/h	3563	0	1585	981	841	1585	1781	3554	1585	693	1870	1585
Grp Volume(v), veh/h	340	0	85	13	0	5	406	735	44	28	944	676
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1821	0	1585	1781	1777	1585	693	1870	1585
Q Serve(g_s), s	11.4	0.0	4.8	0.8	0.0	0.4	23.4	8.3	0.9	2.6	59.1	36.5
Cycle Q Clear(g_c), s	11.4	0.0	4.8	0.8	0.0	0.4	23.4	8.3	0.9	2.6	59.1	36.5
Prop In Lane	1.00		1.00	0.54		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	350	0	465	55	0	48	347	2606	1162	401	921	936
V/C Ratio(X)	0.97	0.00	0.18	0.24	0.00	0.10	1.17	0.28	0.04	0.07	1.02	0.72
Avail Cap(c_a), veh/h	350	0	465	366	0	318	347	2606	1162	401	921	936
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.9	0.0	31.7	56.9	0.0	56.6	48.3	5.4	4.4	16.1	30.5	17.5
Incr Delay (d2), s/veh	69.7	0.0	0.2	2.2	0.0	1.0	336.3	0.3	0.1	0.3	86.6	4.9
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	13.2	0.0	3.3	0.7	0.0	0.3	58.2	5.0	0.5	0.8	59.8	24.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	123.7	0.0	31.8	59.1	0.0	57.6	384.6	5.7	4.5	16.4	117.0	22.5
LnGrp LOS	F	A	C	E	A	E	F	A	A	B	F	C
Approach Vol, veh/h		425			18			1185			1648	
Approach Delay, s/veh		105.3			58.6			135.5			76.5	
Approach LOS		F			E			F			E	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	28.9	64.5		17.2		93.4		9.4				
Change Period (Y+Rc), s	* 5.5	* 5.4		5.4		* 5.4		5.8				
Max Green Setting (Gmax), s	* 23	* 39		11.8		* 68		24.1				
Max Q Clear Time (g_c+I1), s	25.4	61.1		13.4		10.3		2.8				
Green Ext Time (p_c), s	0.0	0.0		0.0		11.2		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		101.5
HCM 6th LOS		F

Notes

User approved volume balancing among the lanes for turning movement.

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

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	34	836	1563	42	19	6
Future Vol, veh/h	34	836	1563	42	19	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	55	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	836	1563	42	19	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1605	0	-	0	2070	803
Stage 1	-	-	-	-	1584	-
Stage 2	-	-	-	-	486	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	*613	-	-	-	*178	*410
Stage 1	-	-	-	-	*387	-
Stage 2	-	-	-	-	*584	-
Platoon blocked, %	1	-	-	-	1	1
Mov Cap-1 Maneuver	*613	-	-	-	*168	*410
Mov Cap-2 Maneuver	-	-	-	-	*168	-
Stage 1	-	-	-	-	*366	-
Stage 2	-	-	-	-	*584	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	26
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	* 613	-	-	-	196
HCM Lane V/C Ratio	0.055	-	-	-	0.128
HCM Control Delay (s)	11.2	-	-	-	26
HCM Lane LOS	B	-	-	-	D
HCM 95th %tile Q(veh)	0.2	-	-	-	0.4

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	481	482	53	714	1006	209	60	1965	150	109	2024	557
Future Volume (veh/h)	481	482	53	714	1006	209	60	1965	150	109	2024	557
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	481	482	53	714	1006	0	60	1965	50	109	2024	292
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	507	548	60	846	986		98	1940	991	119	2000	853
Arrive On Green	0.15	0.17	0.17	0.24	0.28	0.00	0.06	0.38	0.38	0.07	0.39	0.39
Sat Flow, veh/h	3456	3230	354	3456	3554	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	481	264	271	714	1006	0	60	1965	50	109	2024	292
Grp Sat Flow(s),veh/h/ln	1728	1777	1807	1728	1777	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	20.7	21.8	21.9	29.5	41.6	0.0	4.9	57.0	0.5	9.1	58.7	15.6
Cycle Q Clear(g_c), s	20.7	21.8	21.9	29.5	41.6	0.0	4.9	57.0	0.5	9.1	58.7	15.6
Prop In Lane	1.00		0.20	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	507	302	307	846	986		98	1940	991	119	2000	853
V/C Ratio(X)	0.95	0.88	0.88	0.84	1.02		0.61	1.01	0.05	0.92	1.01	0.34
Avail Cap(c_a), veh/h	507	351	357	846	986		107	1940	991	119	1999	853
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.4	60.7	60.8	53.9	54.2	0.0	69.3	46.5	4.0	69.6	45.6	19.6
Incr Delay (d2), s/veh	41.3	23.5	24.6	7.9	79.5	0.0	8.9	54.1	0.1	91.3	53.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	17.6	17.4	17.8	19.8	38.7	0.0	4.5	43.3	0.6	11.5	44.2	10.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	104.8	84.2	85.4	61.8	133.7	0.0	78.2	100.6	4.0	160.8	98.6	20.7
LnGrp LOS	F	F	F	E	F		E	F	A	F	F	C
Approach Vol, veh/h		1016			1720	A		2075			2425	
Approach Delay, s/veh		94.3			103.9			97.7			92.0	
Approach LOS		F			F			F			F	

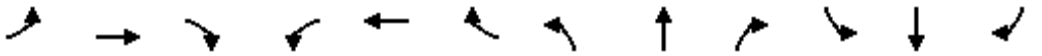
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	63.0	42.1	30.9	12.3	64.7	26.0	47.0
Change Period (Y+Rc), s	4.0	6.0	5.4	* 5.4	4.0	6.0	4.0	5.4
Max Green Setting (Gmax), s	10.0	57.0	34.0	* 30	9.0	58.0	22.0	41.6
Max Q Clear Time (g_c+I1), s	11.1	59.0	31.5	23.9	6.9	60.7	22.7	43.6
Green Ext Time (p_c), s	0.0	0.0	0.5	1.5	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	96.8
HCM 6th LOS	F

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	552	7	479	43	37	27	301	1094	8	6	362	317
Future Volume (veh/h)	552	7	479	43	37	27	301	1094	8	6	362	317
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	557	0	178	43	37	27	301	1094	8	6	362	165
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	666	0	537	63	55	103	270	2168	967	271	772	950
Arrive On Green	0.19	0.00	0.19	0.06	0.06	0.06	0.15	0.61	0.61	0.41	0.41	0.41
Sat Flow, veh/h	3563	0	1585	979	842	1585	1781	3554	1585	512	1870	1585
Grp Volume(v), veh/h	557	0	178	80	0	27	301	1094	8	6	362	165
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1821	0	1585	1781	1777	1585	512	1870	1585
Q Serve(g_s), s	18.1	0.0	10.0	5.2	0.0	1.9	18.2	20.8	0.2	0.8	16.9	5.6
Cycle Q Clear(g_c), s	18.1	0.0	10.0	5.2	0.0	1.9	18.2	20.8	0.2	0.8	16.9	5.6
Prop In Lane	1.00		1.00	0.54		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	666	0	537	118	0	103	270	2168	967	271	772	950
V/C Ratio(X)	0.84	0.00	0.33	0.68	0.00	0.26	1.11	0.50	0.01	0.02	0.47	0.17
Avail Cap(c_a), veh/h	1003	0	687	364	0	317	270	2168	967	271	772	950
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.0	0.0	29.6	54.9	0.0	53.4	50.9	13.2	9.2	21.0	25.7	10.7
Incr Delay (d2), s/veh	4.1	0.0	0.4	6.9	0.0	1.3	257.4	0.8	0.0	0.2	2.1	0.4
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	13.0	0.0	6.9	4.6	0.0	1.5	37.9	12.7	0.2	0.2	12.4	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.1	0.0	29.9	61.7	0.0	54.7	308.3	14.0	9.2	21.1	27.7	11.1
LnGrp LOS	D	A	C	E	A	D	F	B	A	C	C	B
Approach Vol, veh/h		735			107			1403			533	
Approach Delay, s/veh		46.0			60.0			77.1			22.5	
Approach LOS		D			E			E			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	23.7	54.9		27.8		78.6		13.6				
Change Period (Y+Rc), s	* 5.5	* 5.4		5.4		* 5.4		5.8				
Max Green Setting (Gmax), s	* 18	* 22		33.8		* 46		24.0				
Max Q Clear Time (g_c+I1), s	20.2	18.9		20.1		22.8		7.2				
Green Ext Time (p_c), s	0.0	1.1		2.3		12.7		0.4				

Intersection Summary			
HCM 6th Ctrl Delay		57.8	
HCM 6th LOS		E	

Notes

User approved volume balancing among the lanes for turning movement.

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

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	1671	707	14	41	39
Future Vol, veh/h	10	1671	707	14	41	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	55	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	1671	707	14	41	39

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	721	0	-	0	1570	361
Stage 1	-	-	-	-	714	-
Stage 2	-	-	-	-	856	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	*1175	-	-	-	*167	*785
Stage 1	-	-	-	-	*741	-
Stage 2	-	-	-	-	*377	-
Platoon blocked, %	1	-	-	-	1	1
Mov Cap-1 Maneuver	*1175	-	-	-	*165	*785
Mov Cap-2 Maneuver	-	-	-	-	*165	-
Stage 1	-	-	-	-	*734	-
Stage 2	-	-	-	-	*377	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	24.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	* 1175	-	-	-	268
HCM Lane V/C Ratio	0.009	-	-	-	0.299
HCM Control Delay (s)	8.1	-	-	-	24.1
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	1.3

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	659	772	149	596	490	150	39	2126	329	104	2187	235
Future Volume (veh/h)	659	772	149	596	490	150	39	2126	329	104	2187	235
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	659	772	149	596	490	0	39	2126	165	104	2187	235
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	706	755	146	576	802		86	3564	1371	107	3624	1449
Arrive On Green	0.20	0.25	0.25	0.17	0.23	0.00	0.05	0.70	0.70	0.06	0.71	0.71
Sat Flow, veh/h	3456	2971	573	3456	3554	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	659	462	459	596	490	0	39	2126	165	104	2187	235
Grp Sat Flow(s),veh/h/ln	1728	1777	1767	1728	1777	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	28.1	38.1	38.1	25.0	18.6	0.0	3.2	32.3	1.5	8.7	32.6	2.2
Cycle Q Clear(g_c), s	28.1	38.1	38.1	25.0	18.6	0.0	3.2	32.3	1.5	8.7	32.6	2.2
Prop In Lane	1.00		0.32	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	706	451	449	576	802		86	3564	1371	107	3624	1449
V/C Ratio(X)	0.93	1.02	1.02	1.03	0.61		0.45	0.60	0.12	0.97	0.60	0.16
Avail Cap(c_a), veh/h	760	451	449	576	802		107	3564	1371	107	3624	1449
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.7	56.0	56.0	62.5	52.2	0.0	69.5	11.7	7.7	70.4	11.0	0.7
Incr Delay (d2), s/veh	22.7	108.9	109.3	113.8	1.0	0.0	3.8	0.7	0.2	145.6	0.8	0.2
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	20.7	40.2	40.1	27.9	13.1	0.0	2.8	17.4	2.9	13.0	17.3	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.4	164.9	165.3	176.3	53.2	0.0	73.2	12.5	7.8	216.0	11.8	0.9
LnGrp LOS	F	F	F	F	D		E	B	A	F	B	A
Approach Vol, veh/h		1580			1086	A		2330			2526	
Approach Delay, s/veh		130.2			120.7			13.2			19.2	
Approach LOS		F			F			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	112.1	30.4	43.5	11.2	113.9	34.6	39.3
Change Period (Y+Rc), s	4.0	6.0	5.4	* 5.4	4.0	6.0	4.0	5.4
Max Green Setting (Gmax), s	9.0	58.5	25.0	* 38	9.0	58.5	33.0	30.1
Max Q Clear Time (g_c+I1), s	10.7	34.3	27.0	40.1	5.2	34.6	30.1	20.6
Green Ext Time (p_c), s	0.0	18.2	0.0	0.0	0.0	18.6	0.5	1.5

Intersection Summary	
HCM 6th Ctrl Delay	55.3
HCM 6th LOS	E

Notes

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	316	39	385	7	6	5	406	739	44	28	947	879
Future Volume (veh/h)	316	39	385	7	6	5	406	739	44	28	947	879
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	344	0	85	7	6	5	406	739	44	28	947	685
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	350	0	465	29	25	48	347	2606	1162	400	921	936
Arrive On Green	0.10	0.00	0.10	0.03	0.03	0.03	0.19	0.73	0.73	0.49	0.49	0.49
Sat Flow, veh/h	3563	0	1585	981	841	1585	1781	3554	1585	691	1870	1585
Grp Volume(v), veh/h	344	0	85	13	0	5	406	739	44	28	947	685
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1821	0	1585	1781	1777	1585	691	1870	1585
Q Serve(g_s), s	11.6	0.0	4.8	0.8	0.0	0.4	23.4	8.4	0.9	2.6	59.1	37.4
Cycle Q Clear(g_c), s	11.6	0.0	4.8	0.8	0.0	0.4	23.4	8.4	0.9	2.6	59.1	37.4
Prop In Lane	1.00		1.00	0.54		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	350	0	465	55	0	48	347	2606	1162	400	921	936
V/C Ratio(X)	0.98	0.00	0.18	0.24	0.00	0.10	1.17	0.28	0.04	0.07	1.03	0.73
Avail Cap(c_a), veh/h	350	0	465	366	0	318	347	2606	1162	400	921	936
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.0	0.0	31.7	56.9	0.0	56.6	48.3	5.4	4.4	16.1	30.5	17.7
Incr Delay (d2), s/veh	79.1	0.0	0.2	2.2	0.0	1.0	336.3	0.3	0.1	0.3	90.7	5.2
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	13.9	0.0	3.3	0.7	0.0	0.3	58.2	5.0	0.5	0.8	61.1	25.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	133.1	0.0	31.8	59.1	0.0	57.6	384.6	5.7	4.5	16.5	121.1	22.9
LnGrp LOS	F	A	C	E	A	E	F	A	A	B	F	C
Approach Vol, veh/h		429			18			1189			1660	
Approach Delay, s/veh		113.0			58.6			135.0			78.8	
Approach LOS		F			E			F			E	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	28.9	64.5		17.2		93.4		9.4				
Change Period (Y+Rc), s	* 5.5	* 5.4		5.4		* 5.4		5.8				
Max Green Setting (Gmax), s	* 23	* 39		11.8		* 68		24.1				
Max Q Clear Time (g_c+I1), s	25.4	61.1		13.6		10.4		2.8				
Green Ext Time (p_c), s	0.0	0.0		0.0		11.3		0.0				

Intersection Summary		
HCM 6th Ctrl Delay	103.4	
HCM 6th LOS	F	

Notes

User approved volume balancing among the lanes for turning movement.

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

Intersection	
Int Delay, s/veh	0.7

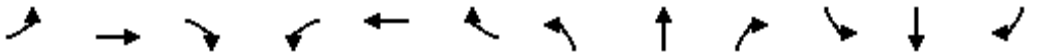
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	44	833	1561	52	26	13
Future Vol, veh/h	44	833	1561	52	26	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	55	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	833	1561	52	26	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1613	0	-	0	2092	807
Stage 1	-	-	-	-	1587	-
Stage 2	-	-	-	-	505	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	*613	-	-	-	*163	*410
Stage 1	-	-	-	-	*387	-
Stage 2	-	-	-	-	*571	-
Platoon blocked, %	1	-	-	-	1	1
Mov Cap-1 Maneuver	*613	-	-	-	*151	*410
Mov Cap-2 Maneuver	-	-	-	-	*151	-
Stage 1	-	-	-	-	*359	-
Stage 2	-	-	-	-	*571	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	28.7
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	* 613	-	-	-	191
HCM Lane V/C Ratio	0.072	-	-	-	0.204
HCM Control Delay (s)	11.3	-	-	-	28.7
HCM Lane LOS	B	-	-	-	D
HCM 95th %tile Q(veh)	0.2	-	-	-	0.8

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	483	484	55	714	1009	209	62	1965	150	109	2024	559
Future Volume (veh/h)	483	484	55	714	1009	209	62	1965	150	109	2024	559
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	483	484	55	714	1009	0	62	1965	50	109	2024	294
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	507	550	62	843	986		99	1940	989	119	1997	853
Arrive On Green	0.15	0.17	0.17	0.24	0.28	0.00	0.06	0.38	0.38	0.07	0.39	0.39
Sat Flow, veh/h	3456	3217	364	3456	3554	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	483	266	273	714	1009	0	62	1965	50	109	2024	294
Grp Sat Flow(s),veh/h/ln	1728	1777	1805	1728	1777	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	20.8	21.9	22.1	29.5	41.6	0.0	5.1	57.0	0.5	9.1	58.7	15.8
Cycle Q Clear(g_c), s	20.8	21.9	22.1	29.5	41.6	0.0	5.1	57.0	0.5	9.1	58.7	15.8
Prop In Lane	1.00		0.20	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	507	303	308	843	986		99	1940	989	119	1997	853
V/C Ratio(X)	0.95	0.88	0.88	0.85	1.02		0.63	1.01	0.05	0.92	1.01	0.34
Avail Cap(c_a), veh/h	507	351	356	843	986		107	1940	989	119	1997	853
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.5	60.7	60.7	54.0	54.2	0.0	69.3	46.5	4.0	69.6	45.7	19.7
Incr Delay (d2), s/veh	43.4	24.0	25.1	8.3	83.2	0.0	10.3	54.1	0.1	91.3	54.2	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	17.9	17.5	18.0	19.8	39.4	0.0	4.7	43.3	0.6	11.5	44.4	10.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	106.9	84.7	85.9	62.3	137.4	0.0	79.6	100.6	4.1	160.8	99.9	20.8
LnGrp LOS	F	F	F	E	F		E	F	A	F	F	C
Approach Vol, veh/h		1022			1723	A		2077			2427	
Approach Delay, s/veh		95.5			106.3			97.7			93.0	
Approach LOS		F			F			F			F	

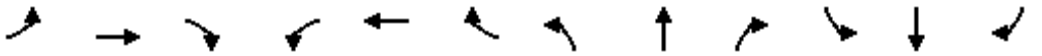
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	63.0	42.0	31.0	12.3	64.7	26.0	47.0
Change Period (Y+Rc), s	4.0	6.0	5.4	* 5.4	4.0	6.0	4.0	5.4
Max Green Setting (Gmax), s	10.0	57.0	34.0	* 30	9.0	58.0	22.0	41.6
Max Q Clear Time (g_c+I1), s	11.1	59.0	31.5	24.1	7.1	60.7	22.8	43.6
Green Ext Time (p_c), s	0.0	0.0	0.5	1.5	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	97.9
HCM 6th LOS	F

Notes

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	557	7	479	43	37	27	301	1099	8	6	368	323
Future Volume (veh/h)	557	7	479	43	37	27	301	1099	8	6	368	323
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	562	0	178	43	37	27	301	1099	8	6	368	167
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	671	0	539	63	55	103	270	2163	965	269	769	950
Arrive On Green	0.19	0.00	0.19	0.06	0.06	0.06	0.15	0.61	0.61	0.41	0.41	0.41
Sat Flow, veh/h	3563	0	1585	979	842	1585	1781	3554	1585	509	1870	1585
Grp Volume(v), veh/h	562	0	178	80	0	27	301	1099	8	6	368	167
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1821	0	1585	1781	1777	1585	509	1870	1585
Q Serve(g_s), s	18.2	0.0	10.0	5.2	0.0	1.9	18.2	21.0	0.2	0.8	17.3	5.7
Cycle Q Clear(g_c), s	18.2	0.0	10.0	5.2	0.0	1.9	18.2	21.0	0.2	0.8	17.3	5.7
Prop In Lane	1.00		1.00	0.54		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	671	0	539	118	0	103	270	2163	965	269	769	950
V/C Ratio(X)	0.84	0.00	0.33	0.68	0.00	0.26	1.11	0.51	0.01	0.02	0.48	0.18
Avail Cap(c_a), veh/h	1003	0	687	364	0	317	270	2163	965	269	769	950
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.9	0.0	29.4	54.9	0.0	53.4	50.9	13.3	9.2	21.1	25.9	10.8
Incr Delay (d2), s/veh	4.2	0.0	0.4	6.9	0.0	1.3	257.4	0.9	0.0	0.2	2.1	0.4
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	13.1	0.0	6.9	4.6	0.0	1.5	37.9	12.9	0.2	0.2	12.7	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.2	0.0	29.8	61.7	0.0	54.7	308.3	14.2	9.3	21.2	28.1	11.2
LnGrp LOS	D	A	C	E	A	D	F	B	A	C	C	B
Approach Vol, veh/h		740			107			1408			541	
Approach Delay, s/veh		46.0			60.0			77.0			22.8	
Approach LOS		D			E			E			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	23.7	54.7		28.0		78.4		13.6				
Change Period (Y+Rc), s	* 5.5	* 5.4		5.4		* 5.4		5.8				
Max Green Setting (Gmax), s	* 18	* 22		33.8		* 46		24.0				
Max Q Clear Time (g_c+I1), s	20.2	19.3		20.2		23.0		7.2				
Green Ext Time (p_c), s	0.0	1.0		2.4		12.7		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			57.7									
HCM 6th LOS			E									

Notes

User approved volume balancing among the lanes for turning movement.

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

Intersection	
Int Delay, s/veh	1.4

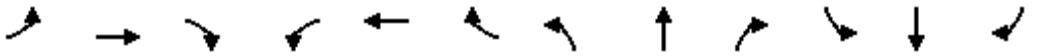
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	23	1667	703	27	56	54
Future Vol, veh/h	23	1667	703	27	56	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	55	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	1667	703	27	56	54

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	730	0	-	0	1597	365
Stage 1	-	-	-	-	717	-
Stage 2	-	-	-	-	880	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	*1175	-	-	-	*158	*785
Stage 1	-	-	-	-	*741	-
Stage 2	-	-	-	-	*366	-
Platoon blocked, %	1	-	-	-	1	1
Mov Cap-1 Maneuver	*1175	-	-	-	*155	*785
Mov Cap-2 Maneuver	-	-	-	-	*155	-
Stage 1	-	-	-	-	*726	-
Stage 2	-	-	-	-	*366	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	29.6
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	* 1175	-	-	-	256
HCM Lane V/C Ratio	0.02	-	-	-	0.43
HCM Control Delay (s)	8.1	-	-	-	29.6
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0.1	-	-	-	2.2

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	662	776	152	596	494	150	42	2126	329	104	2187	238
Future Volume (veh/h)	662	776	152	596	494	150	42	2126	329	104	2187	238
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	662	776	152	596	494	0	42	2126	165	104	2187	238
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	709	752	147	576	799		88	3564	1371	107	3617	1448
Arrive On Green	0.21	0.25	0.25	0.17	0.22	0.00	0.05	0.70	0.70	0.06	0.71	0.71
Sat Flow, veh/h	3456	2963	580	3456	3554	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	662	465	463	596	494	0	42	2126	165	104	2187	238
Grp Sat Flow(s),veh/h/ln	1728	1777	1766	1728	1777	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	28.3	38.1	38.1	25.0	18.8	0.0	3.4	32.3	1.5	8.7	32.8	2.3
Cycle Q Clear(g_c), s	28.3	38.1	38.1	25.0	18.8	0.0	3.4	32.3	1.5	8.7	32.8	2.3
Prop In Lane	1.00		0.33	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	709	451	449	576	799		88	3564	1371	107	3617	1448
V/C Ratio(X)	0.93	1.03	1.03	1.03	0.62		0.48	0.60	0.12	0.97	0.60	0.16
Avail Cap(c_a), veh/h	760	451	449	576	799		107	3564	1371	107	3617	1448
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.6	56.0	56.0	62.5	52.3	0.0	69.4	11.7	7.7	70.4	11.2	0.7
Incr Delay (d2), s/veh	23.1	118.6	119.0	113.8	1.1	0.0	4.0	0.7	0.2	145.6	0.8	0.2
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	20.8	41.9	41.7	27.9	13.3	0.0	3.0	17.4	2.9	13.0	17.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.7	174.5	175.0	176.3	53.4	0.0	73.4	12.5	7.8	216.0	11.9	0.9
LnGrp LOS	F	F	F	F	D		E	B	A	F	B	A
Approach Vol, veh/h		1590			1090	A		2333			2529	
Approach Delay, s/veh		136.0			120.6			13.2			19.3	
Approach LOS		F			F			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	112.1	30.4	43.5	11.4	113.7	34.8	39.1
Change Period (Y+Rc), s	4.0	6.0	5.4	* 5.4	4.0	6.0	4.0	5.4
Max Green Setting (Gmax), s	9.0	58.5	25.0	* 38	9.0	58.5	33.0	30.1
Max Q Clear Time (g_c+I1), s	10.7	34.3	27.0	40.1	5.4	34.8	30.3	20.8
Green Ext Time (p_c), s	0.0	18.2	0.0	0.0	0.0	18.6	0.5	1.5

Intersection Summary	
HCM 6th Ctrl Delay	56.7
HCM 6th LOS	E

Notes

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

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

APPENDIX E

LADOT VMT Calculator 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: Public Storage-Project Pipeline

Scenario:

Address: 34.027006, -118.374613



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
Industrial | Warehousing/Self-Storage	82.051	ksf
(custom) Mini-Warehouse (ITE 10th) | Daily	124	Trips
(custom) Mini-Warehouse (ITE 10th) | HBW-At	19	Percent
(custom) Mini-Warehouse (ITE 10th) | HBO-Att	41	Percent
(custom) Mini-Warehouse (ITE 10th) | NHB-Att	20	Percent
(custom) Mini-Warehouse (ITE 10th) | HBW-Pr	0	Percent
(custom) Mini-Warehouse (ITE 10th) | HBO-Pr	0	Percent
(custom) Mini-Warehouse (ITE 10th) | NHB-Pr	20	Percent
(custom) Mini-Warehouse (ITE 10th) | Daily	0	Residents
(custom) Mini-Warehouse (ITE 10th) | Daily	27	Employees
(custom) Mini-Warehouse (ITE 10th) | Daily	Non-Retai	Retail/Non-R

☑ 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
Industrial | Warehousing/Self-Storage	316.637	ksf
(custom) Mini-Warehouse (ITE 10th) | Daily	478	Trips
(custom) Mini-Warehouse (ITE 10th) | HBW-At	19	Percent
(custom) Mini-Warehouse (ITE 10th) | HBO-Att	41	Percent
(custom) Mini-Warehouse (ITE 10th) | NHB-Att	20	Percent
(custom) Mini-Warehouse (ITE 10th) | HBW-Pr	0	Percent
(custom) Mini-Warehouse (ITE 10th) | HBO-Pr	0	Percent
(custom) Mini-Warehouse (ITE 10th) | NHB-Pr	20	Percent
(custom) Mini-Warehouse (ITE 10th) | Daily	0	Residents
(custom) Mini-Warehouse (ITE 10th) | Daily	104	Employees
(custom) Mini-Warehouse (ITE 10th) | Daily	Non-Retai	Retail/Non-R

☑ 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
109 Daily Vehicle Trips	417 Daily Vehicle Trips
922 Daily VMT	3,519 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	308 Net Daily Trips
The net increase in daily VMT ≤ 0	2,597 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

11/16/2021

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: Public Storage-Project Pipeline

Scenario:

Address: 34.027006, -118.374613



Proposed Project Land Use Type	Value	Unit
(custom) Mini-Warehouse (ITE 10th) | Daily	478	Trips
(custom) Mini-Warehouse (ITE 10th) | HBW-At	19	Percent
(custom) Mini-Warehouse (ITE 10th) | HBO-Atl	41	Percent
(custom) Mini-Warehouse (ITE 10th) | NHB-Att	20	Percent
(custom) Mini-Warehouse (ITE 10th) | HBW-Pr	0	Percent
(custom) Mini-Warehouse (ITE 10th) | HBO-Pr	0	Percent
(custom) Mini-Warehouse (ITE 10th) | NHB-Pr	20	Percent
(custom) Mini-Warehouse (ITE 10th) | Daily	0	Residents
(custom) Mini-Warehouse (ITE 10th) | Daily	104	Employees
(custom) Mini-Warehouse (ITE 10th) | Daily	Non-Retai	Retail/Non-R

TDM Strategies

Select each section to show individual strategies

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

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

A Parking

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

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

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

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

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

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
417 Daily Vehicle Trips	**417** Daily Vehicle Trips
3,519 Daily VMT	**3,519** Daily VMT
0.0 Household VMT per Capita	**0.0** Household VMT per Capita
8.4 Work VMT per Employee	**8.4** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: No Threshold = 11.6 15% Below APC	**Work: No** Threshold = 11.6 15% Below APC

Measuring the Miles

11/16/2021

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: November 16, 2021
Project Name: Public Storage-Project Pipeline
Project Scenario:
Project Address: 34.027006, -118.374613

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	*0*	*DU*
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other	Mini-Warehouse (ITE 10th)	478	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: November 16, 2021
Project Name: Public Storage-Project Pipeline
Project Scenario:
Project Address: 34.027006, -118.374613

Version 1.3

Analysis Results			
Total Employees: 104 Total Population: 0			
Proposed Project		***With Mitigation***	
417	**Daily Vehicle Trips**	**417**	**Daily Vehicle Trips**
3,519	**Daily VMT**	**3,519**	**Daily VMT**
0	**Household VMT per Capita**	**0**	**Household VMT per Capita**
8.4	**Work VMT per Employee**	**8.4**	**Work VMT per Employee**

Significant VMT Impact?			
APC: South Los Angeles			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 11.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0	No	Household > 6.0	No
Work > 11.6	No	Work > 11.6	No

TDM Strategy Inputs

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: November 16, 2021
Project Name: Public Storage-Project Pipeline
Project Scenario:
Project Address: 34.027006, -118.374613

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%	

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	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

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

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: November 16, 2021
Project Name: Public Storage-Project Pipeline
Project Scenario:
Project Address: 34.027006, -118.374613

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	0	0.0%	0	8.8	0	0
Home Based Other Production	0	0.0%	0	5.4	0	0
Non-Home Based Other Production	96	-2.1%	94	7.5	720	705
Home-Based Work Attraction	91	-20.9%	72	12.2	1,110	878
Home-Based Other Attraction	196	-19.9%	157	6.7	1,313	1,052
Non-Home Based Other Attraction	96	-2.1%	94	9.4	902	884

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	0	0	0.0%	0	0
Home Based Other Production	0.0%	0	0	0.0%	0	0
Non-Home Based Other Production	0.0%	94	705	0.0%	94	705
Home-Based Work Attraction	0.0%	72	878	0.0%	72	878
Home-Based Other Attraction	0.0%	157	1,052	0.0%	157	1,052
Non-Home Based Other Attraction	0.0%	94	884	0.0%	94	884

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0
Total Employees: 104
APC: South Los Angeles

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**0**	**0**
Total Home Based Work Attraction VMT	**878**	**878**
Total Home Based VMT Per Capita	**0.0**	**0.0**
Total Work Based VMT Per Employee	**8.4**	**8.4**

ATTACHMENT B1

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

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

5741 W Jefferson Bl
DOT Case No. CEN22-54677

Date: February 1, 2023

To: Brenda Kahinju, Administrative Clerk
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION ASSESSMENT FOR THE PROPOSED PUBLIC STORAGE PROJECT AT 5741 WEST JEFFERSON BOULEVARD (ADM-2020-7839-WTF)**

As of January 25, 2022, the Los Angeles Department of Transportation (LADOT) issued a transportation assessment report to the Department of City Planning (**Attachment 1**) for the proposed public storage project located at 5741 West Jefferson Boulevard based on the transportation analysis prepared by Raju Associates Inc, dated December 2021. However, since the report was released, the project description has been modified. The revised project includes a smaller public storage square footage, additional retail space, an additional proposed driveway, and a revised site plan (**Attachment 2**). Therefore, an addendum transportation analysis, dated January 3, 2023, was prepared by Raju Associates Inc.

The current project proposal compares to the original project as follows:

LAND USE	ORIGINAL PROJECT (2022)	CURRENT PROJECT (2023)
Public Storage	316,637 Square Feet	307,968 Square Feet
Retail	N/A	6,720 Square Feet
Vehicle Parking	43 Spaces	73 Spaces
Bicycle Parking	72 Spaces (40 Long-term/32 Short-term)	68 Spaces (34 Long-term/34 Short-term)
Site Access	Widen existing driveway on: -Jefferson Bl to 28 feet -La Cienega Pl to 28 feet	Widen existing driveway on: -Jefferson Bl to 28 feet -La Cienega Pl to 28 feet Additional 28 foot driveway on: -La Cienega Pl

The January 3, 2023 assessment included an updated VMT (Vehicle Miles Travelled) analysis (**Attachment 3**). LADOT concurs with the results of the updated assessment that the project's expected impacts would continue to be less than significant. All of the project requirements that are identified in LADOT's January 25, 2022 letter (**Attachment 1**) shall remain in effect.

If you have any questions, please contact Segal Ismael of my staff at (213) 972-4986.

Attachments

J:\Letters\2023\CEN22-54677_5741 W. Jefferson Bl_Tech Memo_rev ltr.docx

c: Hakeem Parke-Davis, Council District 10
Hokchi Chiu, Central District, BOE
Bhuvan Bajaj, Hollywood-Wilshire District, DOT
Taimour Tanavoli, Case Management Office, DOT
Srinath Raju, Raju Associates, Inc.

Attachment 1

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

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

5741 West Jefferson Blvd
DOT Case No. CEN21-51452

Date: January 25, 2022

To: Milena Zasadzien, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION ANALYSIS FOR THE PROPOSED COMMERCIAL DEVELOPMENT PROJECT LOCATED AT 5741 WEST JEFFERSON BOULEVARD (CPC-2006-5567-CPU / ENV-2008-478-EIR / ADM-2020-7840-WTF)**

The Department of Transportation (DOT) has reviewed the transportation impact study, dated December 2021, prepared by Raju Associates, Inc. for the proposed commercial development located at 5741 West Jefferson Boulevard. In compliance with Senate Bill 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, access to diverse land-uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description
The proposed project includes construction of an approximately 316,637 square foot mini-warehouse building. The project will replace four existing one and two-story buildings (a total of approximately 82,051 square feet of active mini-warehouse use). The project site is generally bounded by existing commercial development to the north, residential (under construction) to the east, West Jefferson Boulevard to the south, and existing commercial development to the west. The project is expected to be completed by year 2025.

B. CEQA Screening Threshold
Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, a trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers' (ITE's) Trip Generation, 10th Edition manual as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project **does** exceed the net 250 daily vehicle trips threshold. A copy of the VMT calculator screening page, with the corresponding net daily trips estimate, is provided as **Attachment A** to this report.

Additionally, the analysis included further discussion of the transportation impact thresholds:

T-1 Conflicting with plans, programs, ordinances, or policies
T-2.1 Causing substantial vehicle miles traveled
T-3 Substantially increasing hazards due to a geometric design feature or incompatible use.

The assessment determined that the project would **not** have a significant transportation impact under any of the above thresholds. The Project's impacts per Thresholds T-2.1 is determined by using the VMT calculator and is discussed below. A copy of the VMT Calculator summary reports is provided as **Attachment B** to this report.

C. Transportation Impacts

On July 30, 2019, pursuant to SB 743 and the recent changes to Section 15064.3 of the State's CEQA Guidelines, the City of Los Angeles adopted VMT as a criteria in determining transportation impacts under CEQA. The new DOT TAG provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

The DOT VMT Calculator tool measures project impact in terms of Household VMT per Capita and Work VMT per Employee. DOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the South Los Angeles APC, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 6.0
- Work VMT per Employee: 11.6

As cited in the transportation assessment report, the proposed project is projected to have no Household VMT and a Work VMT per capita of 8.4. Therefore, it is concluded that implementation of the Project would have a less than significant Household and Work VMT impact.

D. Safety, Access and Circulation

During the preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the Los Angeles Municipal Code (LAMC), Section 16.05. Therefore, DOT continues to require and review a project's site access, circulation, and operational plan to determine if any safety and access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the project has completed a circulation analysis using a summary of vehicle queuing, including the change in future queue levels with and without the project. DOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment C** to this report.

E. Freeway Safety Analysis

Per the Interim Guidance for Freeway Safety Analysis memorandum issued by LADOT on May 1, 2020 to address Caltrans safety concerns on freeways, the study addresses the project's effects on vehicle queuing on freeway off-ramps. Such an evaluation measures the project's potential to lengthen a forecasted off-ramp queue and create speed differentials between vehicles exiting the freeway off-ramps and vehicles operating on the freeway mainline. Based on the Project's trip generation estimates, and traffic distribution pattern detailed later in this report, the Project would **not** add 25 or more peak hour trips to any freeway off-ramp, thus a complete freeway off-ramp analysis was not required.

PROJECT REQUIREMENTS

A. Highway Dedication and Street Widening Requirements

Per the Mobility Element 2035 of the General Plan, **Jefferson Boulevard** has been designated as a Modified Avenue II which would require a 30-foot half-width roadway within a 45-foot half-width right-of-way. **La Cienega Place** has been designated as a Local Street which would require an 18-foot half-width roadway within a 30-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

B. Parking Requirements

The project would provide 43 vehicle parking spaces and 72 bicycle parking spaces (40 long-term spaces and 32 short-term spaces). Vehicular access to the site will primarily be provided via one driveway located on La Cienega Place. The two existing driveways (one on La Cienega Place, one on Jefferson Boulevard) will remain and be used for emergency access. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

C. Project Access and Circulation

The conceptual site plan (see **Attachment D**) is acceptable to DOT. However, the review of this study does not constitute approval of the dimensions for any new proposed driveway. This requires separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 5th Floor, Room 550, at 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design.

D. TDM Ordinance Requirements

The TDM Ordinance (LAMC 12.26 J) is currently being updated. The updated ordinance, which is currently progressing through the City's approval process, will:

- Expand the reach and application of TDM strategies to more land uses and neighborhoods,
- Rely on a broader range of strategies that can be updated to keep pace with technology, and
- Provide flexibility for developments and communities to choose strategies that work best for their neighborhood context.

Although not yet adopted, DOT recommends that the applicant be subject to the terms of the proposed TDM Ordinance update. The updated ordinance is expected to be completed prior to the anticipated construction of this project, if approved.

E. Worksite Traffic Control Plan

DOT recommends that a construction worksite traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to http://ladot.lacity.org/what-we-do/plan-review to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related truck traffic be restricted to off-peak hours.

E. Development Review Fees

Section 19.15 of the Los Angeles Municipal Code identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Pete Eyre of my staff at (213) 972-4913.

Attachments

L:\letters\2022\CEN21-51452_5741 W Jefferson Street_Warehouse

c: Hakeem Parke-Davis, Council District 10
Bhuvan Bajaj, Hollywood-Wilshire District, DOT
Taimour Tanavoli, Case Management, DOT
Hokchi Chui, Central District, BOE
Srinath Raju, Raju Associates, Inc.

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: Public Storage-Project Pipeline

Scenario:

Address: 34.027006, -118.374613



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
Industrial | Warehousing/Self-Storage	82.051	ksf
(custom) Mini-Warehouse (ITE 10th) | Daily	124	Trips
(custom) Mini-Warehouse (ITE 10th) | HBW-At	19	Percent
(custom) Mini-Warehouse (ITE 10th) | HBO-Att	41	Percent
(custom) Mini-Warehouse (ITE 10th) | NHB-Att	20	Percent
(custom) Mini-Warehouse (ITE 10th) | HBW-Pr	0	Percent
(custom) Mini-Warehouse (ITE 10th) | HBO-Pr	0	Percent
(custom) Mini-Warehouse (ITE 10th) | NHB-Pr	20	Percent
(custom) Mini-Warehouse (ITE 10th) | Daily	0	Residents
(custom) Mini-Warehouse (ITE 10th) | Daily	27	Employees
(custom) Mini-Warehouse (ITE 10th) | Daily	Non-Retai	Retail/Non-R

☑ 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
Industrial | Warehousing/Self-Storage	316.637	ksf
(custom) Mini-Warehouse (ITE 10th) | Daily	478	Trips
(custom) Mini-Warehouse (ITE 10th) | HBW-At	19	Percent
(custom) Mini-Warehouse (ITE 10th) | HBO-Att	41	Percent
(custom) Mini-Warehouse (ITE 10th) | NHB-Att	20	Percent
(custom) Mini-Warehouse (ITE 10th) | HBW-Pr	0	Percent
(custom) Mini-Warehouse (ITE 10th) | HBO-Pr	0	Percent
(custom) Mini-Warehouse (ITE 10th) | NHB-Pr	20	Percent
(custom) Mini-Warehouse (ITE 10th) | Daily	0	Residents
(custom) Mini-Warehouse (ITE 10th) | Daily	104	Employees
(custom) Mini-Warehouse (ITE 10th) | Daily	Non-Retai	Retail/Non-R

☑ 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
109 Daily Vehicle Trips	417 Daily Vehicle Trips
922 Daily VMT	3,519 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	308 Net Daily Trips
The net increase in daily VMT ≤ 0	2,597 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: Public Storage-Project Pipeline

Scenario:

Address: 34.027006, -118.374613



Proposed Project Land Use Type	Value	Unit
(custom) Mini-Warehouse (ITE 10th) | Daily	478	Trips
(custom) Mini-Warehouse (ITE 10th) | HBW-At	19	Percent
(custom) Mini-Warehouse (ITE 10th) | HBO-Atl	41	Percent
(custom) Mini-Warehouse (ITE 10th) | NHB-Att	20	Percent
(custom) Mini-Warehouse (ITE 10th) | HBW-Pr	0	Percent
(custom) Mini-Warehouse (ITE 10th) | HBO-Pr	0	Percent
(custom) Mini-Warehouse (ITE 10th) | NHB-Pr	20	Percent
(custom) Mini-Warehouse (ITE 10th) | Daily	0	Residents
(custom) Mini-Warehouse (ITE 10th) | Daily	104	Employees
(custom) Mini-Warehouse (ITE 10th) | Daily	Non-Retai	Retail/Non-R

TDM Strategies

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

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

A Parking

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

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

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

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

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

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
417 Daily Vehicle Trips	417 Daily Vehicle Trips
3,519 Daily VMT	3,519 Daily VMT
0.0 Household VMT per Capita	0.0 Household VMT per Capita
8.4 Work VMT per Employee	8.4 Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: No Threshold = 11.6 15% Below APC	**Work: No** Threshold = 11.6 15% Below APC

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: November 16, 2021
Project Name: Public Storage-Project Pipeline
Project Scenario:
Project Address: 34.027006, -118.374613

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	*0*	*DU*
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other	Mini-Warehouse (ITE 10th)	478	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: November 16, 2021
Project Name: Public Storage-Project Pipeline
Project Scenario:
Project Address: 34.027006, -118.374613

Version 1.3

Analysis Results			
Total Employees: 104 Total Population: 0			
Proposed Project		***With Mitigation***	
417	**Daily Vehicle Trips**	**417**	**Daily Vehicle Trips**
3,519	**Daily VMT**	**3,519**	**Daily VMT**
0	**Household VMT per Capita**	**0**	**Household VMT per Capita**
8.4	**Work VMT per Employee**	**8.4**	**Work VMT per Employee**

Significant VMT Impact?			
APC: South Los Angeles			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 11.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0	No	Household > 6.0	No
Work > 11.6	No	Work > 11.6	No

TDM Strategy Inputs

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: November 16, 2021
Project Name: Public Storage-Project Pipeline
Project Scenario:
Project Address: 34.027006, -118.374613

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%*	

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	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

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

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: November 16, 2021
Project Name: Public Storage-Project Pipeline
Project Scenario:
Project Address: 34.027006, -118.374613

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	0	0.0%	0	8.8	0	0
Home Based Other Production	0	0.0%	0	5.4	0	0
Non-Home Based Other Production	96	-2.1%	94	7.5	720	705
Home-Based Work Attraction	91	-20.9%	72	12.2	1,110	878
Home-Based Other Attraction	196	-19.9%	157	6.7	1,313	1,052
Non-Home Based Other Attraction	96	-2.1%	94	9.4	902	884

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	0	0	0.0%	0	0
Home Based Other Production	0.0%	0	0	0.0%	0	0
Non-Home Based Other Production	0.0%	94	705	0.0%	94	705
Home-Based Work Attraction	0.0%	72	878	0.0%	72	878
Home-Based Other Attraction	0.0%	157	1,052	0.0%	157	1,052
Non-Home Based Other Attraction	0.0%	94	884	0.0%	94	884

MXD VMT Methodology Per Capita & Per Employee

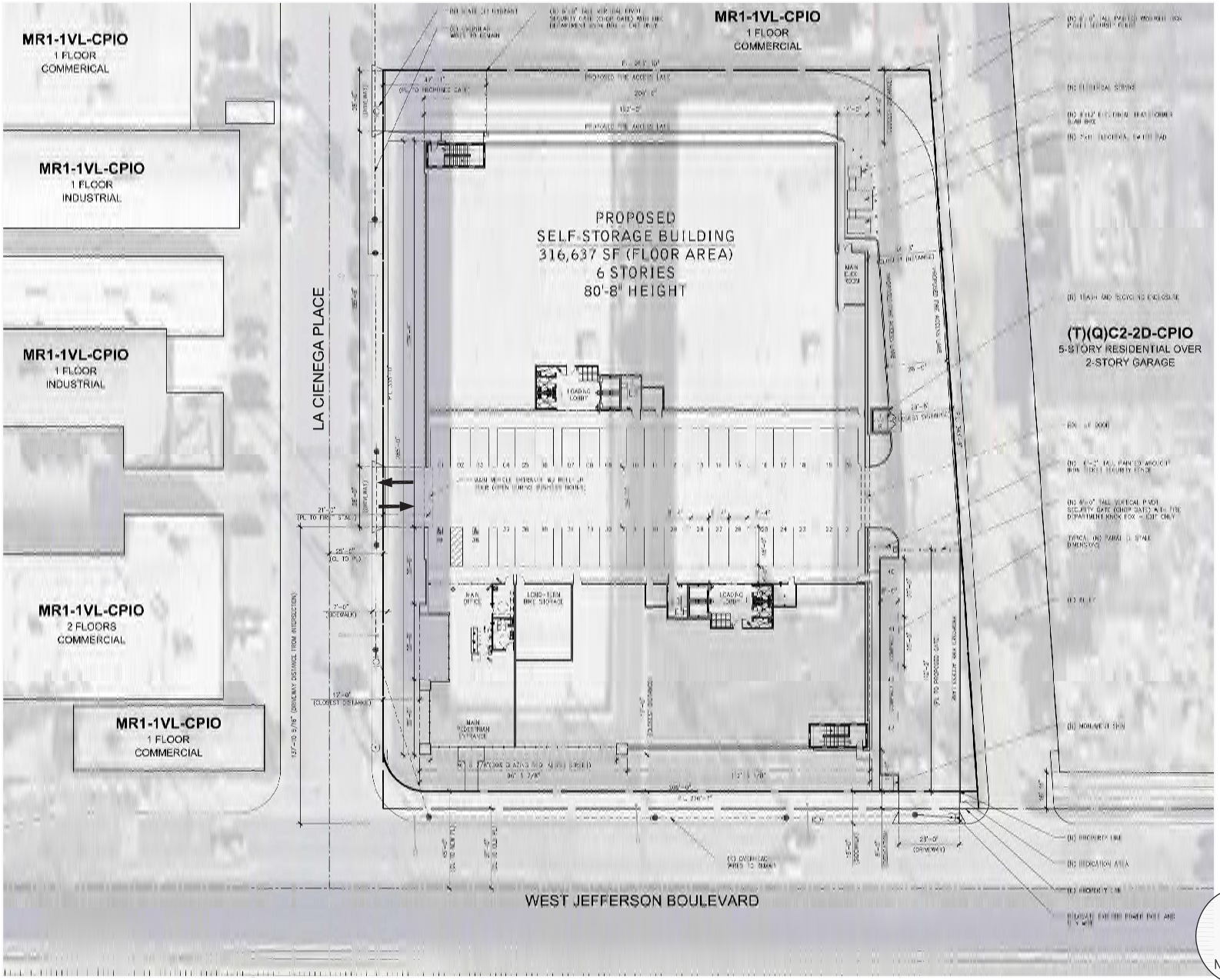
Total Population: 0
Total Employees: 104
APC: South Los Angeles

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**0**	**0**
Total Home Based Work Attraction VMT	**878**	**878**
Total Home Based VMT Per Capita	**0.0**	**0.0**
Total Work Based VMT Per Employee	**8.4**	**8.4**

TABLE 14
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS

No.	Intersection	Peak Hour	Existing (2021) Conditions		Existing (2021) with Project Conditions		Cumulative (2025) without Project Conditions		Cumulative (2025) with Project Conditions	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1.	Jefferson Boulevard & National Boulevard	AM	57.3	E	57.3	E	101.5	F	103.4	F
		PM	26.5	C	26.5	C	57.8	E	57.7	E
2.	La Cienega Place & Jefferson Boulevard [1]	AM	19.5	C	20.3	C	26.0	D	28.7	D
		PM	17.3	C	19.5	C	24.1	C	29.6	D
3.	La Cienega Boulevard & Jefferson Boulevard	AM	55.1	E	55.4	E	96.8	F	97.9	F
		PM	48.2	D	49.3	D	55.3	E	56.7	E

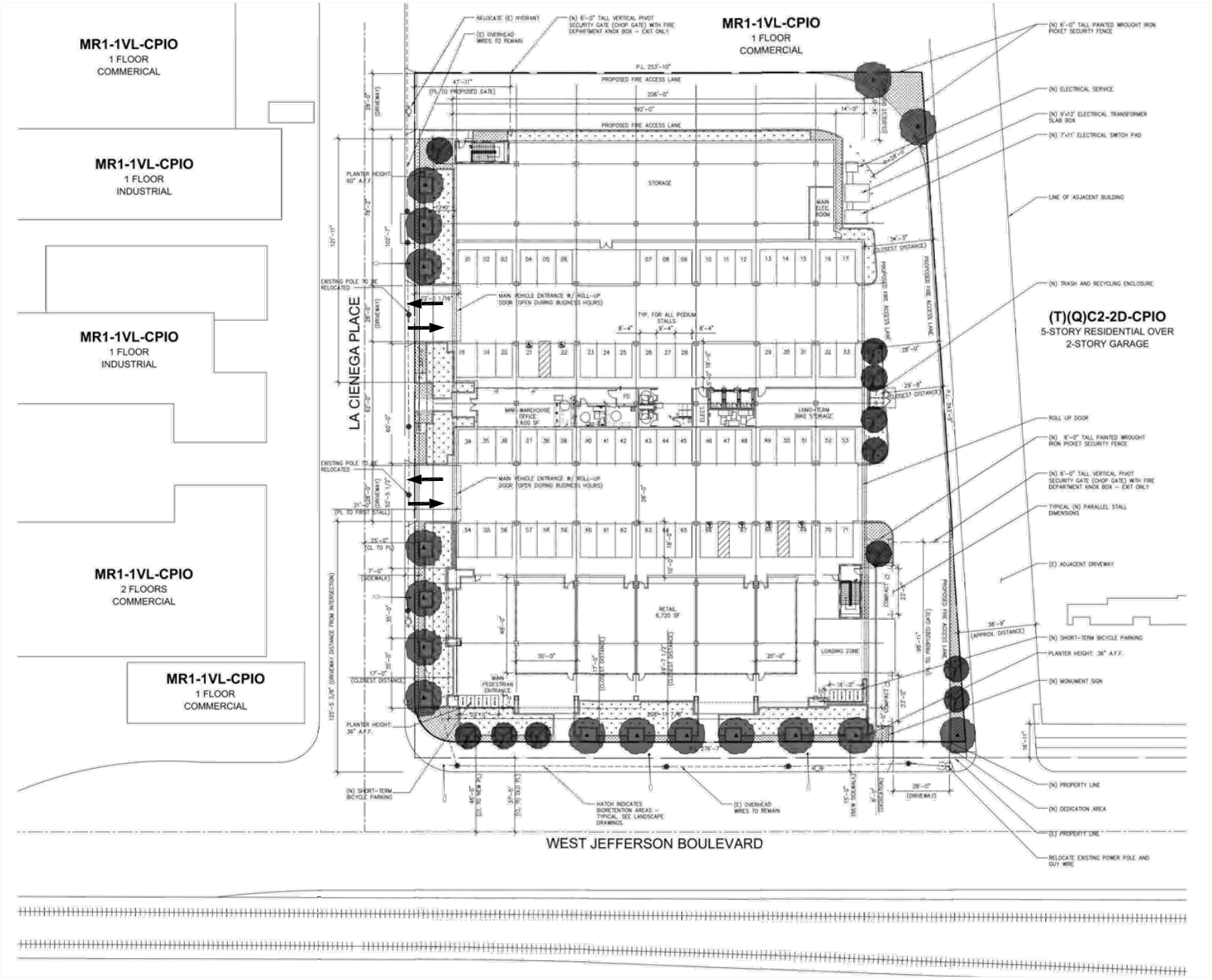
Delay - HCM 6th Edition Control Delay in seconds per vehicle
LOS - Level of Service
[1] Unsignalized intersection. Stop controlled on minor approach. Worst case approach delay is reported in table.



Source: Ware Malcomb

FIGURE 2
PROJECT SITE PLAN

RAJU Associates, Inc.



Source: Ware Malcomb

FIGURE 1
PROJECT SITE PLAN

RAJU Associates, Inc.

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: Public Storage-5741 W. Jefferson Bl

Scenario: Updated Project

Address: 34.027006, -118.374613



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
Industrial | Warehousing/Self-Storage	82.051	ksf
(custom) Mini-Warehouse (ITE 11th) | Daily	119	Trips
(custom) Mini-Warehouse (ITE 11th) | HBW-At	19	Percent
(custom) Mini-Warehouse (ITE 11th) | HBO-Att	41	Percent
(custom) Mini-Warehouse (ITE 11th) | NHB-Att	20	Percent
(custom) Mini-Warehouse (ITE 11th) | HBW-Pr	0	Percent
(custom) Mini-Warehouse (ITE 11th) | HBO-Pr	0	Percent
(custom) Mini-Warehouse (ITE 11th) | NHB-Pr	20	Percent
(custom) Mini-Warehouse (ITE 11th) | Daily	0	Residents
(custom) Mini-Warehouse (ITE 11th) | Daily	27	Employees
(custom) Mini-Warehouse (ITE 11th) | Daily	Non-Retai	Retail/Non-R

☑ 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
Industrial | Warehousing/Self-Storage	307.968	ksf
(custom) Mini-Warehouse (ITE 11th) | Daily	447	Trips
(custom) Mini-Warehouse (ITE 11th) | HBW-At	19	Percent
(custom) Mini-Warehouse (ITE 11th) | HBO-Att	41	Percent
(custom) Mini-Warehouse (ITE 11th) | NHB-Att	20	Percent
(custom) Mini-Warehouse (ITE 11th) | HBW-Pr	0	Percent
(custom) Mini-Warehouse (ITE 11th) | HBO-Pr	0	Percent
(custom) Mini-Warehouse (ITE 11th) | NHB-Pr	20	Percent
(custom) Mini-Warehouse (ITE 11th) | Daily	0	Residents
(custom) Mini-Warehouse (ITE 11th) | Daily	102	Employees
(custom) Mini-Warehouse (ITE 11th) | Daily	Non-Retai	Retail/Non-R

☑ 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
104 Daily Vehicle Trips	387 Daily Vehicle Trips
880 Daily VMT	3,266 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	283 Net Daily Trips
The net increase in daily VMT ≤ 0	2,386 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: Public Storage-5741 W. Jefferson Bl

Scenario: Updated Project

Address: 34.027006, -118.374613



Proposed Project Land Use Type	Value	Unit
(custom) Mini-Warehouse (ITE 11th) | Daily	447	Trips
(custom) Mini-Warehouse (ITE 11th) | HBW-At	19	Percent
(custom) Mini-Warehouse (ITE 11th) | HBO-Atl	41	Percent
(custom) Mini-Warehouse (ITE 11th) | NHB-Att	20	Percent
(custom) Mini-Warehouse (ITE 11th) | HBW-Pr	0	Percent
(custom) Mini-Warehouse (ITE 11th) | HBO-Pr	0	Percent
(custom) Mini-Warehouse (ITE 11th) | NHB-Pr	20	Percent
(custom) Mini-Warehouse (ITE 11th) | Daily	0	Residents
(custom) Mini-Warehouse (ITE 11th) | Daily	102	Employees
(custom) Mini-Warehouse (ITE 11th) | Daily	Non-Retai	Retail/Non-R

TDM Strategies

Select each section to show individual strategies

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

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

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

Traffic Calming Improvements

☐ Proposed Prj ☐ Mitigation

25 percent of streets within project with traffic calming improvements

25 percent of intersections within project with traffic calming improvements

Pedestrian Network Improvements

☐ Proposed Prj ☐ Mitigation

within project and connecting off-site

Analysis Results

Proposed Project	With Mitigation
387 Daily Vehicle Trips	**387** Daily Vehicle Trips
3,266 Daily VMT	**3,266** Daily VMT
0.0 Household VMT per Capita	**0.0** Household VMT per Capita
8.0 Work VMT per Employee	**8.0** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: No Threshold = 11.6 15% Below APC	**Work: No** Threshold = 11.6 15% Below APC

Measuring the Miles

11/29/2022

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: November 29, 2022
Project Name: Public Storage-5741 W. Jefferson Bl
Project Scenario: Updated Project
Project Address: 34.027006, -118.374613

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	*0*	*DU*
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other	Mini-Warehouse (ITE 11th)	447	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: November 29, 2022
Project Name: Public Storage-5741 W. Jefferson Bl
Project Scenario: Updated Project
Project Address: 34.027006, -118.374613

Version 1.3

Analysis Results			
Total Employees: 102 Total Population: 0			
Proposed Project		***With Mitigation***	
387	**Daily Vehicle Trips**	**387**	**Daily Vehicle Trips**
3,266	**Daily VMT**	**3,266**	**Daily VMT**
0	**Household VMT per Capita**	**0**	**Household VMT per Capita**
8	**Work VMT per Employee**	**8**	**Work VMT per Employee**

Significant VMT Impact?			
APC: South Los Angeles			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 11.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0	No	Household > 6.0	No
Work > 11.6	No	Work > 11.6	No

TDM Strategy Inputs

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: November 29, 2022
Project Name: Public Storage-5741 W. Jefferson Bl
Project Scenario: Updated Project
Project Address: 34.027006, -118.374613

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%	

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	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

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

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: November 29, 2022
Project Name: Public Storage-5741 W. Jefferson Bl
Project Scenario: Updated Project
Project Address: 34.027006, -118.374613

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	0	0.0%	0	8.8	0	0
Home Based Other Production	0	0.0%	0	5.4	0	0
Non-Home Based Other Production	89	-2.2%	87	7.5	668	653
Home-Based Work Attraction	85	-21.2%	67	12.2	1,037	817
Home-Based Other Attraction	183	-20.2%	146	6.7	1,226	978
Non-Home Based Other Attraction	89	-2.2%	87	9.4	837	818

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	0	0	0.0%	0	0
Home Based Other Production	0.0%	0	0	0.0%	0	0
Non-Home Based Other Production	0.0%	87	653	0.0%	87	653
Home-Based Work Attraction	0.0%	67	817	0.0%	67	817
Home-Based Other Attraction	0.0%	146	978	0.0%	146	978
Non-Home Based Other Attraction	0.0%	87	818	0.0%	87	818

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0
Total Employees: 102
APC: South Los Angeles

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**0**	**0**
Total Home Based Work Attraction VMT	**817**	**817**
Total Home Based VMT Per Capita	**0.0**	**0.0**
Total Work Based VMT Per Employee	**8.0**	**8.0**