Appendix J

Transportation

Appendix J.1

Updated LADOT Assessment Letter

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

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

13400 West Maxella Avenue
LADOT Case No. CTC20-109212

Date: November 21, 2022

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

Robert Sanchez (Nov 21, 2022 14:34 PST)

From: Robert Sanchez, Transportation Engineer
Department of Transportation

Subject: **REVISED TRANSPORTATION IMPACT ASSESSMENT FOR THE PROPOSED MIXED USE PROJECT AT 13400 WEST MAXELLA AVENUE (ENV-2016-3343-EIR/ CPC-2016-3341-GPA-VZC-HD-MCUP-CDP-MEL-SPR)**

LADOT requests that our revised assessment letter, dated May 3, 2022, for the proposed mixed-use development at 13400 Maxella Avenue be rescinded, for the reasons described below, and replaced with the attached revised assessment letter.

On August 26, 2021, LADOT issued an assessment letter for the proposed mixed-use project at 13400 Maxella Avenue. The assessment was based on the transportation analysis report prepared by Linscott, Law & Greenspan (LLG), dated April 29, 2021, and subsequent revision dated July 6, 2021. The revision included a project specific methodology for analyzing the potential overall VMT impact of the project. The methodology suggested an overall VMT reduction calculation instead of a land-use specific VMT calculation, as currently used in the LADOT VMT Calculator tool and required by LADOT's Transportation Assessment Guidelines.

Subsequent to this initial review, DOT received a request to revisit the project specific methodology used to analyze the project's VMT impact and it was determined that, although the VMT calculation delivers a delivers a mathematical resultant that achieves a lower total VMT when averaged across all land uses when compared to a project that equated the respective VMT thresholds, to simply combine these resultants into an overall project calculation would negate the build environment details used to identify the land-use specific VMT thresholds the City developed which is an imperative part of the analysis.

As noted in the Technical Advisory document on Evaluating Transportation Impacts in CEQA, released by the Office of Planning and Research (OPR) in December of 2018, *"Combining land uses for VMT analysis is not recommended. Different land uses generate different amounts of VMT, so the outcome of such an analysis could depend more on the mix of uses than on their travel efficiency. As a result, it could be difficult or impossible for a lead agency to connect a significance threshold with an environmental policy objective (such as a target set by law), inhibiting the CEQA imperative of identifying a project's significant impacts and providing mitigation where feasible. Combining land uses for a VMT analysis could streamline certain mixes of uses in a manner disconnected from policy objectives or environmental outcomes. Instead, OPR recommends analyzing each use separately, or simply focusing analysis on the dominant use, and comparing each result to the appropriate threshold."*

Therefore, in accordance with the OPR guidance sighted above, DOT issued a revised assessment letter dated May 3, 2022. Subsequent to the issuance of the May 3, 2022 assessment letter, LLG prepared an updated VMT analysis for the project's Option B, dated October 26, 2022. The updated VMT analysis describes the project's commitment to participating in the Metro Universal College Student Transit Pass

(U-Pass) program. We request that you please replace the aforementioned May 3, 2022 assessment letter, in its entirety, with the attached revised assessment letter.

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

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

13400 West Maxella Avenue
LADOT Case No. CTC20-109212

Date: ~~August 26, 2021~~
~~Revised May 3, 2022~~
Revised November 16, 2022

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

Robert Sanchez (Nov 21, 2022 14:32 PST)

From: Robert Sanchez, Transportation Engineer
Department of Transportation

Subject: **REVISED TRANSPORTATION IMPACT ASSESSMENT FOR THE PROPOSED MIXED USE PROJECT AT 13400 WEST MAXELLA AVENUE (ENV-2016-3343-EIR/ CPC-2016-3341-GPA-VZC-HD-MCUP-CDP-MEL-SPR)**

The Department of Transportation (DOT) has completed its review of the transportation analysis prepared by Linscott, Law, & Greenspan, Engineers (LLG), dated April 29, 2021, with a subsequent revision dated July 6, 2021 for the proposed mixed use project located at 13400 West Maxella Avenue. In compliance with SB 743, a vehicle miles traveled (VMT) analysis is required to identify the project's alignment with the California Environmental Quality Act (CEQA) mandates to promote the reduction of green-house gas emissions, access to diverse land uses, and the development of multi-modal networks. Subsequent to the preparation of the July 6, 2021 transportation analysis, LLG prepared an updated VMT analysis for the project's Option B dated October 26, 2022. The significance of a project's impact in this regard is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to construct a new mixed use residential and commercial development on the southwest corner of Glencoe Avenue and Maxella Avenue with the following two land use options:

1. Option A: consists of the construction of a mixed-use development including 592 market-rate residential apartment dwelling units, 66 affordable housing dwelling units, 13,650 square feet of restaurant floor area, and 13,650 square feet of commercial floor area. Parking for Option A will be provided in two subterranean levels and two above-grade levels of parking within each of the three buildings. Option A proposes to provide a total of 1,217 parking spaces. Vehicular access for Option A will be provided via two access points along the east side of Ocean Way, one driveway along the south side of Maxella Avenue, one driveway along the west side of Glencoe Avenue, and one entry/exit driveway located along the southern boundary of the project site as shown in

the site plan for the project provided as **Attachment "A"** to this report. The proposed land uses under Option A are expected to be fully build out and occupied by the year 2026.

2. Option B: consists of the construction a mixed-use development including 382 market rate residential apartment dwelling units, 43 affordable housing dwelling units, 20,000 square feet of restaurant floor area, 20,000 square feet of commercial floor area, and 90,000 square feet of office use. Parking for Option B will be provided in an onsite parking garage with one level of at-grade parking and three levels of subterranean parking. Option B proposes to provide a total of 1,287 parking spaces. Vehicular access for Option B will be provided via three access points along the east side of Ocean Way, one driveway along the south side of Maxella Avenue, and one driveway along the west side of Glencoe Avenue, along the southern boundary of the project site as shown in the site plan for the project provided as **Attachment "B"** to this report. The proposed land uses under Option B are expected to be fully build out and occupied by the year 2026.

The project site includes approximately 6.06 acres of land and is currently improved with 100,781 square feet of commercial floor area and surface parking areas. The project proposes to remove the existing improvements on the site and construct a mixed-use development under one of the two proposed development options.

B. Freeway Safety Analysis

Per the interim guideline for Freeway Safety Analysis memorandum issued by DOT on May 1, 2020 to address Caltrans safety concerns on freeways, the study addresses the project's effects on vehicle queueing 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-ramp and vehicles operating on the freeway mainline.

The evaluation included in the assessment by LLG, identified the project trips expected to be added to nearby freeway off-ramps serving the project site. It was determined that as the SR-90 ("Marina freeway") is an at-grade roadway in the immediate project site vicinity, these nearby intersections are not considered to be freeway off-ramps. As there are no freeway off-ramps located in the immediate project site area, neither Option A nor Option B will add 25 or more trips to any nearby freeway off-ramps. Therefore, a freeway ramp analysis is not required.

C. Trip Generation

Option A is expected to potentially generate a net increase of 1,379 new daily vehicle trips, a net increase of 222 new AM peak hour trips (67 inbound and 155 outbound), and a net increase of 50 new PM peak hour trips (58 inbound and -8 outbound). A copy of the proposed weekday AM and PM peak hour trip generation table under Option A can be found in **Attachment "C"** to this report.

Option B is expected to generate a net increase of 1,979 new daily vehicle trips, a net increase of 231 new AM peak hour trips (114 inbound and 117 outbound), and a net increase of 59 new PM peak hour trips (36 inbound and 23 outbound). A copy of the proposed weekday AM and PM peak hour trip generation table under Option B can be found in **Attachment "D"** to this report.

The weekday AM and PM peak hour trip generation estimates are based on rates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, 2017.

D. 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 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon local trip generation information and trip rate estimates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition, and 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 under both proposed project options. This determination is based on the latest VMT calculator version 1.3 at the time the transportation analysis was submitted and accepted by DOT. A copy of the VMT calculator screening pages, with the corresponding net daily trip estimates under both Option A and Option B are provided, as **Attachment "E"** and **Attachment "F"** correspondingly, to this report.

E. 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 the criteria used to determine transportation impacts under CEQA. The new DOT TAG provides instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

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

- Household VMT per Capita: 7.4
- Work VMT per Employee: 11.1

As cited in the VMT Analysis report prepared by LLG, the proposed project is projected to have:

Under Option A, prior to the consideration of any TDM measures, a Household VMT per capita of 6.9 which is less than the West Los Angeles APC significance threshold of 7.4 Daily Household VMT per Capita, and a less than significant impact for the Daily Work VMT per employee for the retail component since the project's retail portion is less than the 50,000 square feet threshold. Therefore, it is concluded that implementation of the project under Option A would result in no significant VMT impact. A copy of the VMT Calculator summary impact report for Option A is provided as **Attachment "G"** to this letter.

Under Option B, prior to the consideration of any TDM measures, a Household VMT per capita portion of 6.8 which is less than the West Los Angeles APC significance threshold of 7.4 Daily Household VMT per Capita, and a Work VMT per employee of 14.5 which is greater than the West Los Angeles APC significance threshold of 11.1 Daily Work VMT per Employee.
Taking into consideration the TDM measures being proposed by the project, the estimated Household VMT per Capita for Option B is reduced to 5.4, which us further below the West Los

Angeles APC significance threshold of 7.4 Daily Household VMT per Capita. The estimated Work VMT per Employee for Option B is reduced to 11.6, which is greater than the West Los Angeles APC significance threshold of 11.1 Daily Work VMT per Employee.

Under Option B, the project proposes the implementation of a combination of transit, education and encouragement, commute trip reductions, bicycle parking and infrastructure, and neighborhood infrastructure TDM strategies that are forecasted to further reduce the project Household VMT to 5.4.

For the project's Work VMT, the measures described in the paragraph above would essentially "max-out" the allowable 20% TDM strategies in the VMT Calculator. The VMT Calculator estimates that Option B would generate a Total Home Based Work Attraction VMT of 5,574, resulting in a Total Work Based VMT per Employee of 11.6 Daily VMT per Employee, which would exceed the West Los Angeles APC significance threshold of 11.1 Daily Work VMT per Employee.

To mitigate the remaining Daily Work VMT per Employee impact under Option B, the project would need to implement supplemental TDM measures to achieve approximately a 4% reduction in Total Home Based Work Attraction VMT. The project proposes to participate in a pilot program similar to the new Metro Universal College Student Transit Pass (U-Pass) program. The U-Pass program is a strategy identified in the VMT Mitigation Program Pilot Project (Fehr & Peers, June 2021, U-Pass Study) that has potential to reduce regional VMT through subsidizing transit passes for college students in Los Angeles County. The project would contribute a fee to the pilot program based on the VMT reduction needed to eliminate the impact and bring the Household VMT per Capita under the threshold. To calculate the fee amount, a ratio of 10.79 student transit passes per one (10.79:1) daily VMT reduction was identified in the U-Pass Study. This means that for every 10.79 student passes funded, the project could eliminate one daily VMT from its calculated impact. Based on the U-Pass Study, the average invoiced fee for each student transit pass using the "opt-in" mechanism is $94.18 per semester. However, after discussion with LADOT and Metro, it was proposed to use a lower "opt-out" rate for the pilot program, which would cost $7.00 per student per year.

As only the project's Daily Work VMT per Employee would exceed the West Los Angeles APC significance threshold, only the project's Total Home Based Work Attraction VMT was considered for the VMT reduction. Thus, instead of daily trips, the credits would be applied to the Total Home Based Work Attraction VMT to achieve a VMT reduction of approximately 4%. The project, prior to any mitigation, would generate a Total Home Based Work Attraction VMT of 6,968. To fully mitigate the VMT impact, the project would need to reduce Total Home Based Work Attraction VMT to 5,328. The mitigations included within the VMT Calculator would reduce the Total Home Based Work Attraction VMT from 6,968 to 5,574. Therefore, an additional 246 Daily Work VMT would need to be reduced to mitigate the VMT impact. A full mitigation of daily VMT would require the project to fund 2,654 student passes annually at a rate of $7.00 per pass. The total cost for this program would be $18,578.00 annually.

The $18,578.00 fee calculated above will be a required annual payment from the project to Metro for a minimum of seven years. The fee would continue to be required until the project's non-supplemental mitigation measures described above are alone sufficient to reduce the project's VMT to less than significant in the version of the VMT calculator that is current at the time of future analysis. However, if a VMT impact were to remain based on the version of the VMT calculator that is current at the time of future analysis, the annual fee amount would be adjusted proportionally based on the Total Home Based Work Attraction required to reduce the impact to a less than significant level. Revisions to the VMT calculator are cyclical and include additions and alterations to transit systems, land uses, and travel behaviors that may show that the project, without the supplemental mitigation measure, does not exceed future VMT thresholds. The project's proposed TDM measures would mitigate its significant VMT impact and no further mitigations would be required. A copy of the VMT Calculator summary reports is provided as **Attachment "H"** to this report.

F. 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). Therefore, DOT continues to require and review a project's site access, circulation, and operational plan to determine if any access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the project has completed an access and circulation analysis for both Option A and Option B using a "level of service" screening methodology that indicates that the trips generated by the proposed development will likely result in adverse circulation conditions at the project adjacent intersection of Glencoe Avenue and Glencoe Avenue Southerly Driveway/Villa Velletri Driveway, and at the intersection of Glencoe Avenue and Mindanao Way under both Options. A copy of the study analysis report tables that summarize these potential queueing and/or operational deficiencies are provided as **Attachment "I"** (Option A) and **Attachment "J"** (Option B) to this report.

PROJECT REQUIREMENTS

A. CEQA Related Mitigation

Consistent with City policies on sustainability and smart growth, and with DOT's trip reduction and multi-modal transportation goals, the project's mitigation program first focuses on developing a trip reduction program and on solutions that promote other modes of travel. To off-set the expected significant impacts identified in the project's VMT analysis for Option B (since Option A as proposed results in a less than significant VMT impact), DOT recommends that the applicant be required to implement the following Transportation Demand Management (TDM) strategies as mitigation:

1. Transit – Transit Subsidies
This TDM strategy involves the subsidization of transit fare for residents and employees of Option B. The subsidy will be proactively offered to each resident and employee at least once annually for a minimum of five years. At the time of initial opening, Option B will offer a daily transit subsidy to all (i.e., 100%) residents and employees of $2.98 per day.

2. Education and Encouragement – Promotions and Marketing
Option B will utilize promotional and marketing tools to educate and inform residents and employees about alternative transportation options and the effects of their travel choices. Rather than two-way communication tools or tools that would encourage an individual to consider a different mode of travel at the time the trip is taken (i.e., smartphone application, daily email, etc.), this TDM strategy includes passive educational and promotional materials, such as posters, information boards, or a website with information that residents and employees can choose to read at their own leisure.

3. Commute Trip Reductions - Alternative Work Schedules and Telecommute Program
The strategy encourages employees to work alternative schedules or telecommute, including staggered start times, flexible schedules, or compressed work weeks. At the time of initial opening of the development, Option B will offer 1.5 days per week of telecommuting to at least 5% of all employees.

4. Bicycle Infrastructure – Include Bike Parking per LAMC
Option B is required to provide 200 bicycle parking spaces (19 short-term and 181 long-term) for the residential component, and 67 bicycle parking spaces (29 short-term spaces and 38 long-term) for the restaurant, commercial, and office components. Therefore, under Option B, the project will provide the LAMC-required number of short-term and long-term bicycle parking spaces: an overall total of 267 bicycle parking spaces (48 short-term and 219 long-term) on-site thus meeting the code required spaces. This measure helps reduce peak-hour vehicle trips by making commuting by bicycle easier and more convenient.

5. Bicycle Infrastructure – Include Secure Bike Parking and Showers per LAMC
This strategy involves implementation of additional end-of-trip bicycle facilities to support safe and comfortable bicycle travel by providing amenities at destinations. This strategy applies to projects that include bicycle parking onsite per LAMC. Projects providing long-term bicycle parking secured from the general public in accordance with LAMC Section 12.21A.16(d)(2) and showers in accordance with LAMC Section 91.6307 qualify for this measure. These improvements help reduce peak-hour vehicle trips by making commuting by bicycle easier and more convenient. Under Option B, the project is committed to provide short-term and long-term bicycle parking in accordance with LAMC Section 12.21A.16(d)(2). In addition, Option B will provide showers in accordance with LAMC Section 91.6307.

6. Neighborhood Infrastructure – Pedestrian Network Improvements
This strategy involves implementation of pedestrian network improvements throughout

and around the Project Site that encourage people to walk. This includes internally linking all uses within the Project Site with pedestrian facilities such as sidewalks and connecting the Project Site to the surrounding pedestrian network. Option B includes pedestrian access points directly to sidewalks on the adjacent streets, including Maxella Avenue, and Glencoe Avenue. Additionally, Option B will improve existing sidewalks or construct new sidewalks on the above-mentioned streets adjacent to the Project Site. Furthermore, Option B will add street trees and landscaping, including a park along the Project Site's easterly frontage, to enhance the pedestrian network and improve exterior lighting along the sidewalks to improve safety.

7. Supplemental Mitigation Measures – Metro U-Pass Program
The project proposes to participate in the Metro U-Pass program, which has the potential to reduce regional VMT through subsidizing transit passes for college students in Los Angeles County. The project will fund 2,654 student passes annually at a rate of $7.00 per pass. The total cost for this program would be $18,578.00 annually. The $18,578.00 fee calculated above will be a required annual payment from the project to Metro for a minimum of seven years. The fee would continue to be required until the project's non-supplemental mitigation measures described above are alone sufficient to reduce the project's VMT to less than significant in the version of the VMT calculator that is current at the time of future analysis. Additionally, if an impact were to remain based on the version of the VMT calculator that is current at the time of future analysis, the fee would be adjusted proportionally based on the Total Home Based Work Attraction required to reduce the impact to a less than significant level.

B. Operational Improvements (Non-CEQA Analysis)

In the Traffic Study report prepared by LLG, the analysis included a review of current operational deficiencies and potential future deficiencies that may result from the project considering both proposed Options. To address these deficiencies, the applicant should be required to implement the following operational improvements (the project must coordinate with Culver City to determine appropriate traffic operational improvements within their jurisdiction):

1. Glencoe Avenue and Mindanao Way Intersection - Implement Left-Turn Phasing
The project shall assume full responsibility for implementing protected/permissive left-turn phasing for the northbound direction, as well as implementing overlap right-turn phasing for the eastbound direction at the intersection of Glencoe Avenue and Mindanao Way. The implementation of this improvement is in alignment with the improvements identified in the Coastal Transportation Corridor Specific Plan and should be coordinated with the DOT Western District office. If at the time of project approval, the above traffic signal improvements have been funded by others, the DOT shall require a similar nearby measure of equivalent value in the vicinity of the project.

2. Glencoe Avenue and Glencoe Avenue Southerly Project Driveway/Villa Velletri Driveway Intersection – Pedestrian Crosswalk/ Traffic Signal Relocation
The project shall assume full responsibility for the design and relocation of the existing signalized Glencoe Avenue midblock crossing to the north to align with the Glencoe

Avenue Southerly Project Driveway intersection. The resulting lane configuration on the northbound and southbound approaches of Glencoe Avenue would provide one left-turn lane, one through lane, and one shared through/right-turn lane. No changes to the eastbound Glencoe Avenue Southerly Project Driveway and westbound Villa Velletri approaches are proposed. Changes to the existing traffic signal equipment needed in conjunction with the recommended improvements would also be implemented as part of the improvement. In addition, crosswalks would be installed on both the northbound and southbound Glencoe Avenue approaches. The implementation of this improvement is in alignment with the project improvements identified in the Coastal Transportation Corridor Specific Plan and should be coordinated with the DOT Western District office.

3. <u>Ocean Way and Maxella Avenue Intersection-New Traffic Signal/Relocate Ped-Crosswalk</u>
The project shall assume full responsibility for the design and implementation of roadway striping changes along Maxella Avenue at the Ocean Way intersection. Specifically, the existing signalized crosswalk located approximately 100 feet west of the east leg of the intersection will be removed, and crosswalks will be installed at the Ocean Way and Maxella Avenue intersection. Additionally, the Applicant, in consultation with LADOT, will install a traffic signal at the intersection with controlled crossing devices (e.g., signalized crosswalks). The implementation of this improvement is in alignment with the project improvements identified in the Coastal Transportation Corridor Specific Plan and should be coordinated with the DOT Western District office.

4. <u>Transportation Demand Management (TDM) Program</u>
In addition to the TDM strategies cited above, DOT further recommends that the project prepare and submit a TDM program to DOT for review <u>prior</u> to the issuance of the first building permit for this project with a final TDM program to be approved by DOT <u>prior</u> to the issuance of the first certificate of occupancy. The TDM program should include not only the TDM strategies identified to mitigate Project VMT impacts but should also consider and include all of the VMT Calculator TDM strategies that can potentially reduce the Project's VMT footprint.

C. Transportation Impact Assessment (TIA) Fee

Pursuant to Section 6 of the CTC SP Ordinance No. 186104 authorizing the TIA Fee Programs Ordinance No. 186105, an applicant for a project within the Specific Plan area, except as exempted, shall pay, or guarantee payment of a TIA Fee prior to issuance of any building permit. Applicable fee rates are identified in the TIA Fee Table of Ordinance No. 186105. In addition, credit for affordable housing units can be granted as detailed in Section D.3.b.i of Ordinance No. 186105. The applicable fee for the proposed project (Option B) has been determined as follows:

<u>Proposed Use:</u>

382 Apartment units x $4,720 per unit [Full TIA fee applicable on or after October 26, 2020]	$ 1,803,040
40,000 sq. ft. Retail x $13,561 per 1000 sq. ft.	$ 542,440

90,000 sq. ft. Office x $23,724 per 1000 sq. ft.	$ 2,135,160
-43 Affordable units x [2 x ($4,720 per unit)]	-$ 450,920

Subtotal Proposed TIA Fee	*$ 4,029,720*
Existing Use (credit)	
100,781 sq. ft. of Retail x $13,561 per 1000 sq. ft.	-$ 1,366,691

Subtotal Existing TIA Fee	*-$ 1,366,691*
Total Estimated TIA Fee	***$ 2,663,029***

D. Implementation of Physical Improvements

The applicant shall be responsible for the cost and implementation of any traffic signal equipment modifications and bus stop relocations associated with the proposed transportation improvements and enhancements described above. All improvements, enhancements, and associated traffic signal work within the City of Los Angeles must be **guaranteed** through Bureau of Engineering's (BOE) B-Permit process, prior to the issuance of any building permits and **completed** prior to the issuance of any certificates of occupancy. Temporary certificates of occupancy may be granted in the event of any delay through no fault of the applicant, provided that, in each case, the applicant has demonstrated reasonable efforts and due diligence to the satisfaction of DOT. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor email DOT's B-Permit Coordinator at ladot.planprocessing@lacity.org to arrange a pre-design meeting to finalize the proposed design needed for the project. If a proposed traffic corrective measure does not receive the required approval during plan review, a substitute corrective measure may be provided subject to the approval of LADOT or other governing agency with jurisdiction over the corrective condition location, upon demonstration that the substitute measure is correctively equivalent or superior to the original measure in addressing the project's corrective traffic condition. To the extent that a corrective measure proves to be infeasible and no substitute corrective measure is available, then the identified corrective condition would remain.

E. Construction Impacts

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

F. Highway Dedication And Street Widening Requirements

In order to mitigate potential access and circulation impacts, the applicant may be required to make highway dedications and improvements. The applicant shall consult the Bureau of Engineering (BOE) for any highway dedication or street widening requirements. These requirements must be guaranteed before the issuance of any building permit through the B-permit process of the BOE. They must be constructed and completed prior to the issuance of any certificate of occupancy to the satisfaction of DOT and BOE.

G. Parking Analysis

The project is proposing to provide a minimum Code-required total of 1,217 parking spaces under Option A, and a total of 1,287 parking spaces under Option B. Also, an overall minimum Code-required total of 267 bicycle parking spaces (48 short-term and 219 long-term) will be provided on site within parking garage. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

H. Project Access

Project access to the site will be provided for Option A and Option B as follows:
For Option A, vehicular access will be provided via two access points along the east side of Ocean Way, one driveway along the south side of Maxella Avenue, one driveway along the west side of Glencoe Avenue, and one entry/exit driveway located along the southern boundary of the project site, and for Option B, vehicular access will be provided via three access points along the east side of Ocean Way, one driveway along the south side of Maxella Avenue, and one driveway along the west side of Glencoe Avenue, along the southern boundary of the project site.

I. Driveway Access and Circulation

The proposed site plan is acceptable to DOT; however, review of the study does not constitute approval of the driveway dimensions and internal circulation schemes. Those require separate review and approval and should be coordinated with DOT's West LA/Coastal Development Review Section (7166 W Manchester Ave, @ 213-485-1062). In order to minimize potential building design changes, the applicant should contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. All new driveways should be Case 2 driveways and any security gates should be a minimum 20 feet from the property line. All truck loading and unloading should take place on site with no vehicles backing into the project from public streets via any of the project driveways.

J. Development Review Fees

An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. This ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact me or Pedro Ayala at (213) 485-1062.

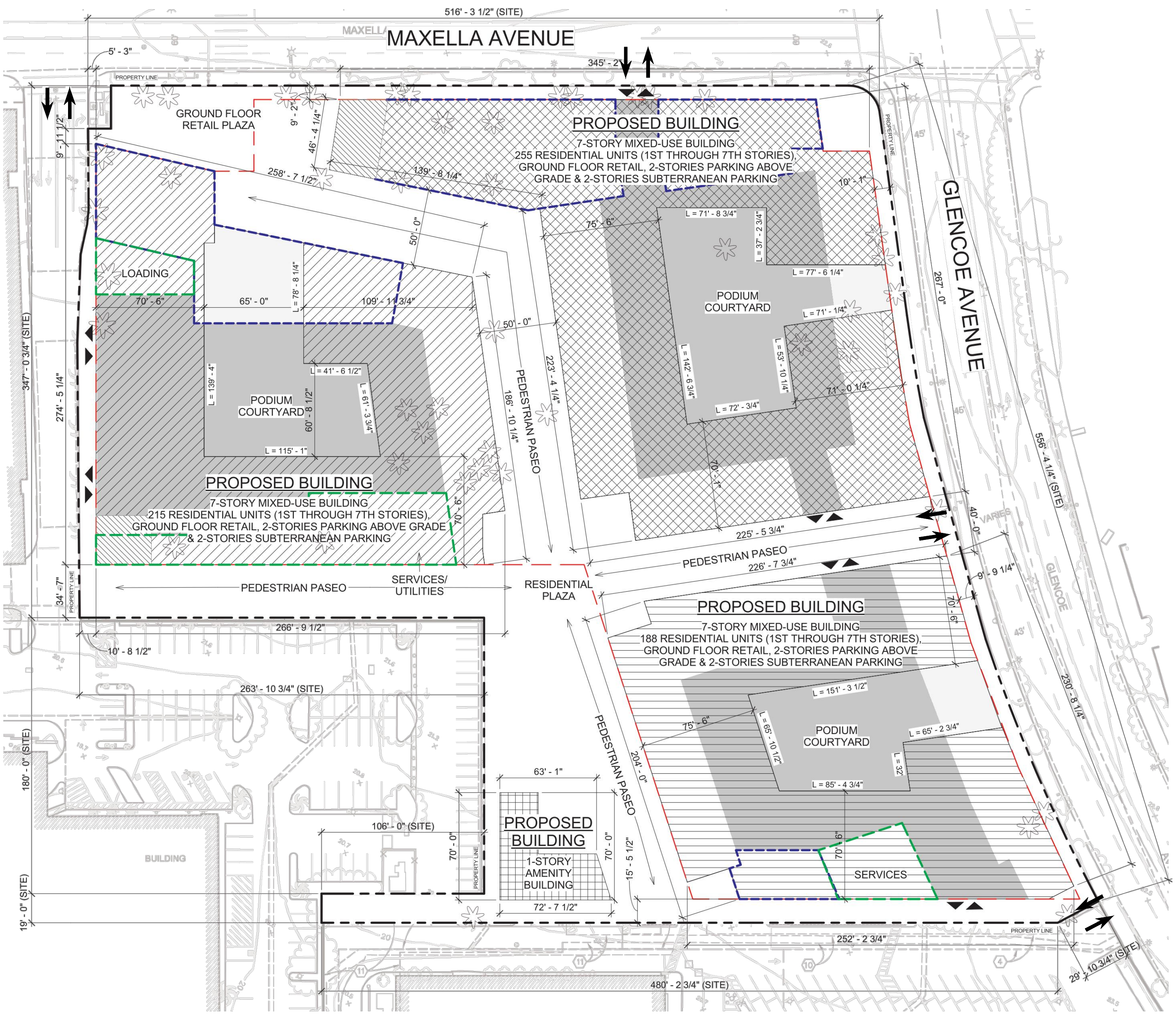
RS:pa

Attachments

c: Alan Como, Marcus Woersching, DCP
Jason Douglas, Eric Bruins, Len Nguyen, Council District No. 11
Rudy Guevara, DOT
Mike Patonai, Oscar Gutierrez, BOE
Jason Shender, Linscott, Law, & Greenspan, Engineers

13400 W. Maxella Ave.: Mixed-Use - Paseo Marina project (CTC19-109212)

Attachment "A"



N

NOT TO SCALE

MAP SOURCE: TCA ARCHITECTS

↓↑ PROJECT DRIVEWAY SITE ACCESS

▼▲ PROJECT BUILDING ACCESS

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 2-2
PROJECT SITE PLAN - OPTION A

PASEO MARINA PROJECT

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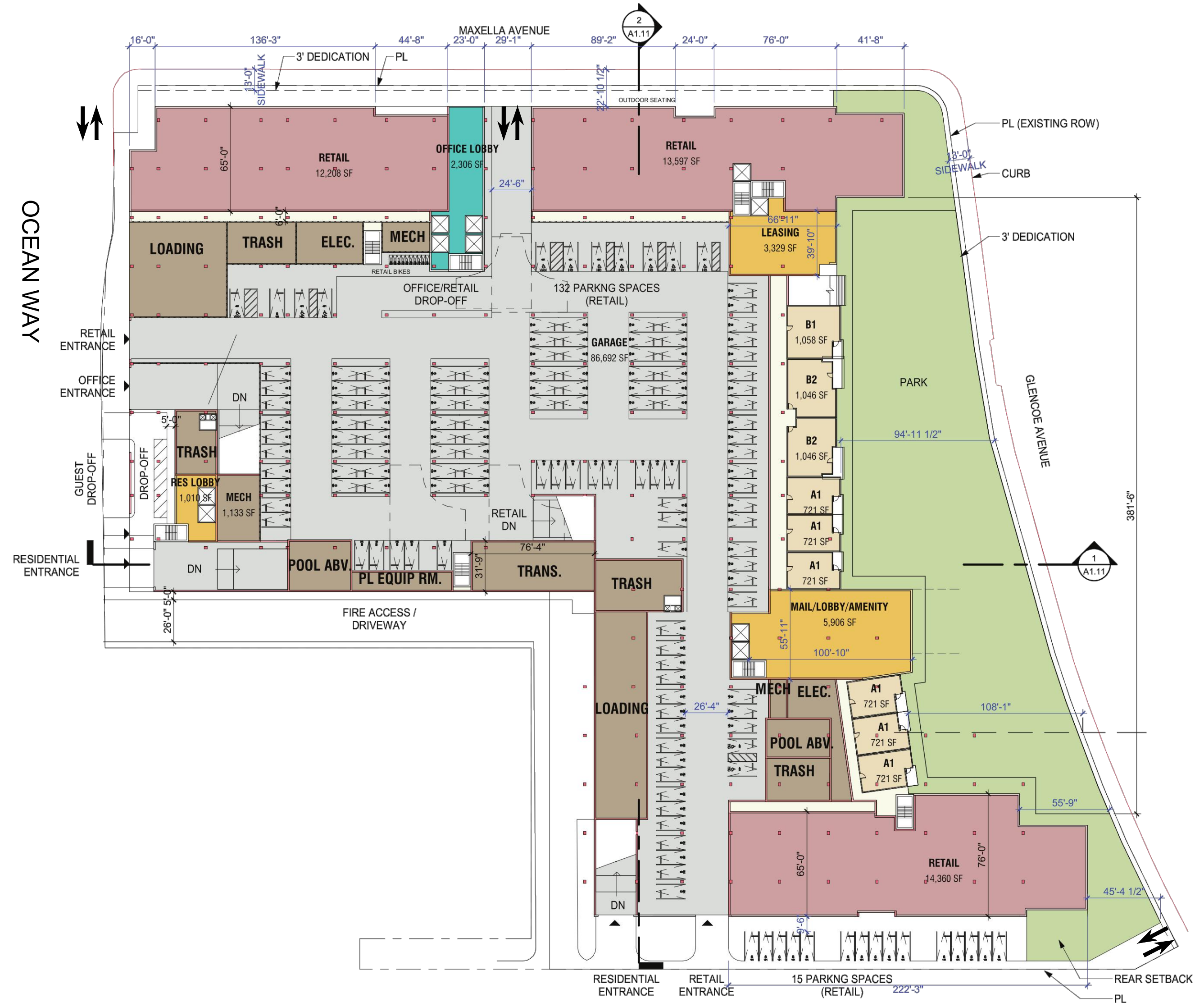
13400 W. Maxella Ave.: Mixed-Use - Paseo Marina project (CTC19-109212)

Attachment "B"



NOT TO SCALE

MAP SOURCE: TCA ARCHITECTS

↓↑ PROJECT DRIVEWAY SITE ACCESS

▼▲ PROJECT BUILDING ACCESS

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 2-3

PROJECT SITE PLAN - OPTION B

GROUND FLOOR

PASEO MARINA PROJECT

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Table 2-1
OPTION A TRIP GENERATION [1]

27-Apr-21

LAND USE	SIZE	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project							
Apartments [3]	592 DU	55	158	213	159	101	260
Affordable Family Housing [4]	66 DU	13	21	34	14	11	25
Restaurant [5]	13,650 GSF	75	61	136	82	51	133
Commercial [6]	13,650 GLSF	8	5	13	25	27	52
Subtotal		151	245	396	280	190	470
Internal Capture [7]		(17)	(27)	(44)	(64)	(43)	(107)
Transit Trips (15%) [8]		(18)	(30)	(48)	(30)	(20)	(50)
Subtotal Project Driveway Trips		**116**	**188**	**304**	**186**	**127**	**313**
Existing Land Use							
Commercial [5]	(100,781) GLSF	(59)	(36)	(95)	(184)	(200)	(384)
Existing Transit Trips [8]							
Commercial (15%)		9	5	14	28	30	58
Subtotal Existing Driveway Trips		**(50)**	**(31)**	**(81)**	**(156)**	**(170)**	**(326)**
NET INCREASE DRIVEWAY TRIPS		**66**	**157**	**223**	**30**	**(43)**	**(13)**
Proposed Pass-By Trips [9]							
Restaurant (20%)		(11)	(9)	(20)	(11)	(7)	(18)
Commercial (50%)		(3)	(2)	(5)	(8)	(9)	(17)
Subtotal		(14)	(11)	(25)	(19)	(16)	(35)
Existing Pass-By Trips [9]							
Commercial (30%)		15	9	24	47	51	98
NET INCREASE "OFF-SITE" TRIPS		**67**	**155**	**222**	**58**	**(8)**	**50**

[1] Sources: ITE *Trip Generation Manual,* 10th Edition, 2017.

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

[3] ITE Land Use Code 221 (Multifamily Housing [Mid-Rise]) trip generation average rates.
- AM Peak Hour Trip Rate: 0.36 trips/dwelling unit; 26% inbound/74% outbound
- PM Peak Hour Trip Rate: 0.44 trips/dwelling unit; 61% inbound/39% outbound

[4] City of Los Angeles Affordable Housing (Family) trip generation average rates.
- AM Peak Hour Trip Rate: 0.52 trips/dwelling unit; 38% inbound/62% outbound
- PM Peak Hour Trip Rate: 0.38 trips/dwelling unit; 55% inbound/45% outbound

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

[6] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
- AM Peak Hour Trip Rate: 0.94 trips/1,000 SF of leasable area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 3.81 trips/1,000 SF of leasable area; 48% inbound/52% outbound

[7] The internal capture reduction for the residential, restaurant, retail, and office is based on the synergy between all the land uses provided within the Project Site, and determined via NCHRP 684 Internal Capture Estimation Tool (12% for AM Peak Hour and 24% for PM Peak Hour).

[8] A 15% transit use reduction applied based on the Project Site being located within 1/4 mile of a Big Blue Bus rapid stop. The trip reduction for transit trips has been applied to the proposed Project and existing land uses based on the *LADOT Transportation Assessment Guidelines,* July 2020 for developments within a 1/4 mile walking distance of a transit station or a Rapid Bus stop.

[9] Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the site. The trip reduction for pass-by trips has been applied to the restaurant and commercial components of the Project based on the *LADOT Transportation Assessment Guidelines,* July 2020 for High Turnover Restaurant, Shopping Center less than 50,000 sf, and Shopping Center 100,000 to less than 300,000 sf.

Table 2-2
OPTION B TRIP GENERATION [1]

20-Apr-21

LAND USE	SIZE	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project							
Apartments [3]	382 DU	36	102	138	102	66	168
Affordable Family Housing [4]	43 DU	8	14	22	9	7	16
Restaurant [5]	20,000 GSF	109	90	199	121	74	195
Commercial [6]	20,000 GLSF	12	7	19	36	40	76
Office [7]	90,000 GSF	89	15	104	17	87	104
Subtotal		254	228	482	285	274	559
Internal Capture [8]		(59)	(51)	(110)	(86)	(83)	(169)
Transit Trips (15%) [9]		(28)	(24)	(52)	(29)	(28)	(57)
Subtotal Project Driveway Trips		**167**	**153**	**320**	**170**	**163**	**333**
Existing Land Use							
Commercial [5]	(100,781) GLSF	(59)	(36)	(95)	(184)	(200)	(384)
Existing Transit Trips [9]							
Commercial (15%)		9	5	14	28	30	58
Subtotal Existing Driveway Trips		**(50)**	**(31)**	**(81)**	**(156)**	**(170)**	**(326)**
NET INCREASE DRIVEWAY TRIPS		**117**	**122**	**239**	**14**	**(7)**	**7**
Proposed Pass-By Trips [10]							
Restaurant (20%)		(14)	(12)	(26)	(14)	(9)	(23)
Commercial (50%)		(4)	(2)	(6)	(11)	(12)	(23)
Subtotal		(18)	(14)	(32)	(25)	(21)	(46)
Existing Pass-By Trips [10]							
Commercial (30%)		15	9	24	47	51	98
NET INCREASE "OFF-SITE" TRIPS		**114**	**117**	**231**	**36**	**23**	**59**

[1] Source: ITE *Trip Generation Manual,* 10th Edition, 2017.

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

[3] ITE Land Use Code 221 (Multifamily Housing [Mid-Rise]) trip generation average rates.
- AM Peak Hour Trip Rate: 0.36 trips/dwelling unit; 26% inbound/74% outbound
- PM Peak Hour Trip Rate: 0.44 trips/dwelling unit; 61% inbound/39% outbound

[4] City of Los Angeles Affordable Housing (Family) trip generation average rates.
- AM Peak Hour Trip Rate: 0.52 trips/dwelling unit; 38% inbound/62% outbound
- PM Peak Hour Trip Rate: 0.38 trips/dwelling unit; 55% inbound/45% outbound

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

[6] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
- AM Peak Hour Trip Rate: 0.94 trips/1,000 SF of leasable area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 3.81 trips/1,000 SF of leasable area; 48% inbound/52% outbound

[7] ITE Land Use Code 710 (General Office Building) trip generation average rates.
- AM Peak Hour Trip Rate: 1.16 trips/1,000 SF of floor area; 86% inbound/14% outbound
- PM Peak Hour Trip Rate: 1.15 trips/1,000 SF of floor area; 16% inbound/84% outbound

[8] The internal capture reduction for the residential, restaurant, retail, and office is based on the synergy between all the market-rate apartments, restaurant, commercial, and office land uses provided within the Project Site, and determined via NCHRP 684 Internal Capture Estimation Tool (24% for AM Peak Hour and 31% for PM Peak Hour).

[9] A 15% transit use reduction applied based on the Project Site being located within 1/4 mile of a Big Blue Bus rapid stop. The trip reduction for transit trips has been applied to the proposed Project and existing land uses based on the *LADOT Transportation Assessment Guidelines,* July 2020 for developments within a 1/4 mile walking distance of a transit station or a Rapid Bus stop. The transit reduction was not applied to the affordable housing component of the Project, per the *LADOT Transportation Assessment Guidelines,* July 2020.

[10] Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the site. The trip reduction for pass-by trips has been applied to the restaurant and commercial components of the Project based on the *LADOT Transportation Assessment Guidelines,* July 2020 for High Turnover Restaurant, Shopping Center less than 50,000 sf, and Shopping Center 100,000 to less than 300,000 sf.

13400 W. Maxella Ave.: Mixed-Use - Paseo Marina project (CTC19-109212)

Attachment "E"

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

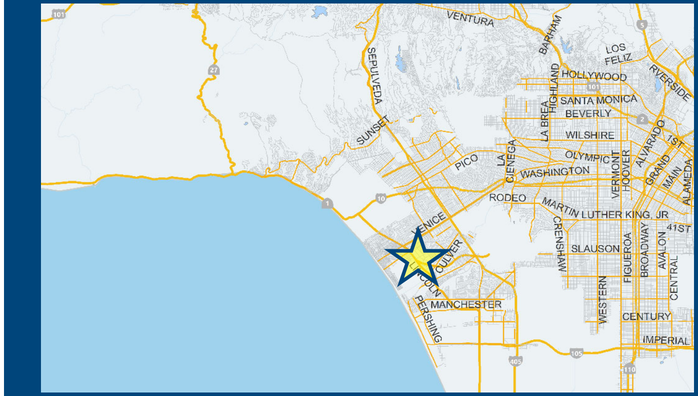
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: Paseo Marina

Scenario: Option A

Address: 13400 W MAXELLA AVE, 90292



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

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Retail | General Retail	100.781	ksf
Retail | General Retail	100.781	ksf

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

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | General Retail	13.65	ksf
Housing | Multi-Family	592	DU
Housing | Affordable Housing - Family	66	DU
Retail | High-Turnover Sit-Down Restaurant	13.65	ksf
Retail | General Retail	13.65	ksf

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

Project Screening Summary

Existing Land Use	Proposed Project
3,595 Daily Vehicle Trips	**4,974** Daily Vehicle Trips
29,609 Daily VMT	**37,347** Daily VMT

Tier 1 Screening Criteria

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

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	1,379 Net Daily Trips
The net increase in daily VMT ≤ 0	7,738 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	27.300 ksf

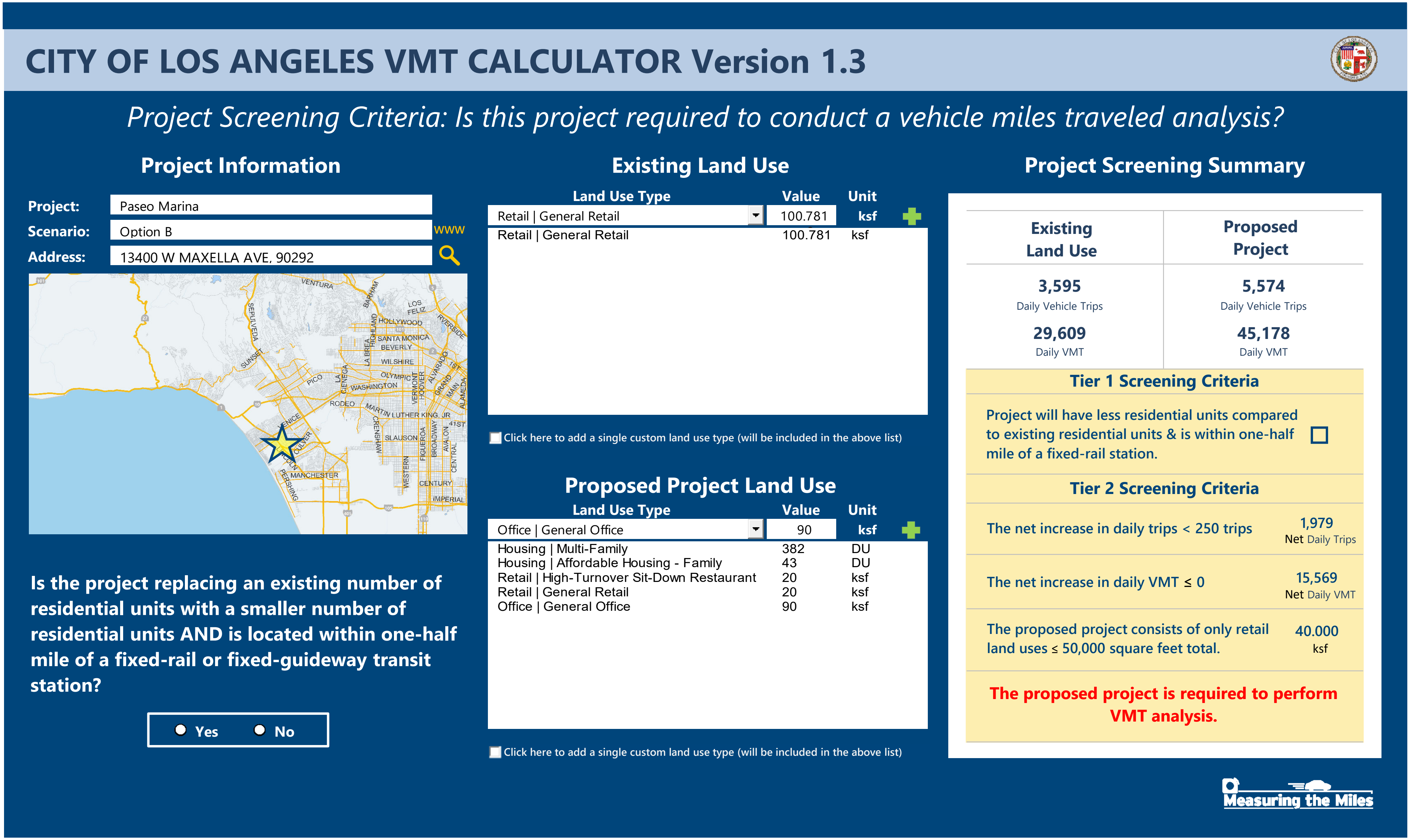
The proposed project is required to perform VMT analysis.

Measuring the Miles

4/27/2021

13400 W. Maxella Ave.: Mixed-Use - Paseo Marina project (CTC19-109212)

Attachment "F"



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: Paseo Marina
Scenario: Option B
Address: 13400 W MAXELLA AVE, 90292

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

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Retail | General Retail	100.781	ksf
Retail | General Retail	100.781	ksf

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

Proposed Project Land Use

Land Use Type	Value	Unit
Office | General Office	90	ksf
Housing | Multi-Family	382	DU
Housing | Affordable Housing - Family	43	DU
Retail | High-Turnover Sit-Down Restaurant	20	ksf
Retail | General Retail	20	ksf
Office | General Office	90	ksf

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

Project Screening Summary

Existing Land Use	Proposed Project
3,595 Daily Vehicle Trips	**5,574** Daily Vehicle Trips
29,609 Daily VMT	**45,178** Daily VMT

Tier 1 Screening Criteria

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

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	1,979 Net Daily Trips
The net increase in daily VMT ≤ 0	15,569 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	40.000 ksf

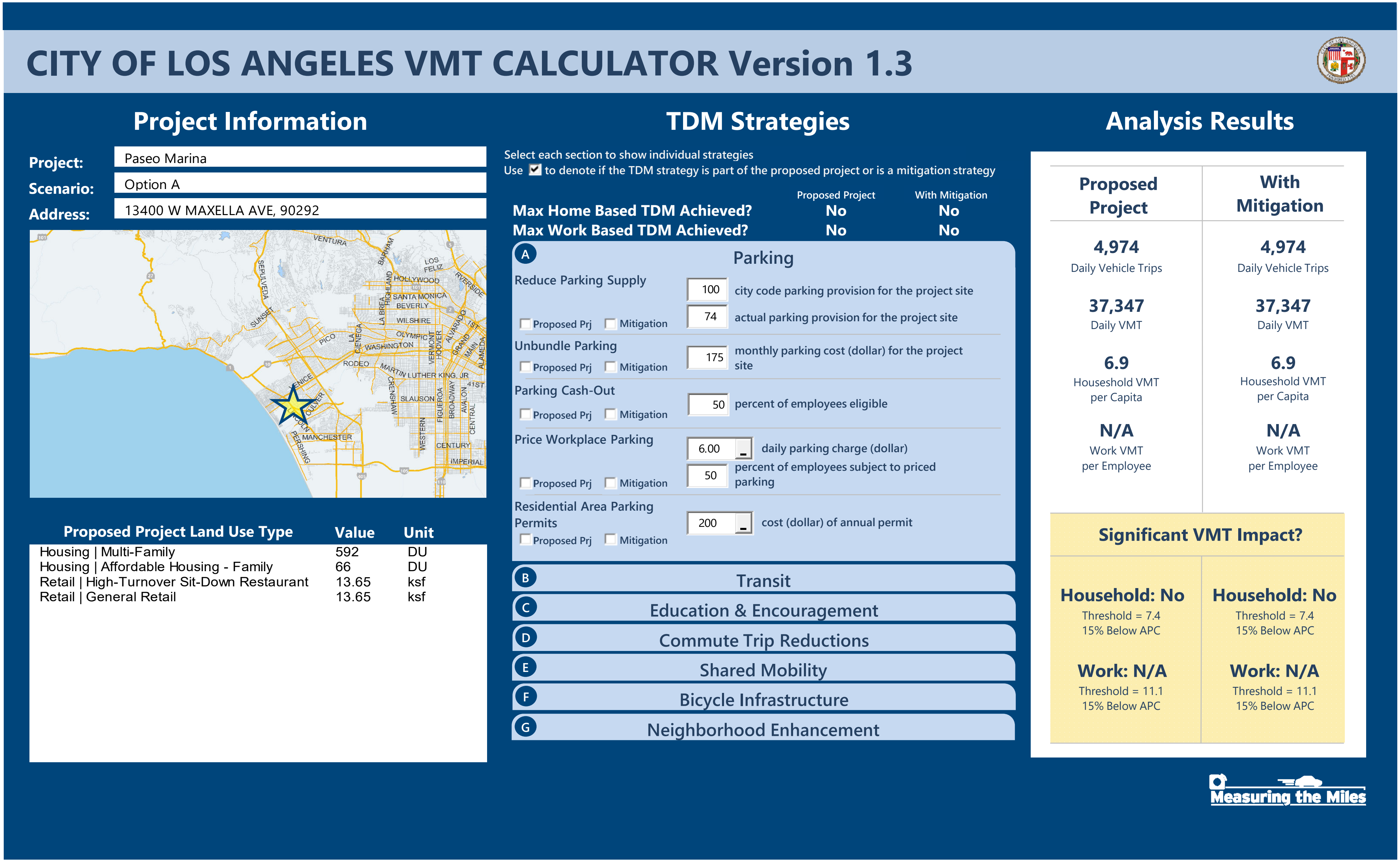
The proposed project is required to perform VMT analysis.

Measuring the Miles

6/21/2021

13400 W. Maxella Ave.: Mixed-Use - Paseo Marina project (CTC19-109212)

Attachment "G"



CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: Paseo Marina
Scenario: Option A
Address: 13400 W MAXELLA AVE, 90292

Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	592	DU
Housing | Affordable Housing - Family	66	DU
Retail | High-Turnover Sit-Down Restaurant	13.65	ksf
Retail | General Retail	13.65	ksf

TDM Strategies

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

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

A Parking

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

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

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

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

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

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
4,974 Daily Vehicle Trips	**4,974** Daily Vehicle Trips
37,347 Daily VMT	**37,347** Daily VMT
6.9 Household VMT per Capita	**6.9** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

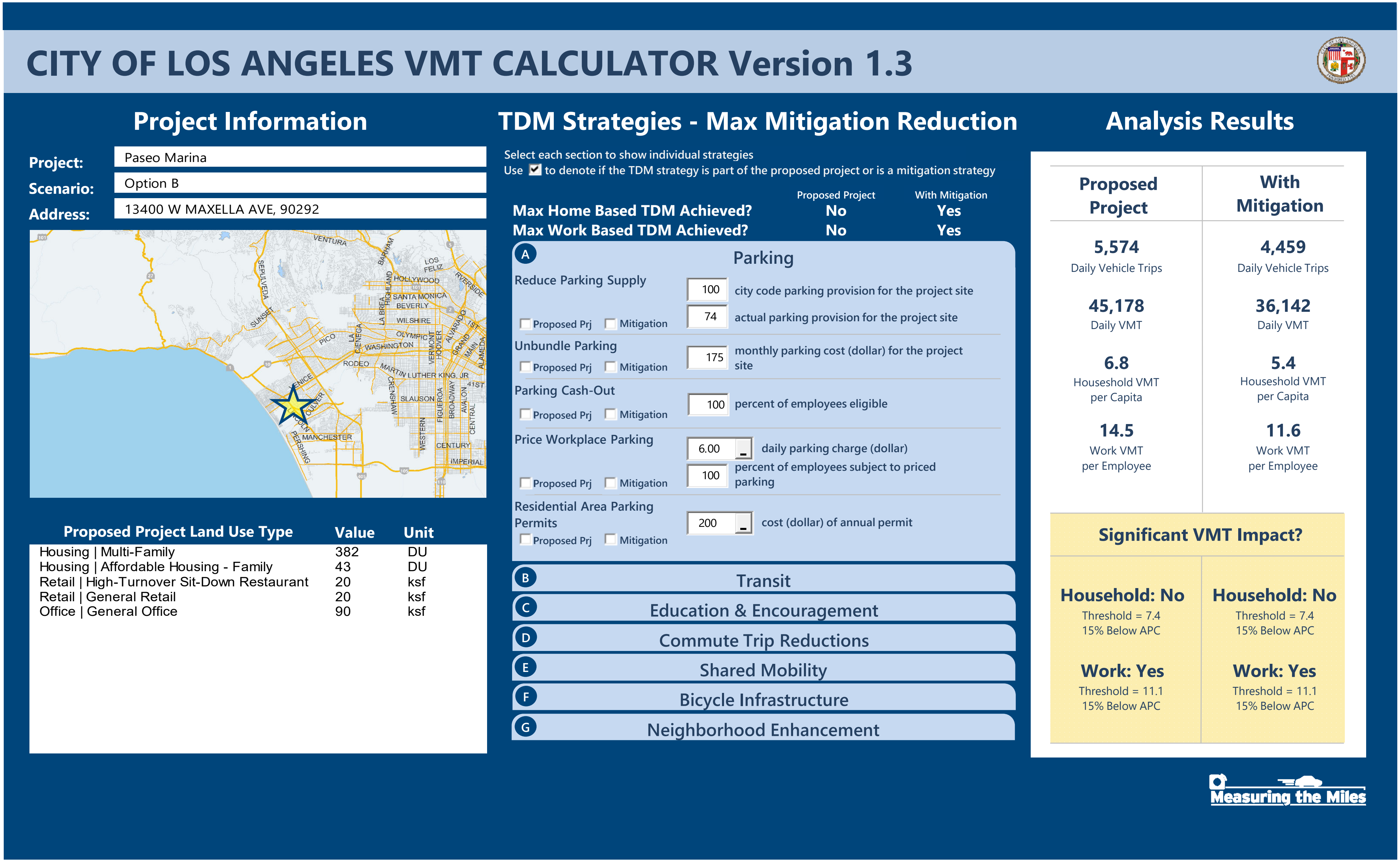
Household: No Threshold = 7.4 15% Below APC	**Household: No** Threshold = 7.4 15% Below APC
Work: N/A Threshold = 11.1 15% Below APC	**Work: N/A** Threshold = 11.1 15% Below APC

Measuring the Miles

4/27/2021

13400 W. Maxella Ave.: Mixed-Use - Paseo Marina project (CTC19-109212)

Attachment "H"



CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: Paseo Marina

Scenario: Option B

Address: 13400 W MAXELLA AVE, 90292

Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	382	DU
Housing | Affordable Housing - Family	43	DU
Retail | High-Turnover Sit-Down Restaurant	20	ksf
Retail | General Retail	20	ksf
Office | General Office	90	ksf

TDM Strategies - Max Mitigation Reduction

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**	**Yes**
Max Work Based TDM Achieved?	**No**	**Yes**

A Parking

Reduce Parking Supply

100 city code parking provision for the project site

74 actual parking provision for the project site

☐ Proposed Prj ☐ Mitigation

Unbundle Parking

175 monthly parking cost (dollar) for the project site

☐ Proposed Prj ☐ Mitigation

Parking Cash-Out

100 percent of employees eligible

☐ Proposed Prj ☐ Mitigation

Price Workplace Parking

6.00 daily parking charge (dollar)

100 percent of employees subject to priced parking

☐ Proposed Prj ☐ Mitigation

Residential Area Parking Permits

200 cost (dollar) of annual permit

☐ Proposed Prj ☐ Mitigation

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
5,574 Daily Vehicle Trips	**4,459** Daily Vehicle Trips
45,178 Daily VMT	**36,142** Daily VMT
6.8 Household VMT per Capita	**5.4** Household VMT per Capita
14.5 Work VMT per Employee	**11.6** Work VMT per Employee

Significant VMT Impact?

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

Measuring the Miles

6/21/2021

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

13-Apr-21

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2020 EXISTING			YEAR 2020 EXISTING W/ PROJECT			YEAR 2026 FUTURE W/O PROJECT			YEAR 2026 FUTURE W/ PROJECT			YEAR 2026 FUTURE W/ PROJECT + IMPROVEMENTS		
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]
1	Walgrove Avenue / Washington Boulevard (Unsignalized)	SB Left/Right	AM	64.4	F	215.0	68.2	F	222.5	138.1	F	335.0	149.2	F	347.5	--	--	--
			PM	155.5	F	430.0	160.8	F	435.0	291.2	F	610.0	300.0	F	620.0	--	--	--
		EB Left	AM	25.0	C	112.5	25.6	D	117.5	33.9	D	157.5	35.1	E	162.5	--	--	--
			PM	18.1	C	67.5	18.4	C	70.0	23.0	C	95.0	23.5	C	95.0	--	--	--
2	Lincoln Boulevard / Marina Pointe Drive - Maxella Avenue (Signalized)	NB Left	AM	44.6	D	73.9	44.6	D	73.9	46.0	D	78.4	46.0	D	78.4	--	--	--
			PM	47.2	D	122.9	47.2	D	122.9	47.8	D	130.4	47.8	D	130.4	--	--	--
		NB Through	AM	140.5	F	1225.2	140.5	F	1225.2	176.2	F	1459.9	176.2	F	1459.9	--	--	--
			PM	76.7	F	814.0	76.7	F	814.0	123.0	F	1111.2	123.0	F	1111.2	--	--	--
		NB Right	AM	22.2	C	234.3	22.6	C	245.9	22.9	C	257.0	23.3	C	268.8	--	--	--
			PM	24.0	C	293.7	24.4	C	306.5	26.0	C	355.3	26.5	C	369.4	--	--	--
		SB Left	AM	33.8	C	62.7	33.8	C	65.4	33.9	C	68.0	33.9	C	70.8	--	--	--
			PM	33.6	C	53.2	33.7	C	55.8	33.7	C	59.5	33.8	C	62.2	--	--	--
		SB Through	AM	40.2	D	493.7	40.2	D	493.7	42.1	D	540.5	42.1	D	540.5	--	--	--
			PM	45.0	D	598.6	45.0	D	598.6	51.1	D	684.3	51.1	D	684.3	--	--	--
		SB Right	AM	45.3	D	511.9	45.3	D	511.9	48.7	D	564.8	48.7	D	564.8	--	--	--
			PM	54.3	D	627.2	54.3	D	627.2	64.6	E	732.8	64.6	E	732.8	--	--	--
		EB Left	AM	45.6	D	99.3	45.6	D	99.3	45.8	D	106.2	45.8	D	106.2	--	--	--
			PM	45.9	D	113.1	45.9	D	113.1	46.1	D	120.0	46.1	D	120.0	--	--	--
		EB Through	AM	45.6	D	104.4	45.6	D	104.4	45.7	D	111.3	45.7	D	111.3	--	--	--
			PM	45.1	D	84.0	45.1	D	84.0	45.2	D	89.5	45.2	D	89.5	--	--	--
		EB Right	AM	7.1	A	140.9	7.1	A	140.9	7.2	A	150.2	7.2	A	150.2	--	--	--
			PM	6.5	A	71.9	6.5	A	71.9	6.5	A	76.2	6.5	A	76.2	--	--	--
		WB Left	AM	52.3	D	175.0	52.8	D	187.8	59.6	E	254.3	61.7	E	268.1	--	--	--
			PM	74.1	E	332.5	73.7	E	330.8	108.8	F	457.8	108.1	F	455.2	--	--	--
		WB Through	AM	51.1	D	139.2	51.3	D	145.1	52.5	D	182.3	52.7	D	188.5	--	--	--
			PM	66.4	E	302.4	66.3	E	301.8	79.8	E	363.3	79.6	E	362.5	--	--	--
		WB Right	AM	35.7	D	141.0	36.1	D	156.2	36.1	D	157.5	36.4	D	172.9	--	--	--
			PM	37.8	D	223.3	37.8	D	222.1	38.4	D	241.4	38.3	D	240.3	--	--	--
3	Del Rey Avenue / Maxella Avenue (Unsignalized)	SB Left/Right	AM	11.8	B	15.0	12.0	B	17.5	13.4	B	32.5	13.6	B	32.5	--	--	--
			PM	17.0	C	70.0	17.0	C	70.0	21.4	C	100.0	21.5	C	102.5	--	--	--
		EB Left	AM	8.5	A	10.0	8.6	A	12.5	8.7	A	12.5	8.8	A	12.5	--	--	--
			PM	8.9	A	7.5	8.9	A	7.5	9.3	A	10.0	9.3	A	10.0	--	--	--

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

13-Apr-21

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2020 EXISTING			YEAR 2020 EXISTING W/ PROJECT			YEAR 2026 FUTURE W/O PROJECT			YEAR 2026 FUTURE W/ PROJECT			YEAR 2026 FUTURE W/ PROJECT + IMPROVEMENTS		
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]
4	Ocean Way / Maxella Avenue (Unsignalized w/o Project; Signalized w/ Project)	NB Left	AM	14.3	B	10.0	11.0	B	28.5	16.2	C	15.0	10.9	B	31.7	--	--	--
			PM	20.5	C	20.0	10.9	B	23.9	27.2	D	35.0	11.0	B	28.3	--	--	--
		NB Right	AM	9.8	A	7.5	11.4	B	34.1	10.1	B	7.5	11.0	B	36.8	--	--	--
			PM	10.4	B	5.0	10.8	B	18.3	10.8	B	7.5	10.9	B	22.2	--	--	--
		EB Through	AM	--	--	--	12.3	B	78.5	--	--	--	12.7	B	91.5	--	--	--
			PM	--	--	--	13.6	B	125.1	--	--	--	14.2	B	147.4	--	--	--
		EB Right	AM	--	--	--	12.4	B	76.3	--	--	--	12.8	B	88.8	--	--	--
			PM	--	--	--	13.7	B	119.0	--	--	--	14.4	B	139.4	--	--	--
		WB Left	AM	8.2	A	2.5	13.8	B	16.9	8.3	A	2.5	14.5	B	19.9	--	--	--
			PM	8.8	A	5.0	16.3	B	27.0	9.1	A	5.0	18.1	B	37.5	--	--	--
		WB Through	AM	--	--	--	11.5	B	54.2	--	--	--	11.7	B	60.5	--	--	--
			PM	--	--	--	12.1	B	77.7	--	--	--	12.5	B	94.3	--	--	--
5	Maxella Avenue Driveway / Maxella Avenue (Unsignalized)	NB Right	AM	9.4	A	0.0	9.5	A	0.0	9.6	A	0.0	9.8	A	0.0	--	--	--
			PM	9.9	A	0.0	9.9	A	0.0	10.2	B	0.0	10.2	B	0.0	--	--	--
6	Glencoe Avenue / Maxella Avenue (Signalized)	NB Left	AM	17.9	B	59.4	18.2	B	60.2	19.3	B	67.2	19.7	B	68.1	--	--	--
			PM	22.4	C	77.2	22.9	C	78.2	30.5	C	116.9	31.7	C	119.3	--	--	--
		NB Through	AM	18.6	B	280.9	20.2	C	304.6	21.9	C	327.0	24.7	C	359.7	--	--	--
			PM	13.0	B	151.8	13.0	B	150.5	13.5	B	174.9	13.5	B	173.3	--	--	--
		NB Right	AM	10.7	B	19.5	10.7	B	19.5	10.7	B	20.6	10.7	B	20.6	--	--	--
			PM	10.8	B	25.9	10.8	B	25.9	10.8	B	27.4	10.8	B	27.4	--	--	--
		SB Left	AM	24.1	C	44.2	25.3	C	45.5	26.7	C	51.1	28.1	C	53.0	--	--	--
			PM	16.8	B	22.7	16.8	B	22.7	18.0	B	27.4	17.9	B	27.3	--	--	--
		SB Through	AM	12.5	B	128.1	12.6	B	132.9	12.9	B	145.6	13.0	B	150.6	--	--	--
			PM	13.9	B	189.4	14.1	B	194.3	15.1	B	218.0	15.4	B	224.0	--	--	--
		SB Right	AM	12.6	B	122.7	12.6	B	127.4	12.9	B	139.3	13.0	B	144.2	--	--	--
			PM	14.0	B	180.2	14.2	B	186.5	15.2	B	208.9	15.5	B	214.8	--	--	--
		EB Left	AM	13.4	B	47.9	13.8	B	57.2	14.0	B	57.6	14.4	B	67.3	--	--	--
			PM	15.4	B	72.3	15.4	B	72.0	16.8	B	90.4	16.8	B	89.9	--	--	--
		EB Through	AM	11.3	B	38.6	11.3	B	41.1	11.4	B	45.3	11.5	B	47.9	--	--	--
			PM	11.8	B	57.2	11.7	B	56.8	12.0	B	68.3	12.0	B	67.7	--	--	--
		EB Right	AM	12.0	B	55.2	12.2	B	59.0	12.4	B	66.9	12.5	B	70.8	--	--	--
			PM	12.9	B	81.0	12.9	B	81.0	13.2	B	89.5	13.2	B	89.5	--	--	--
		WB Left	AM	12.5	B	27.5	12.6	B	27.6	12.9	B	29.6	13.0	B	29.9	--	--	--
			PM	13.9	B	44.7	13.9	B	44.5	14.5	B	48.9	14.5	B	48.9	--	--	--
		WB Through	AM	11.1	B	31.7	11.1	B	32.9	11.2	B	35.7	11.2	B	37.0	--	--	--
			PM	11.6	B	52.6	11.6	B	53.3	11.8	B	61.0	11.9	B	61.7	--	--	--
		WB Right	AM	11.3	B	32.5	11.3	B	32.5	11.4	B	35.4	11.4	B	35.5	--	--	--
			PM	11.8	B	50.1	11.8	B	50.7	12.0	B	57.8	12.1	B	58.6	--	--	--
7	Glencoe Avenue / Glencoe Avenue Northerly Driveway (Unsignalized)	NB Left	AM	--	--	--	9.7	A	2.5	--	--	--	10.0	B	2.5	--	--	--
			PM	--	--	--	10.9	B	5.0	--	--	--	11.5	B	5.0	--	--	--
		EB Right	AM	--	--	--	11.8	B	7.5	--	--	--	12.3	B	7.5	--	--	--
			PM	--	--	--	12.9	B	5.0	--	--	--	13.6	B	7.5	--	--	--

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

13-Apr-21

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2020 EXISTING			YEAR 2020 EXISTING W/ PROJECT			YEAR 2026 FUTURE W/O PROJECT			YEAR 2026 FUTURE W/ PROJECT			YEAR 2026 FUTURE W/ PROJECT + IMPROVEMENTS		
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]
8	Glencoe Avenue / Glencoe Avenue Southerly Driveway - Villa Velletri Driveway (Unsignalized; Signalized w/ Improvements)	NB Left	AM	9.5	A	2.5	9.8	A	2.5	9.9	A	2.5	10.2	B	2.5	9.1	A	8.9
			PM	10.9	B	5.0	10.9	B	5.0	11.5	B	7.5	11.5	B	5.0	11.8	B	23.0
		NB Through	AM	--	--	--	--	--	--	--	--	--	--	--	--	6.9	A	145.5
			PM	--	--	--	--	--	--	--	--	--	--	--	--	6.2	A	96.3
		NB Right	AM	--	--	--	--	--	--	--	--	--	--	--	--	6.9	A	145.3
			PM	--	--	--	--	--	--	--	--	--	--	--	--	6.2	A	95.8
		SB Left	AM	9.4	A	0.0	9.5	A	0.0	9.6	A	0.0	9.7	A	0.0	8.1	A	1.3
			PM	8.5	A	0.0	8.6	A	0.0	8.8	A	0.0	8.8	A	0.0	7.0	A	4.2
		SB Through	AM	--	--	--	--	--	--	--	--	--	--	--	--	7.3	A	165.6
			PM	--	--	--	--	--	--	--	--	--	--	--	--	8.1	A	212.7
		SB Right	AM	--	--	--	--	--	--	--	--	--	--	--	--	7.3	A	163.9
			PM	--	--	--	--	--	--	--	--	--	--	--	--	8.1	A	209.4
		EB Left/Right	AM	28.3	D	10.0	42.3	E	50.0	35.3	E	12.5	59.8	F	67.5	28.8	C	60.0
			PM	118.5	F	142.5	116.7	F	137.5	230.9	F	200.0	227.0	F	192.5	29.8	C	95.1
		WB Left/Right	AM	23.2	C	7.5	25.8	D	10.0	27.3	D	10.0	30.8	D	12.5	27.9	C	18.5
			PM	21.4	C	5.0	21.9	C	5.0	25.5	D	5.0	26.1	D	5.0	27.7	D	10.0
9	Mindanao Way/ Glencoe Avenue (Signalized)	NB Left	AM	195.5	F	892.7	216.5	F	970.9	283.1	F	1182.0	306.7	F	1264.2	22.1	C	303.4
			PM	54.1	D	276.3	64.1	E	309.6	101.4	F	397.3	120.5	F	453.8	23.3	C	187.2
		NB Through	AM	20.9	C	233.0	20.9	C	233.0	21.4	C	251.8	21.4	C	251.8	15.1	B	211.3
			PM	19.1	B	133.3	19.1	B	133.3	19.4	B	152.4	19.4	B	152.4	17.4	B	142.5
		NB Right	AM	21.0	C	225.5	21.0	C	225.5	21.5	C	243.0	21.5	B	243.0	15.2	B	204.0
			PM	19.1	B	129.9	19.1	B	129.9	19.4	B	147.9	19.4	B	147.9	17.4	B	138.3
		SB Left	AM	25.9	C	6.1	25.9	C	6.1	26.9	C	7.0	26.9	C	7.0	29.3	C	7.4
			PM	21.7	C	7.0	21.7	C	7.0	22.4	C	8.6	22.4	C	8.6	26.6	C	9.5
		SB Through	AM	19.7	B	171.2	19.7	B	173.5	20.0	B	189.3	20.0	C	191.2	35.2	D	249.0
			PM	20.6	C	218.4	20.7	C	220.3	21.1	C	240.8	21.2	C	242.9	34.1	C	305.0
		SB Right	AM	19.7	B	161.9	19.8	B	163.7	20.0	C	178.3	20.1	C	180.1	35.5	D	237.5
			PM	20.6	C	210.0	20.7	C	211.4	21.2	C	230.8	21.2	C	232.5	34.3	C	291.8
		EB Left	AM	14.3	B	42.5	14.5	B	50.1	14.7	B	51.8	15.0	B	59.9	21.4	C	74.3
			PM	16.0	B	86.1	16.1	B	85.5	16.8	B	98.6	16.9	B	98.1	19.1	B	105.9
		EB Through	AM	12.7	B	73.6	12.8	B	78.3	13.0	B	86.0	13.0	B	90.8	18.6	B	113.0
			PM	13.6	B	122.1	13.6	B	122.1	13.9	B	135.4	13.9	B	135.4	15.7	B	146.7
		EB Right	AM	19.4	B	295.3	21.4	C	341.4	20.9	C	330.7	23.3	C	381.3	11.2	B	259.1
			PM	28.6	C	473.9	28.3	C	469.8	35.3	D	567.3	35.0	D	561.7	17.7	B	398.8
		WB Left	AM	14.1	B	25.8	14.3	B	26.0	14.6	B	29.3	14.7	B	29.4	20.9	C	36.5
			PM	17.5	B	83.0	17.5	B	83.0	18.5	B	99.3	18.5	B	99.3	21.1	C	107.3
		WB Through	AM	12.4	B	57.0	12.5	B	58.0	12.5	B	61.6	12.5	B	62.4	17.8	B	77.7
			PM	12.6	B	66.0	12.6	B	67.1	12.8	B	74.8	12.8	B	76.1	14.5	B	82.2
		WB Right	AM	12.5	B	56.7	12.5	B	57.5	12.5	B	61.0	12.6	B	62.0	17.8	B	77.2
			PM	12.6	B	64.9	12.7	B	66.2	12.8	B	73.7	12.8	B	74.8	14.5	B	81.0

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

13-Apr-21

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2020 EXISTING			YEAR 2020 EXISTING W/ PROJECT			YEAR 2026 FUTURE W/O PROJECT			YEAR 2026 FUTURE W/ PROJECT			YEAR 2026 FUTURE W/ PROJECT + IMPROVEMENTS		
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]
10	Mindanao Way/ SR-90 Westbound (Signalized)	NB Left	AM	31.5	C	6.2	31.5	C	6.2	31.5	C	6.2	31.5	C	6.2	--	--	--
			PM	31.7	C	14.6	31.7	C	14.6	31.7	C	15.4	31.7	C	15.4	--	--	--
		NB Through	AM	14.0	B	158.0	14.1	B	159.6	14.3	B	174.0	14.3	B	175.2	--	--	--
			PM	13.4	B	120.6	13.4	B	121.7	13.8	B	136.9	13.8	B	138.1	--	--	--
		SB Through	AM	31.0	C	257.8	31.8	C	274.1	32.2	C	282.9	33.2	C	300.2	--	--	--
			PM	51.3	D	478.2	51.0	D	476.1	73.0	F	607.0	72.4	F	603.5	--	--	--
		SB Right	AM	33.7	C	267.8	34.9	C	286.2	35.6	D	295.5	37.0	D	315.1	--	--	--
			PM	62.4	E	520.3	62.0	E	518.0	84.7	F	650.1	84.1	F	646.8	--	--	--
		WB Left	AM	26.8	C	330.0	26.8	C	330.0	29.4	C	369.5	29.4	C	369.5	--	--	--
			PM	23.1	C	251.9	23.1	C	251.9	25.1	C	297.5	25.1	C	297.5	--	--	--
		WB Through	AM	97.0	F	969.8	99.7	F	990.5	130.4	F	1222.9	133.3	F	1246.0	--	--	--
			PM	31.6	C	442.1	32.1	C	449.0	47.2	D	594.9	48.9	D	609.9	--	--	--
		WB Right	AM	160.0	F	1250.5	166.8	F	1296.3	200.3	F	1525.8	207.2	F	1573.6	--	--	--
			PM	23.8	C	243.7	24.3	C	252.5	25.6	C	277.0	26.2	C	286.4	--	--	--
11	Mindanao Way/ SR-90 Eastbound (Signalized)	NB Through	AM	197.8	F	760.8	200.6	F	770.1	241.2	F	902.7	244.0	F	912.2	--	--	--
			PM	144.4	F	587.7	146.3	F	594.2	200.4	F	768.5	202.5	F	775.4	--	--	--
		NB Right	AM	474.9	F	1498.1	474.9	F	1498.1	539.1	F	1683.9	539.1	F	1683.9	--	--	--
			PM	394.0	F	1261.5	394.0	F	1261.5	497.8	F	1564.6	497.8	F	1564.6	--	--	--
		SB Left	AM	27.7	C	197.3	28.4	C	214.8	28.4	C	215.8	29.2	C	233.9	--	--	--
			PM	33.3	C	303.4	33.2	C	302.5	36.8	D	343.2	36.7	D	341.7	--	--	--
		SB Through	AM	17.5	B	304.5	17.6	B	307.3	18.4	B	336.3	18.5	B	339.2	--	--	--
			PM	18.7	B	344.5	18.7	B	344.5	20.6	C	403.2	20.6	C	403.2	--	--	--
		EB Left	AM	17.9	B	17.3	17.9	B	17.3	18.0	B	20.9	18.0	B	20.9	--	--	--
			PM	17.8	B	10.3	17.8	B	10.3	17.8	B	11.5	17.8	B	11.5	--	--	--
		EB Through	AM	40.1	D	518.7	40.1	D	518.7	57.4	E	668.3	57.4	E	668.3	--	--	--
			PM	35.9	D	474.6	35.9	D	474.6	46.2	D	574.1	46.2	D	574.1	--	--	--
		EB Right	AM	40.3	D	517.7	40.3	D	517.7	57.8	D	668.1	57.8	E	668.1	--	--	--
			PM	35.9	D	473.0	35.9	D	473.0	46.3	D	573.4	46.3	D	573.4	--	--	--

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

13-Apr-21

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2020 EXISTING			YEAR 2020 EXISTING W/ PROJECT			YEAR 2026 FUTURE W/O PROJECT			YEAR 2026 FUTURE W/ PROJECT			YEAR 2026 FUTURE W/ PROJECT + IMPROVEMENTS		
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]
12	Mindanao Way/ La Villa Marina (Signalized)	NB Left	AM	9.3	A	10.6	9.3	A	10.6	9.4	A	11.2	9.4	A	11.2	--	--	--
			PM	9.5	A	12.3	9.5	A	12.3	9.7	A	13.6	9.7	A	13.6	--	--	--
		NB Through	AM	14.7	B	302.9	14.7	B	303.8	15.5	B	332.4	15.5	B	333.9	--	--	--
			PM	13.5	B	258.9	13.5	B	260.0	14.5	B	297.6	14.5	B	298.8	--	--	--
		NB Right	AM	14.7	B	299.3	14.7	B	300.7	15.6	B	328.7	15.6	B	330.2	--	--	--
			PM	13.5	B	254.6	13.5	B	255.7	14.6	B	293.1	14.6	B	294.3	--	--	--
		SB Left	AM	6.9	A	14.1	6.9	A	14.1	7.6	A	15.1	7.6	A	15.1	--	--	--
			PM	6.6	A	30.1	6.6	A	30.1	7.6	A	32.1	7.6	A	32.1	--	--	--
		SB Through	AM	5.3	A	139.4	5.4	A	140.7	5.6	A	156.3	5.6	A	158.4	--	--	--
			PM	5.6	A	153.7	5.6	A	153.7	6.0	A	183.4	6.0	A	183.4	--	--	--
		SB Right	AM	5.3	A	138.1	5.4	A	139.5	5.6	A	155.0	5.6	A	157.1	--	--	--
			PM	5.6	A	153.1	5.6	A	153.1	6.0	A	182.8	6.0	A	183.4	--	--	--
		EB Left/Through/Right	AM	32.1	C	24.6	32.1	C	24.6	32.1	C	26.4	32.1	C	26.4	--	--	--
			PM	32.7	C	49.3	32.7	C	49.3	32.8	C	52.0	32.8	C	52.0	--	--	--
		WB Left/Through/Right	AM	45.0	D	236.9	45.0	D	236.9	49.2	D	260.0	49.2	D	260.0	--	--	--
			PM	34.4	C	112.5	34.4	C	112.5	34.6	C	119.6	34.6	C	119.6	--	--	--

[1] Pursuant to *LADOT Transportation Assessment Guidelines,* July 2020, the Highway Capacity Manual (HCM) methodology for signalized and unsignalized intersections was utilized to calculate vehicle queuing.

[2] Control delay reported in seconds per vehicle.

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

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

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

Table 5-3
SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING [1]
WEEKDAY AM AND PM PEAK HOURS
OPTION B

13-Apr-21

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2020 EXISTING			YEAR 2020 EXISTING W/ OPTION B			YEAR 2026 FUTURE W/O OPTION B			YEAR 2026 FUTURE W/ OPTION B			YEAR 2026 FUTURE W/ OPTION B + IMPROVEMENTS		
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]
1	Walgrove Avenue / Washington Boulevard (Unsignalized)	SB Left/Right	AM	64.4	F	215.0	70.7	F	227.5	138.1	F	335.0	156.3	F	355.0	--	--	--
			PM	155.5	F	430.0	158.9	F	432.5	291.2	F	610.0	296.8	F	615.0	--	--	--
		EB Left	AM	25.0	C	112.5	26.2	D	120.0	33.9	D	157.5	36.1	E	165.0	--	--	--
			PM	18.1	C	67.5	18.3	C	67.5	23.0	C	95.0	23.2	C	95.0	--	--	--
2	Lincoln Boulevard / Marina Pointe Drive - Maxella Avenue (Signalized)	NB Left	AM	44.6	D	73.9	44.6	D	73.9	46.0	D	78.4	46.0	D	78.4	--	--	--
			PM	47.2	D	122.9	47.2	D	122.9	47.8	D	130.4	47.8	D	130.4	--	--	--
		NB Through	AM	140.5	F	1225.2	140.5	F	1225.2	176.2	F	1459.9	176.2	F	1459.9	--	--	--
			PM	76.7	F	814.0	76.7	F	814.0	123.0	F	1111.2	123.0	F	1111.2	--	--	--
		NB Right	AM	22.2	C	234.3	22.9	C	256.0	22.9	C	257.0	23.6	C	279.5	--	--	--
			PM	24.0	C	293.7	24.2	C	301.1	26.0	C	355.3	26.3	C	363.3	--	--	--
		SB Left	AM	33.8	C	62.7	33.9	C	67.5	33.9	C	68.0	34.0	C	72.9	--	--	--
			PM	33.6	C	53.2	33.6	C	54.7	33.7	C	59.5	33.8	C	61.1	--	--	--
		SB Through	AM	40.2	D	493.7	40.2	D	493.7	42.1	D	540.5	42.1	D	540.5	--	--	--
			PM	45.0	D	598.6	45.0	D	598.6	51.1	D	684.3	51.1	D	684.3	--	--	--
		SB Right	AM	45.3	D	511.9	45.3	D	511.9	48.7	D	564.8	48.7	D	564.8	--	--	--
			PM	54.3	D	627.2	54.3	D	627.2	64.6	E	732.8	64.6	E	732.8	--	--	--
		EB Left	AM	45.6	D	99.3	45.6	D	99.3	45.8	D	106.2	45.8	D	106.2	--	--	--
			PM	45.9	D	113.1	45.9	D	113.1	46.1	D	120.0	46.1	D	120.0	--	--	--
		EB Through	AM	45.6	D	104.4	45.6	D	104.4	45.7	D	111.3	45.7	D	111.3	--	--	--
			PM	45.1	D	84.0	45.1	D	84.0	45.2	D	89.5	45.2	D	89.5	--	--	--
		EB Right	AM	7.1	A	140.9	7.1	A	140.9	7.2	A	150.2	7.2	A	150.2	--	--	--
			PM	6.5	A	71.9	6.5	A	71.9	6.5	A	76.2	6.5	A	76.2	--	--	--
		WB Left	AM	52.3	D	175.0	52.6	D	184.5	59.6	E	254.3	61.1	E	264.5	--	--	--
			PM	74.1	E	332.5	74.5	E	334.0	108.8	F	457.8	109.6	F	460.2	--	--	--
		WB Through	AM	51.1	D	139.2	51.2	D	143.7	52.5	D	182.3	52.6	E	187.0	--	--	--
			PM	66.4	E	302.4	66.6	E	303.1	79.8	E	363.3	80.0	F	364.2	--	--	--
		WB Right	AM	35.7	D	141.0	36.0	D	152.3	36.1	D	157.5	36.4	D	169.0	--	--	--
			PM	37.8	D	223.3	37.9	D	224.4	38.4	D	241.4	38.4	D	242.3	--	--	--
3	Del Rey Avenue / Maxella Avenue (Unsignalized)	SB Left/Right	AM	11.8	B	15.0	12.0	B	17.5	13.4	B	32.5	13.6	B	32.5	--	--	--
			PM	17.0	C	70.0	17.1	C	70.0	21.4	C	100.0	21.6	C	102.5	--	--	--
		EB Left	AM	8.5	A	10.0	8.6	A	12.5	8.7	A	12.5	8.8	A	12.5	--	--	--
			PM	8.9	A	7.5	8.9	A	7.5	9.3	A	10.0	9.4	A	10.0	--	--	--

Table 5-3 (Continued)
SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING [1]
WEEKDAY AM AND PM PEAK HOURS
OPTION B

13-Apr-21

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2020 EXISTING			YEAR 2020 EXISTING W/ OPTION B			YEAR 2026 FUTURE W/O OPTION B			YEAR 2026 FUTURE W/ OPTION B			YEAR 2026 FUTURE W/ OPTION B + IMPROVEMENTS		
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]
4	Ocean Way / Maxella Avenue (Unsignalized w/o Project; Signalized w/ Project)	NB Left	AM PM	14.3 20.5	B C	10.0 20.0	10.9 10.9	B B	26.5 25.9	16.2 27.2	C D	15.0 35.0	10.8 11.1	B B	29.9 30.3	-- --	-- --	-- --
		NB Right	AM PM	9.8 10.4	A B	7.5 5.0	11.2 10.9	B B	32.0 20.3	10.1 10.8	B B	7.5 7.5	11.0 11.0	B B	34.8 24.3	-- --	-- --	-- --
		EB Through	AM PM	-- --	-- --	-- --	12.4 13.5	B B	82.9 122.6	-- --	-- --	-- --	12.8 14.2	B B	96.2 144.7	-- --	-- --	-- --
		EB Right	AM PM	-- --	-- --	-- --	12.5 13.7	B B	80.0 117.0	-- --	-- --	-- --	12.9 14.3	B B	92.6 137.2	-- --	-- --	-- --
		WB Left	AM PM	8.2 8.8	A A	2.5 5.0	14.0 16.1	B B	18.0 26.3	8.3 9.1	A A	2.5 5.0	14.7 17.9	B B	21.1 36.7	-- --	-- --	-- --
		WB Through	AM PM	-- --	-- --	-- --	11.5 12.1	B B	54.2 77.7	-- --	-- --	-- --	11.7 12.5	B B	60.5 94.3	-- --	-- --	-- --
5	Maxella Avenue Driveway / Maxella Avenue (Unsignalized)	NB Right	AM PM	9.4 9.9	A A	0.0 0.0	9.5 9.9	A A	0.0 0.0	9.6 10.2	A B	0.0 0.0	9.7 10.2	A B	0.0 0.0	-- --	-- --	-- --
6	Glencoe Avenue / Maxella Avenue (Signalized)	NB Left	AM PM	17.9 22.4	B C	59.4 77.2	18.5 22.7	B C	60.7 77.9	19.3 30.5	B C	67.2 116.9	20.0 31.2	B C	68.8 118.3	-- --	-- --	-- --
		NB Through	AM PM	18.6 13.0	B B	280.9 151.8	19.8 13.0	B B	299.1 154.0	21.9 13.5	C B	327.0 174.9	24.0 13.6	C B	352.3 177.5	-- --	-- --	-- --
		NB Right	AM PM	10.7 10.8	B B	19.5 25.9	10.7 10.8	B B	19.5 25.9	10.7 10.8	B B	20.6 27.4	10.7 10.8	B B	20.6 27.4	-- --	-- --	-- --
		SB Left	AM PM	24.1 16.8	C B	44.2 22.7	25.1 16.9	C B	45.3 22.8	26.7 18.0	C B	51.1 27.4	27.8 18.1	C B	52.5 27.5	-- --	-- --	-- --
		SB Through	AM PM	12.5 13.9	B B	128.1 189.4	12.7 14.0	B B	137.1 192.1	12.9 15.1	B B	145.6 218.0	13.0 15.3	B B	155.0 221.1	-- --	-- --	-- --
		SB Right	AM PM	12.6 14.0	B B	122.7 180.2	12.7 14.1	B B	131.5 183.8	12.9 15.2	B B	139.3 208.9	13.1 15.4	B B	148.0 211.9	-- --	-- --	-- --
		EB Left	AM PM	13.4 15.4	B B	47.9 72.3	13.7 15.5	B B	55.0 74.5	14.0 16.8	B B	57.6 90.4	14.3 17.0	B B	65.2 92.4	-- --	-- --	-- --
		EB Through	AM PM	11.3 11.8	B B	38.6 57.2	11.3 11.8	B B	40.7 57.8	11.4 12.0	B B	45.3 68.3	11.5 12.0	B B	47.1 68.8	-- --	-- --	-- --
		EB Right	AM PM	12.0 12.9	B B	55.2 81.0	12.1 12.9	B B	57.9 81.5	12.4 13.2	B B	66.9 89.5	12.5 13.2	B B	69.7 89.9	-- --	-- --	-- --
		WB Left	AM PM	12.5 13.9	B B	27.5 44.7	12.6 13.9	B B	27.6 44.7	12.9 14.5	B B	29.6 48.9	12.9 14.6	B B	29.8 49.0	-- --	-- --	-- --
		WB Through	AM PM	11.1 11.6	B B	31.7 52.6	11.2 11.6	B B	33.7 53.1	11.2 11.8	B B	35.7 61.0	11.2 11.9	B B	37.4 61.5	-- --	-- --	-- --
		WB Right	AM PM	11.3 11.8	B B	32.5 50.1	11.3 11.8	B B	32.5 50.5	11.4 12.0	B B	35.4 57.8	11.4 12.1	B B	35.9 58.4	-- --	-- --	-- --
7	Glencoe Avenue / Glencoe Avenue Northerly Driveway (Unsignalized)	NB Left	AM PM	-- --	-- --	-- --	-- --	-- --	-- --	-- --	-- --	-- --	-- --	-- --	-- --	-- --	-- --	-- --
		EB Right	AM PM	-- --	-- --	-- --	-- --	-- --	-- --	-- --	-- --	-- --	-- --	-- --	-- --	-- --	-- --	-- --

Table 5-3 (Continued)
SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING [1]
WEEKDAY AM AND PM PEAK HOURS
OPTION B

13-Apr-21

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2020 EXISTING			YEAR 2020 EXISTING W/ OPTION B			YEAR 2026 FUTURE W/O OPTION B			YEAR 2026 FUTURE W/ OPTION B			YEAR 2026 FUTURE W/ OPTION B + IMPROVEMENTS		
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]
8	Glencoe Avenue / Glencoe Avenue Southerly Driveway - Villa Velletri Driveway (Unsignalized; Signalized w/ Improvements)	NB Left	AM	9.5	A	2.5	10.0	A	7.5	9.9	A	2.5	10.4	B	7.5	14.7	B	36.1
			PM	10.9	B	5.0	11.2	B	10.0	11.5	B	7.5	11.8	B	10.0	18.9	B	49.8
		NB Through	AM	--	--	--	--	--	--	--	--	--	--	--	--	9.9	A	183.0
			PM	--	--	--	--	--	--	--	--	--	--	--	--	8.8	A	116.0
		NB Right	AM	--	--	--	--	--	--	--	--	--	--	--	--	9.9	A	182.8
			PM	--	--	--	--	--	--	--	--	--	--	--	--	8.8	A	115.4
		SB Left	AM	9.4	A	0.0	9.4	A	0.0	9.6	A	0.0	9.6	A	0.0	11.6	B	1.6
			PM	8.5	A	0.0	8.5	A	0.0	8.8	A	0.0	8.7	A	0.0	10.0	A	5.3
		SB Through	AM	--	--	--	--	--	--	--	--	--	--	--	--	10.3	B	205.8
			PM	--	--	--	--	--	--	--	--	--	--	--	--	11.6	B	261.7
		SB Right	AM	--	--	--	--	--	--	--	--	--	--	--	--	10.4	B	202.0
			PM	--	--	--	--	--	--	--	--	--	--	--	--	11.7	B	256.0
		EB Left/Right	AM	28.3	D	10.0	35.7	E	60.0	35.3	E	12.5	50.7	F	82.5	24.6	C	79.8
			PM	118.5	F	142.5	162.8	F	222.5	230.9	F	200.0	311.3	F	300.0	25.9	C	132.5
		WB Left/Right	AM	23.2	C	7.5	29.5	D	10.0	27.3	D	10.0	36.0	E	15.0	23.3	C	16.7
			PM	21.4	C	5.0	24.2	C	5.0	25.5	D	5.0	29.5	D	7.5	23.2	C	9.0
9	Mindanao Way/ Glencoe Avenue (Signalized)	NB Left	AM	195.5	F	892.7	234.5	F	1037.7	283.1	F	1182.0	326.7	F	1333.7	22.0	C	308.2
			PM	54.1	D	276.3	59.2	E	293.5	101.4	F	397.3	111.5	F	427.1	23.4	C	183.2
		NB Through	AM	20.9	C	233.0	20.9	C	233.0	21.4	C	251.8	21.4	C	251.8	14.8	B	209.1
			PM	19.1	B	133.3	19.1	B	133.3	19.4	B	152.4	19.4	B	152.4	17.6	B	143.7
		NB Right	AM	21.0	C	225.5	21.0	C	225.5	21.5	C	243.0	21.5	C	243.0	14.8	B	201.8
			PM	19.1	B	129.9	19.1	B	129.9	19.4	B	147.9	19.4	B	147.9	17.6	B	139.5
		SB Left	AM	25.9	C	6.1	25.9	C	6.1	26.9	C	7.0	26.9	C	7.0	29.2	C	7.4
			PM	21.7	C	7.0	21.7	C	7.0	22.4	C	8.6	22.4	C	8.6	26.7	C	9.5
		SB Through	AM	19.7	B	171.2	19.7	B	175.4	20.0	B	189.3	20.0	C	192.7	35.2	D	250.7
			PM	20.6	C	218.4	20.6	C	219.4	21.1	C	240.8	21.1	C	242.2	34.1	C	304.2
		SB Right	AM	19.7	B	161.9	19.8	B	164.8	20.0	C	178.3	20.1	C	181.6	35.4	D	238.7
			PM	20.6	C	210.0	20.7	C	211.0	21.2	C	230.8	21.2	C	231.6	34.3	C	290.9
		EB Left	AM	14.3	B	42.5	14.5	B	48.2	14.7	B	51.8	15.0	B	57.9	21.8	C	72.7
			PM	16.0	B	86.1	16.1	B	87.0	16.8	B	98.6	16.9	B	99.3	19.0	B	106.7
		EB Through	AM	12.7	B	73.6	12.8	B	77.0	13.0	B	86.0	13.0	B	89.5	18.9	B	112.8
			PM	13.6	B	122.1	13.6	B	122.7	13.9	B	135.4	13.9	B	136.0	15.5	B	146.0
		EB Right	AM	19.4	B	295.3	20.9	C	330.7	20.9	C	330.7	22.7	C	369.6	11.1	B	252.7
			PM	28.6	C	473.9	29.4	C	485.7	35.3	D	567.3	36.9	D	583.1	18.1	B	409.3
		WB Left	AM	14.1	B	25.8	14.2	B	25.9	14.6	B	29.3	14.7	B	29.4	21.3	C	36.9
			PM	17.5	B	83.0	17.5	B	83.0	18.5	B	99.3	18.6	B	99.3	20.8	C	106.6
		WB Through	AM	12.4	B	57.0	12.5	B	58.5	12.5	B	61.6	12.5	B	63.1	18.1	B	79.4
			PM	12.6	B	66.0	12.6	B	66.5	12.8	B	74.8	12.8	B	75.6	14.3	B	81.0
		WB Right	AM	12.5	B	56.7	12.5	B	58.0	12.5	B	61.0	12.6	B	62.5	18.2	B	78.9
			PM	12.6	B	64.9	12.6	B	65.6	12.8	B	73.7	12.8	B	74.2	14.3	B	79.6

Table 5-3 (Continued)
SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING [1]
WEEKDAY AM AND PM PEAK HOURS
OPTION B

13-Apr-21

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2020 EXISTING			YEAR 2020 EXISTING W/ OPTION B			YEAR 2026 FUTURE W/O OPTION B			YEAR 2026 FUTURE W/ OPTION B			YEAR 2026 FUTURE W/ OPTION B + IMPROVEMENTS		
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]
10	Mindanao Way/ SR-90 Westbound (Signalized)	NB Left	AM	31.5	C	6.2	31.5	C	6.2	31.5	C	6.2	31.5	C	6.2	--	--	--
			PM	31.7	C	14.6	31.7	C	14.6	31.7	C	15.4	31.7	C	15.4	--	--	--
		NB Through	AM	14.0	B	158.0	14.1	B	160.4	14.3	B	174.0	14.4	B	176.5	--	--	--
			PM	13.4	B	120.6	13.4	B	121.1	13.8	B	136.9	13.8	B	137.5	--	--	--
		SB Through	AM	31.0	C	257.8	31.6	C	270.7	32.2	C	282.9	33.0	C	296.2	--	--	--
			PM	51.3	D	478.2	52.3	D	484.8	73.0	F	607.0	74.7	F	616.3	--	--	--
		SB Right	AM	33.7	C	267.8	34.6	C	282.1	35.6	D	295.5	36.7	D	310.6	--	--	--
			PM	62.4	E	520.3	63.5	E	527.4	84.7	F	650.1	86.3	F	659.2	--	--	--
		WB Left	AM	26.8	C	330.0	26.8	C	330.0	29.4	C	369.5	29.4	C	369.5	--	--	--
			PM	23.1	C	251.9	23.1	C	251.9	25.1	C	297.5	25.1	C	297.5	--	--	--
		WB Through	AM	97.0	F	969.8	102.2	F	1009.1	130.4	F	1222.9	135.9	F	1265.3	--	--	--
			PM	31.6	C	442.1	31.9	C	446.8	47.2	D	594.9	48.2	D	603.6	--	--	--
		WB Right	AM	160.0	F	1250.5	172.8	F	1337.4	200.3	F	1525.8	213.4	F	1616.4	--	--	--
			PM	23.8	C	243.7	24.1	C	248.7	25.6	C	277.0	26.0	C	282.6	--	--	--
11	Mindanao Way/ SR-90 Eastbound (Signalized)	NB Through	AM	197.8	F	760.8	202.7	F	777.0	241.2	F	902.7	246.2	F	919.4	--	--	--
			PM	144.4	F	587.7	145.7	F	592.0	200.4	F	768.5	201.8	F	773.1	--	--	--
		NB Right	AM	474.9	F	1498.1	474.9	F	1498.1	539.1	F	1683.9	539.1	F	1683.9	--	--	--
			PM	394.0	F	1261.5	394.0	F	1261.5	497.8	F	1564.6	497.8	F	1564.6	--	--	--
		SB Left	AM	27.7	C	197.3	28.2	C	211.2	28.4	C	215.8	29.0	C	230.2	--	--	--
			PM	33.3	C	303.4	33.6	C	307.3	36.8	D	343.2	37.3	D	348.0	--	--	--
		SB Through	AM	17.5	B	304.5	17.6	B	306.8	18.4	B	336.3	18.5	B	338.6	--	--	--
			PM	18.7	B	344.5	18.7	B	345.5	20.6	C	403.2	20.6	C	404.4	--	--	--
		EB Left	AM	17.9	B	17.3	17.9	B	17.3	18.0	B	20.9	18.0	B	20.9	--	--	--
			PM	17.8	B	10.3	17.8	B	10.3	17.8	B	11.5	17.8	B	11.5	--	--	--
		EB Through	AM	40.1	D	518.7	40.1	D	518.7	57.4	E	668.3	57.4	E	668.3	--	--	--
			PM	35.9	D	474.6	35.9	D	474.6	46.2	D	574.1	46.2	D	574.1	--	--	--
		EB Right	AM	40.3	D	517.7	40.3	D	517.7	57.8	D	668.1	57.8	E	668.1	--	--	--
			PM	35.9	D	473.0	35.9	D	473.0	46.3	D	573.4	46.3	D	573.4	--	--	--

Table 5-3 (Continued)
SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING [1]
WEEKDAY AM AND PM PEAK HOURS
OPTION B

13-Apr-21

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2020 EXISTING			YEAR 2020 EXISTING W/ OPTION B			YEAR 2026 FUTURE W/O OPTION B			YEAR 2026 FUTURE W/ OPTION B			YEAR 2026 FUTURE W/ OPTION B + IMPROVEMENTS		
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]
12	Mindanao Way/ La Villa Marina (Signalized)	NB Left	AM	9.3	A	10.6	9.3	A	10.6	9.4	A	11.2	9.4	A	11.2	--	--	--
			PM	9.5	A	12.3	9.5	A	12.3	9.7	A	13.6	9.7	A	13.6	--	--	--
		NB Through	AM	14.7	B	302.9	14.7	B	305.1	15.5	B	332.4	15.6	B	334.7	--	--	--
			PM	13.5	B	258.9	13.5	B	259.3	14.5	B	297.6	14.5	B	298.0	--	--	--
		NB Right	AM	14.7	B	299.3	14.8	B	301.5	15.6	B	328.7	15.6	B	331.6	--	--	--
			PM	13.5	B	254.6	13.5	B	255.5	14.6	B	293.1	14.6	B	294.1	--	--	--
		SB Left	AM	6.9	A	14.1	6.9	A	14.1	7.6	A	15.1	7.6	A	15.1	--	--	--
			PM	6.6	A	30.1	6.6	A	30.1	7.6	A	32.1	7.6	A	32.1	--	--	--
		SB Through	AM	5.3	A	139.4	5.3	A	140.4	5.6	A	156.3	5.6	A	158.1	--	--	--
			PM	5.6	A	153.7	5.6	A	154.0	6.0	A	183.4	6.0	A	183.7	--	--	--
		SB Right	AM	5.3	A	138.1	5.4	A	139.2	5.6	A	155.0	5.6	A	156.7	--	--	--
			PM	5.6	A	153.1	5.6	A	153.4	6.0	A	182.8	6.0	A	183.1	--	--	--
		EB Left/Through/Right	AM	32.1	C	24.6	32.1	C	24.6	32.1	C	26.4	32.1	C	26.4	--	--	--
			PM	32.7	C	49.3	32.7	C	49.3	32.8	C	52.0	32.8	C	52.0	--	--	--
		WB Left/Through/Right	AM	45.0	D	236.9	45.0	D	236.9	49.2	D	260.0	49.2	D	260.0	--	--	--
			PM	34.4	C	112.5	34.4	C	112.5	34.6	C	119.6	34.6	C	119.6	--	--	--

[1] Pursuant to *LADOT Transportation Assessment Guidelines,* July 2020, the Highway Capacity Manual (HCM) methodology for signalized and unsignalized intersections was utilized to calculate vehicle queuing.

[2] Control delay reported in seconds per vehicle.

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

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

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

Appendix J.2

Updated Option B VMT Analysis

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MEMORANDUM

To:	Pedro Ayala Los Angeles Department of Transportation	Date:	October 26, 2022
From:	David S. Shender, P.E. Jason A. Shender, AICP Linscott, Law & Greenspan, Engineers	LLG Ref:	1-16-0265-1
Subject:	**Updated Vehicle Miles Traveled Analysis for the Paseo Marina Project (Option B), 13400 Maxella Avenue – CTC20-109212**		

This memorandum has been prepared by Linscott, Law & Greenspan, Engineers (LLG) to provide an updated Vehicle Miles Traveled (VMT) analysis for the proposed Paseo Marina project ("the Project") located at 13400 Maxella Avenue (the "Project Site") in the Palms – Mar Vista – Del Rey Community Plan area of the City of Los Angeles (the "City"). The Project Site is located within the City's Coastal Transportation Corridor Specific Plan (CTCSP) area.

For this Project, LLG previously prepared a Transportation Assessment dated July 6, 2021 (the "2021 Transportation Assessment") based on the *Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines,* July 2020 (the "TAG"). The findings of the 2021 Transportation Assessment were confirmed based on the LADOT assessment letter[1] dated May 3, 2022.

The 2021 Transportation Assessment evaluated the potential transportation impacts related to vehicle miles traveled (VMT) for two Project development scenarios: Option A and Option B. The 2021 Transportation Assessment determined that the Option A development would have a less than significant impact related to VMT. For the Option B development, the commercial component was determined to have a significant impact related to VMT which could not be fully mitigated based on the transportation demand management (TDM) measures provided in LADOT's VMT Calculator. These findings were confirmed in LADOT's May 3, 2022 assessment letter.

This memorandum has been prepared to provide an updated VMT analysis for the Project's Option B development to consider the effects of an additional TDM measure recently made available for consideration by LADOT in evaluating the potential mitigation of VMT effects related to development projects. The proposed development description for the Project's Option B scenario as evaluated in the 2021 Transportation Assessment has not changed, and the other analyses (i.e., the Threshold T-1 and T-3 analyses prepared for Option B) provided within the 2021 Transportation Assessment are still applicable.

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[1] *Revised Transportation Impact Assessment for the Proposed Mixed Use Project Located at 13400 Maxella Avenue (ENV-2016-3343-EIR / CPC-2016-3341-GPA-VZC-HD-MCUB-CDP-MEL-SPR),* LADOT, May 3, 2022.

Project Description – Option B

For Option B, the Applicant proposes to remove the existing improvements on the Project Site and construct a mixed-use development consisting of 382 market-rate residential apartment dwelling units, 43 affordable housing dwelling units, 20,000 square feet of restaurant floor area, 20,000 square feet of commercial retail floor area, and 90,000 square feet of office floor area. Option B proposes to provide 1,287 parking spaces within an onsite parking garage with an at-grade level and three subterranean levels. The at-grade level of the parking garage will provide parking for the restaurant and commercial retail components of Option B, as well as for the leasing office associated with the residential component. The first subterranean level of the parking garage (Level B1) will provide parking for all components of Option B (i.e., residential, restaurant, commercial retail, and office). Level B2 will provide parking for the residential and office components of Option B. Level B3 will provide parking for the residential component of Option B. Construction and occupancy of Option B is proposed to be completed by the year 2026.

Updated VMT Analysis

A VMT calculation was prepared for the Project utilizing the City's VMT Calculator and was included in Appendix E of the 2021 Transportation Assessment. The VMT Calculator output is attached at the end of this memorandum for reference. As shown on Page 2 of the VMT Calculator output, the residential component of Option B, without consideration of the TDM measures described, the Project is forecast to generate the following:

- The estimated Daily Household VMT per Capita for Option B is 6.8, which is less than the West Los Angeles Area Planning Commission (APC) significance threshold of 7.4 Daily Household VMT per Capita. VMT impacts are therefore less than significant.

- The estimated Daily Work VMT per Employee for Option B is 14.5, which is greater than the West Los Angeles APC significance threshold of 11.1 Daily Work VMT per Employee, and therefore considered a significant impact.

- As stated in Section 2.9 of the 2021 Transportation Assessment, Option B includes six (6) transportation demand management (TDM) measures to be implemented as mitigation measures: Transit Subsidies; Promotions and Marketing; Alternative Work Schedules and Telecommuting Program; Include Bike Parking per the Los Angeles Municipal Code; Include Secure Bicycle Parking and Showers; and Pedestrian Network Improvements.

- Taking the TDM measures described above into consideration, the estimated Daily Household VMT per Capita for Option B is reduced to 5.4 Daily Household VMT per Capita, further below the West Los Angeles APC significance threshold of 7.4 Daily Household VMT per Capita.

- The estimated Daily Work VMT per Employee for Option B is reduced to 11.6 Daily Work VMT per Employee due to the TDM measures, which is greater than the West Los Angeles APC significance threshold of 11.1 Daily Work VMT per Employee and therefore still considered a significant impact.

Per the VMT Calculator output, the Project Site is located within a "Suburban Center," resulting in a 20 percent (20%) maximum allowable VMT reduction. As shown on Page 2 of the VMT Calculator output, the maximum work based TDM is achieved based on the selection of the six TDM measures listed above. As stated on Page 11 of the VMT Calculator output, Option B is estimated to have 480 total employees, and a Total Home Based Work Attraction VMT of 5,574, resulting in a Total Work Based VMT per Employee of 11.6 Daily VMT per Employee.

As stated previously, the West Los Angeles APC significance threshold is 11.1 Daily Work VMT per Employee. Multiplying 480 employees by the significance threshold of 11.1 Daily Work VMT per Employee results in a Total Home Based Work Attraction VMT of 5,328. Therefore, further supplemental mitigation would be required to achieve the West Los Angeles APC significance threshold of 11.1 Daily Work VMT per Employee. Stated otherwise, reducing the Total Home Based Work Attract VMT from 5,574 to 5,328, a reduction of 246 Daily Work VMT, would reduce the impact to less than significant.

Supplemental Mitigation Measure

As stated above, with consideration of the above TDM measures, the Option B Total Home Based Work Attraction VMT is 5,574. This would need to be reduced by a total of 246 Daily Work VMT in order to reduce the Option B Daily Work VMT per Employee impact to less than significant. To achieve this reduction, the Project proposes to participate in the Metro Universal College Student Transit Pass (U-Pass) program. The U-Pass program is a strategy identified in the *VMT Mitigation Pilot Program Project*[2] report (the "U-Pass Study") prepared by Fehr & Peers for SCAG and LADOT. Per the U-Pass Study, the U-Pass program has the potential to reduce regional VMT through subsidizing transit passes for college students throughout Los Angeles County. The Project would contribute a fee to the pilot program based on the VMT reduction needed to eliminate the impact and bring the equivalent Daily Work VMT per Employee to the West Los Angeles APC threshold of 11.1.

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[2] *VMT Mitigation Program Pilot Project,* Fehr & Peers, June 2021.

The U-Pass Study states that for every 10.79 student passes funded, a project could eliminate one (1) daily VMT from its calculated impact. As Option B needs to reduce 246 daily VMT to achieve a less than significant impact, approximately 2,654 student passes would need to be funded annually in order to fully mitigate the impact. The U-Pass Study states that each pass would cost $7.00 per student per year. Accordingly, the Project will contribute $18,578.00 annually in order to fund the 2,654 student passes required to fully mitigate the Option B Daily Work VMT per Employee impact.

It is recommended that the Project shall be required to annually fund the purchase of student passes at a cost of $18,578.00 for a minimum of seven (7) years. LADOT has acknowledged that future revisions to its VMT Calculator are expected and may include additions and alterations to transit systems, land uses, and travel behaviors that may show that the Project's Option B may not require supplemental mitigation such as the annual purchase of transit passes for students to not exceed future VMT thresholds. The Project's proposed TDM measures may be determined to be sufficient to mitigate its significant VMT impact and no further mitigations would be required, thereby eliminating the requirement to fund the annual purchase of the student transit passes. Otherwise, the annual fee of $18,578.00 (or a portion thereof if it is determined that fewer than 246 daily VMT are needed to be reduced to result in a less than significant impact) would continue until the Project's Option B TDM measures are alone sufficient to reduce the Project's VMT to less than significant in the version of the VMT Calculator that is current at the time of future analysis.

Updated Cumulative VMT Analysis

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

Based on the above Project-related VMT analysis and the conclusions (i.e., which conclude that the Project, with the implementation of the six TDM mitigation measures and participation in the U-Pass program, falls under the City's efficiency-based impact thresholds and thus is already shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS), no cumulative VMT impacts are anticipated. Therefore, a "less than significant" determination can be made as it relates to the Project's cumulative VMT impact.

Conclusions

This memorandum has been prepared by Linscott, Law & Greenspan, Engineers (LLG) to provide an updated Vehicle Miles Traveled (VMT) analysis for the proposed Paseo Marina project located at 13400 Maxella Avenue in the Palms – Mar Vista – Del Rey Community Plan area of the City of Los Angeles (the "City"). The Project Site is located within the City's Coastal Transportation Corridor Specific Plan area. The conclusions are as follows:

- Prior to the consideration of any supplemental mitigation measures, Option B's Daily Work VMT per Employee was greater than the Daily Work VMT per Employee threshold for the West Los Angeles APC.

- The Project will participate in the U-Pass program, which funds transit passes for college students throughout Los Angeles County, in order to reduce the Option B equivalent daily VMT contribution to a less than significant level.

- Per the U-Pass Study, 10.79 transit passes must be purchased in order to eliminate one daily VMT. As 246 daily VMT must be reduced to mitigate Project's Option B significant impact related to VMT, 2,654 student passes must be purchased.

- Based on the U-Pass Study, the total annual cost of funding 2,654 passes at \$7.00 per pass is \$18,578.00. The Project will contribute the required amount of \$18,578.00 to the U-Pass program annually for a minimum of seven (7) years. Future evaluations may be prepared using LADOT's VMT Calculator which may demonstrate that the Project's Option B TDM measures alone are sufficient to mitigate it significant VMT impact and that the purchase of transit passes for students is no longer required. Additionally, the annual fee may be reduced if it is determined that fewer than 246 VMT are needed to be reduced to achieve a less than significant impact.

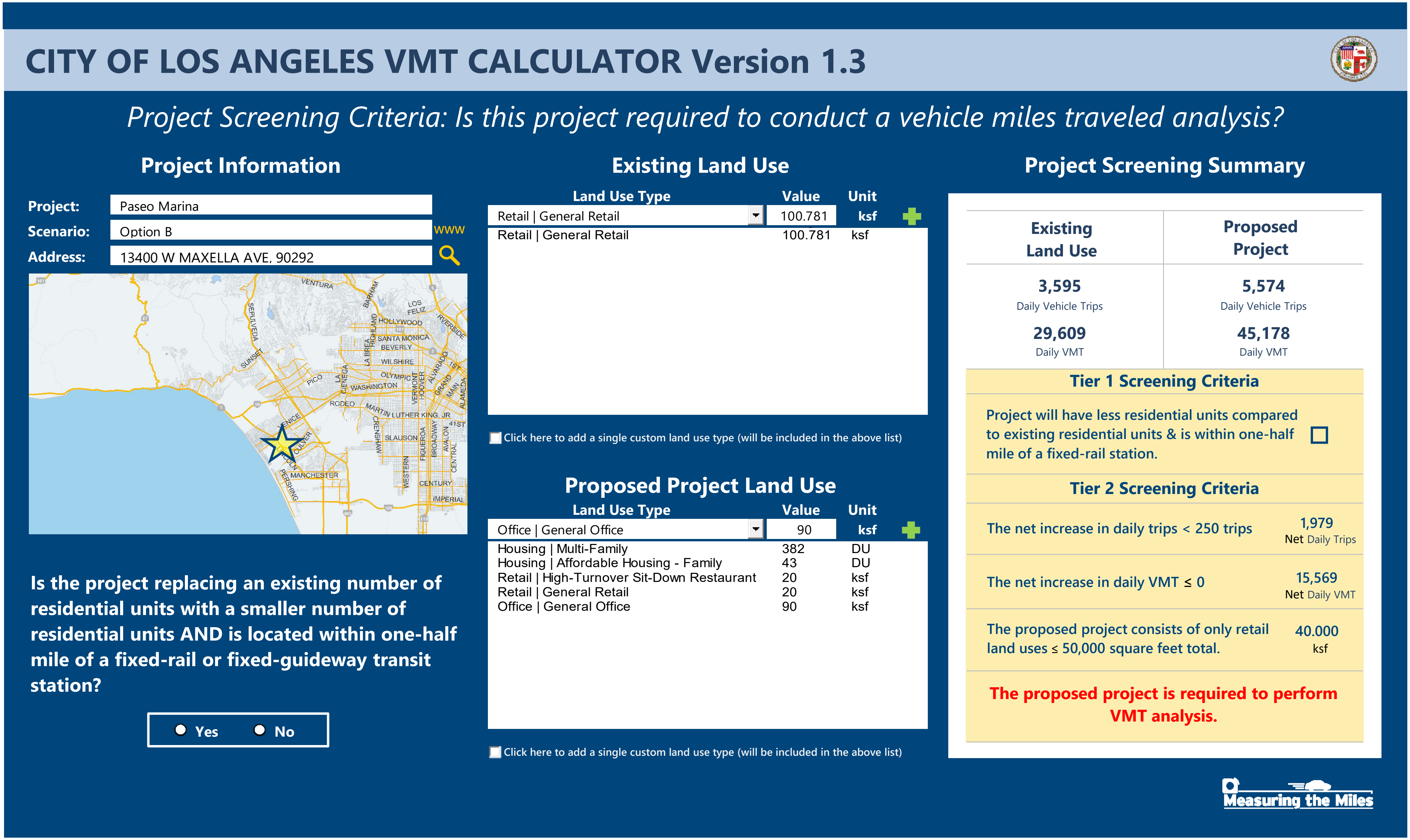
- As the Project will participate in the U-Pass program, the Option B Daily Work VMT per Employee impact is considered to be fully mitigated and reduced to less than significant.

- Further, based on the Project-related VMT analysis and the conclusions reported herein (i.e., which conclude that the Project, with the implementation of the six TDM mitigation measures and participation in the U-Pass program, falls under the City's efficiency-based impact thresholds and thus are already shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS), no cumulative VMT impacts are anticipated.

cc: File

APPENDIX E

LADOT VMT CALCULATOR OUTPUT
OPTION 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: Paseo Marina
Scenario: Option B
Address: 13400 W MAXELLA AVE, 90292

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

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Retail | General Retail	100.781	ksf
Retail | General Retail	100.781	ksf

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

Proposed Project Land Use

Land Use Type	Value	Unit
Office | General Office	90	ksf
Housing | Multi-Family	382	DU
Housing | Affordable Housing - Family	43	DU
Retail | High-Turnover Sit-Down Restaurant	20	ksf
Retail | General Retail	20	ksf
Office | General Office	90	ksf

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

Project Screening Summary

Existing Land Use	Proposed Project
3,595 Daily Vehicle Trips	5,574 Daily Vehicle Trips
29,609 Daily VMT	45,178 Daily VMT

Tier 1 Screening Criteria

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

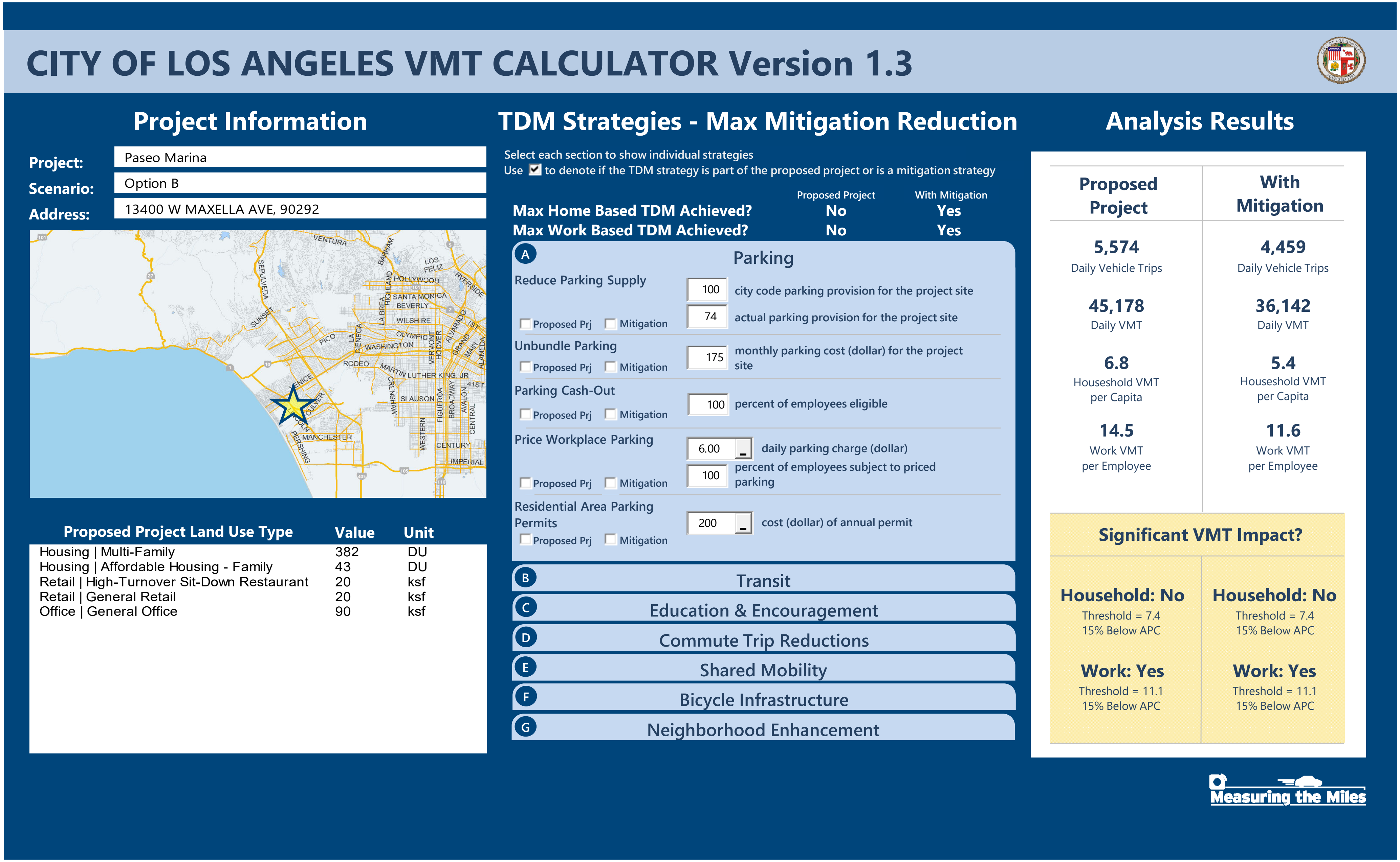
Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	1,979 Net Daily Trips
The net increase in daily VMT ≤ 0	15,569 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	40.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

6/21/2021



CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: Paseo Marina

Scenario: Option B

Address: 13400 W MAXELLA AVE, 90292

Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	382	DU
Housing | Affordable Housing - Family	43	DU
Retail | High-Turnover Sit-Down Restaurant	20	ksf
Retail | General Retail	20	ksf
Office | General Office	90	ksf

TDM Strategies - Max Mitigation Reduction

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**	**Yes**
Max Work Based TDM Achieved?	**No**	**Yes**

A Parking

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

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

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

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

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

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
5,574 Daily Vehicle Trips	**4,459** Daily Vehicle Trips
45,178 Daily VMT	**36,142** Daily VMT
6.8 Household VMT per Capita	**5.4** Household VMT per Capita
14.5 Work VMT per Employee	**11.6** Work VMT per Employee

Significant VMT Impact?

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

Measuring the Miles

6/21/2021

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: June 21, 2021
Project Name: Paseo Marina
Project Scenario: Option B
Project Address: 13400 W MAXELLA AVE, 90292

Version 1.3

Project Information

Land Use Type		Value	Units
Housing	*Single Family*	*0*	*DU*
	Multi Family	382	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	43	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	General Retail	20.000	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	20.000	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	90.000	ksf
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

Date: June 21, 2021
Project Name: Paseo Marina
Project Scenario: Option B
Project Address: 13400 W MAXELLA AVE, 90292

Version 1.3

Analysis Results

Total Employees: 480
Total Population: 996

Proposed Project		*With Mitigation*	
5,574	**Daily Vehicle Trips**	**4,459**	**Daily Vehicle Trips**
45,178	**Daily VMT**	**36,142**	**Daily VMT**
6.8	**Household VMT per Capita**	**5.4**	**Household VMT per Capita**
14.5	**Work VMT per Employee**	**11.6**	**Work VMT per Employee**

Significant VMT Impact?

APC: West Los Angeles

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

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

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%*	100%
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	$2.98
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	Employees and residents participating (%)	*0%*	100%

(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 Program	Employees participating (%)	*0%*	5%
		Type of program	*0*	1.5 days of telecommuting per week
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: June 21, 2021
Project Name: Paseo Marina
Project Scenario: Option B
Project Address: 13400 W MAXELLA AVE, 90292

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Suburban Center

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	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%	16%	0%	16%	0%	16%	0%	16%	0%	16%	0%	16%	
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%	4%	0%	4%	0%	4%	0%	4%	0%	4%	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%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Suburban Center

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	
	Include secure bike parking and showers	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	2.0%	*0.0%*	2.0%	*0.0%*	2.0%	*0.0%*	2.0%	*0.0%*	2.0%	*0.0%*	2.0%	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*0%*	*22%*	*0%*	*22%*	*0%*	*22%*	*0%*	*22%*	*0%*	*22%*	*0%*	*19%*
MAX. TDM EFFECT	*0%*	*20%*	*0%*	*20%*	*0%*	*20%*	*0%*	*20%*	*0%*	*20%*	*0%*	*20%*

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

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: June 21, 2021
Project Name: Paseo Marina
Project Scenario: Option B
Project Address: 13400 W MAXELLA AVE, 90292

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	379	-18.5%	309	8.3	3,146	2,565
Home Based Other Production	1,049	-32.6%	707	5.9	6,189	4,171
Non-Home Based Other Production	1,358	-6.1%	1,275	7.4	10,049	9,435
Home-Based Work Attraction	696	-20.5%	553	12.6	8,770	6,968
Home-Based Other Attraction	2,457	-26.3%	1,810	7.5	18,428	13,575
Non-Home Based Other Attraction	987	-6.8%	920	9.2	9,080	8,464

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%	309	2,565	-20.0%	247	2,052
Home Based Other Production	0.0%	707	4,171	-20.0%	566	3,337
Non-Home Based Other Production	0.0%	1,275	9,435	-20.0%	1,020	7,548
Home-Based Work Attraction	0.0%	553	6,968	-20.0%	442	5,574
Home-Based Other Attraction	0.0%	1,810	13,575	-20.0%	1,448	10,860
Non-Home Based Other Attraction	0.0%	920	8,464	-20.0%	736	6,771

MXD VMT Methodology Per Capita & Per Employee

Total Population: 996
Total Employees: 480
APC: West Los Angeles

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**6,736**	**5,389**
Total Home Based Work Attraction VMT	**6,968**	**5,574**
Total Home Based VMT Per Capita	**6.8**	**5.4**
Total Work Based VMT Per Employee	**14.5**	**11.6**

VMT Calculator User Agreement

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

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

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

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

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

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

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

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

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

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

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

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

You, the User

By:

Print Name: Jason Shender, AICP

Title: Transportation Planner III

Company: Linscott, Law & Greenspan, Engineers

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

Phone: (818) 835-8648

Email Address: jshender@llgengineers.com

Date: 6/21/2021

Appendix J.3

LADOT Assessment Letter

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

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

13400 West Maxella Avenue
LADOT Case No. CTC20-109212

Date: August 26, 2021

To: Susan Jimenez, Administrative Clerk
Department of City Planning

Robert Sanchez (Aug 26, 2021 17:54 PDT)

From: Robert Sanchez, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION IMPACT ASSESSMENT FOR THE PROPOSED MIXED USE PROJECT AT 13400 WEST MAXELLA AVENUE (ENV-2016-3343-EIR/ CPC-2016-3341-GPA-VZC-HD-MCUP-CDP-MEL-SPR)**

The Department of Transportation (DOT) has completed its review of the transportation analysis prepared by Linscott, Law, & Greenspan, Engineers (LLG), dated April 29, 2021, with a subsequent revision dated July 6, 2021 for the proposed mixed use project located at 13400 West Maxella Avenue. In compliance with SB 743, a vehicle miles traveled (VMT) analysis is required to identify the project's alignment with the California Environmental Quality Act (CEQA) mandates to promote the reduction of green-house gas emissions, access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to construct a new mixed use residential and commercial development on the southwest corner of Glencoe Avenue and Maxella Avenue with the following two land use options:

1. Option A: consists of the construction of a mixed-use development including 592 market-rate residential apartment dwelling units, 66 affordable housing dwelling units, 13,650 square feet of restaurant floor area, and 13,650 square feet of commercial floor area. Parking for Option A will be provided in two subterranean levels and two above-grade levels of parking within each of the three buildings. Option A proposes to provide a total of 1,217 parking spaces. Vehicular access for Option A will be provided via two access points along the east side of Ocean Way, one driveway along the south side of Maxella Avenue, one driveway along the west side of Glencoe Avenue, and one entry/exit driveway located along the southern boundary of the project site as shown in the site plan for the project provided as **Attachment "A"** to this report. The proposed land uses under Option A are expected to be fully build out and occupied by the year 2026.

2. Option B: consists of the construction a mixed-use development including 382 market rate residential apartment dwelling units, 43 affordable housing dwelling units, 20,000

square feet of restaurant floor area, 20,000 square feet of commercial floor area, and 90,000 square feet of office use. Parking for Option B will be provided in an onsite parking garage with one level of at-grade parking and three levels of subterranean parking. Option B proposes to provide a total of 1,287 parking spaces. Vehicular access for Option B will be provided via three access points along the east side of Ocean Way, one driveway along the south side of Maxella Avenue, and one driveway along the west side of Glencoe Avenue, along the southern boundary of the project site as shown in the site plan for the project provided as **Attachment "B"** to this report. The proposed land uses under Option B are expected to be fully build out and occupied by the year 2026.

The project site includes approximately 6.06 acres of land and is currently improved with 100,781 square feet of commercial floor area and surface parking areas. The project proposes to remove the existing improvements on the site and construct a mixed-use development under one of the two proposed development options.

B. Freeway Safety Analysis

Per the interim guideline for Freeway Safety Analysis memorandum issued by DOT on May 1, 2020 to address Caltrans safety concerns on freeways, the study addresses the project's effects on vehicle queueing 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-ramp and vehicles operating on the freeway mainline.

The evaluation included in the assessment by LLG, identified the project trips expected to be added to nearby freeway off-ramps serving the project site. It was determined that as the SR-90 ("Marina freeway") is an at-grade roadway in the immediate project site vicinity, these nearby intersections are not considered to be freeway off-ramps. As there are no freeway off-ramps located in the immediate project site area, neither Option A nor Option B will add 25 or more trips to any nearby freeway off-ramps. Therefore, a freeway ramp analysis is not required.

C. Trip Generation

Option A is expected to potentially generate a net increase of 1,379 new daily vehicle trips, a net increase of 222 new AM peak hour trips (67 inbound and 155 outbound), and a net increase of 50 new PM peak hour trips (58 inbound and -8 outbound). A copy of the proposed weekday AM and PM peak hour trip generation table under Option A can be found in **Attachment "C"** to this report.

Option B is expected to generate a net increase of 1,979 new daily vehicle trips, a net increase of 231 new AM peak hour trips (114 inbound and 117 outbound), and a net increase of 59 new PM peak hour trips (36 inbound and 23 outbound). A copy of the proposed weekday AM and PM peak hour trip generation table under Option B can be found in **Attachment "D"** to this report.

The weekday AM and PM peak hour trip generation estimates are based on rates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, 2017.

D. 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 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon local trip generation information and trip rate estimates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition, and 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 under both proposed project options. This determination is based on the latest VMT calculator version 1.3 at the time the transportation analysis was submitted and accepted by DOT. A copy of the VMT calculator screening pages, with the corresponding net daily trip estimates under both Option A and Option B are provided, as **Attachment "E"** and **Attachment "F"** correspondingly, to this report.

E. 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 the criteria used to determine transportation impacts under CEQA. The new DOT TAG provides instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

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

- Household VMT per Capita: 7.4
- Work VMT per Employee: 11.1

As cited in the VMT Analysis report prepared by LLG, the proposed project is projected to have:

Under Option A, prior to the consideration of any TDM measures, a Household VMT per capita of 6.9 which is less than the West Los Angeles APC significance threshold of 7.4 Daily Household VMT per Capita, and a less than significant impact for the Daily Work VMT per employee for the retail component since the project's retail portion is less than the 50,000 square feet threshold. Therefore, it is concluded that implementation of the project under Option A would result in no significant VMT impact. A copy of the VMT Calculator summary impact report for Option A is provided as **Attachment "G"** to this letter.

Under Option B, prior to the consideration of any TDM measures, a Household VMT per capita portion of 6.8 which is less than the West Los Angeles APC significance threshold of 7.4 Daily Household VMT per Capita, and a Work VMT per employee of 14.5 which is greater than the West Los Angeles APC significance threshold of 11.1 Daily Work VMT per Employee.
Taking into consideration the TDM measures being proposed by the project, the estimated Household VMT per Capita for Option B is reduced to 5.4, which further below the West Los Angeles APC significance threshold of 7.4 Daily Household VMT per Capita. The estimated Work VMT per Employee for Option B is reduced to 11.6, which is greater than the West Los Angeles APC significance threshold of 11.1 Daily Work VMT per Employee. While the Option B Work VMT per Employee is greater than the West Los Angeles APC significance threshold of 11.1 Daily Work VMT per Employee, LLG has identified that the total VMT related to the residential and commercial components would fall below the total VMT that would be calculated using the applicable thresholds of significance for Option B based on the data provided in LADOT's VMT Calculator. As previously stated, the Household VMT per Capita for the residential component of Option B is calculated to be 5.4 with implementation of the recommended mitigation

measures, which is well below the threshold for the West Los Angeles APC of 7.4 Daily Household VMT per Capita. For the office component of Option B, the Work VMT per Employee value is calculated to be reduced from 14.5 to 11.6 with consideration of TDM measures. While the Work VMT per Employee value after application of TDM measures is greater than the threshold of 11.1 Daily Work VMT per Employee, a finding of a less than significant impact is made related to the Work VMT per Employee for Option B in consideration of the "excess" mitigation provided by the TDM measures recommended for Option B. This is demonstrated through the calculation of total VMT as detailed in a memorandum detailing the methodology for determining the less than significant impact that was submitted by LLG and was approved by LADOT on April 1, 2021.

Under Option B, the project proposes the implementation of a combination of transit, education and encouragement, commute trip reductions, bicycle parking and infrastructure, and neighborhood infrastructure TDM strategies that are forecasted to reduce the Project Household and Work VMTs to 5.4 and 11.6, respectively. The resulting Daily Household VMT per Capita for the residential component is substantially less than the threshold of significance for the West Los Angeles APC and therefore is deemed to offset the unmitigated portion of the Daily Work VMT per Employee related to the office component. Therefore, it is concluded that implementation of the Project under Option B would not result in a significant VMT impact with implementation of the proposed TDM strategies. A copy of the VMT Calculator summary reports is provided as **Attachment "H"** to this report.

F. 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). Therefore, DOT continues to require and review a project's site access, circulation, and operational plan to determine if any access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the project has completed an access and circulation analysis for both Option A and Option B using a "level of service" screening methodology that indicates that the trips generated by the proposed development will likely result in adverse circulation conditions at the project adjacent intersection of Glencoe Avenue and Glencoe Avenue Southerly Driveway/Villa Velletri Driveway, and at the intersection of Glencoe Avenue and Mindanao Way under both Options. A copy of the study analysis report tables that summarize these potential queueing and/or operational deficiencies are provided as **Attachment "I"** (Option A) and **Attachment "J"** (Option B) to this report.

PROJECT REQUIREMENTS

A. CEQA Related Mitigation

Consistent with City policies on sustainability and smart growth, and with DOT's trip reduction and multi-modal transportation goals, the project's mitigation program first focuses on developing a trip reduction program and on solutions that promote other modes of travel. To off-set the expected significant impacts identified in the project's VMT analysis for Option B (since Option A as proposed results in a less than significant VMT impact), DOT recommends that the applicant be required to implement the following Transportation Demand Management (TDM) strategies as mitigation:

1. Transit – Transit Subsidies
This TDM strategy involves the subsidization of transit fare for residents and employees of Option B. The subsidy will be proactively offered to each resident and employee at least once annually for a minimum of five years. At the time of initial opening, Option B will offer a daily transit subsidy to all (i.e., 100%) residents and employees of $2.98 per day.

2. Education and Encouragement – Promotions and Marketing
Option B will utilize promotional and marketing tools to educate and inform residents and employees about alternative transportation options and the effects of their travel choices. Rather than two-way communication tools or tools that would encourage an individual to consider a different mode of travel at the time the trip is taken (i.e., smartphone application, daily email, etc.), this TDM strategy includes passive educational and promotional materials, such as posters, information boards, or a website with information that residents and employees can choose to read at their own leisure.

3. Commute Trip Reductions - Alternative Work Schedules and Telecommute Program
The strategy encourages employees to work alternative schedules or telecommute, including staggered start times, flexible schedules, or compressed work weeks. At the time of initial opening of the development, Option B will offer 1.5 days per week of telecommuting to at least 5% of all employees.

4. Bicycle Infrastructure – Include Bike Parking per LAMC
Option B is required to provide 200 bicycle parking spaces (19 short-term and 181 long-term) for the residential component, and 67 bicycle parking spaces (29 short-term spaces and 38 long-term) for the restaurant, commercial, and office components. Therefore, under Option B, the project will provide the LAMC-required number of short-term and long-term bicycle parking spaces: an overall total of 267 bicycle parking spaces (48 short-term and 219 long-term) on-site thus meeting the code required spaces. This measure helps reduce peak-hour vehicle trips by making commuting by bicycle easier and more convenient.

5. Bicycle Infrastructure – Include Secure Bike Parking and Showers per LAMC
This strategy involves implementation of additional end-of-trip bicycle facilities to support safe and comfortable bicycle travel by providing amenities at destinations. This strategy applies to projects that include bicycle parking onsite per LAMC. Projects providing long-term bicycle parking secured from the general public in accordance with LAMC Section 12.21A.16(d)(2) and showers in accordance with LAMC Section 91.6307 qualify for this measure. These improvements help reduce peak-hour vehicle trips by making commuting by bicycle easier and more convenient. Under Option B, the project is committed to provide short-term and long-term bicycle parking in accordance with

LAMC Section 12.21A.16(d)(2). In addition, Option B will provide showers in accordance with LAMC Section 91.6307.

6. Neighborhood Infrastructure – Pedestrian Network Improvements
This strategy involves implementation of pedestrian network improvements throughout and around the Project Site that encourage people to walk. This includes internally linking all uses within the Project Site with pedestrian facilities such as sidewalks and connecting the Project Site to the surrounding pedestrian network. Option B includes pedestrian access points directly to sidewalks on the adjacent streets, including Maxella Avenue, and Glencoe Avenue. Additionally, Option B will improve existing sidewalks or construct new sidewalks on the above-mentioned streets adjacent to the Project Site. Furthermore, Option B will add street trees and landscaping, including a park along the Project Site's easterly frontage, to enhance the pedestrian network and improve exterior lighting along the sidewalks to improve safety.

B. Operational Improvements (Non-CEQA Analysis)

In the Traffic Study report prepared by LLG, the analysis included a review of current operational deficiencies and potential future deficiencies that may result from the project considering both proposed Options. To address these deficiencies, the applicant should be required to implement the following operational improvements (the project must coordinate with Culver City to determine appropriate traffic operational improvements within their jurisdiction):

1. Glencoe Avenue and Mindanao Way Intersection - Implement Left-Turn Phasing
The project shall assume full responsibility for implementing protected/permissive left-turn phasing for the northbound direction, as well as implementing overlap right-turn phasing for the eastbound direction at the intersection of Glencoe Avenue and Mindanao Way. The implementation of this improvement is in alignment with the improvements identified in the Coastal Transportation Corridor Specific Plan and should be coordinated with the DOT Western District office. If at the time of project approval, the above traffic signal improvements have been funded by others, the DOT shall require a similar nearby measure of equivalent value in the vicinity of the project.

2. Glencoe Avenue and Glencoe Avenue Southerly Project Driveway/Villa Velletri Driveway Intersection – Pedestrian Crosswalk/ Traffic Signal Relocation
The project shall assume full responsibility for the design and relocation of the existing signalized Glencoe Avenue midblock crossing to the north to align with the Glencoe Avenue Southerly Project Driveway intersection. The resulting lane configuration on the northbound and southbound approaches of Glencoe Avenue would provide one left-turn lane, one through lane, and one shared through/right-turn lane. No changes to the eastbound Glencoe Avenue Southerly Project Driveway and westbound Villa Velletri approaches are proposed. Changes to the existing traffic signal equipment needed in conjunction with the recommended improvements would also be implemented as part of the improvement. In addition, crosswalks would be installed on both the northbound and southbound Glencoe Avenue approaches. The implementation of this improvement is in alignment with the project improvements identified in the Coastal Transportation Corridor Specific Plan and should be coordinated with the DOT Western District office.

3. Ocean Way and Maxella Avenue Intersection-New Traffic Signal/Relocate Ped-Crosswalk
The project shall assume full responsibility for the design and implementation of roadway striping changes along Maxella Avenue at the Ocean Way intersection. Specifically, the existing signalized crosswalk located approximately 100 feet west of the east leg of the intersection will be removed, and crosswalks will be installed at the Ocean Way and Maxella Avenue intersection. Additionally, the Applicant, in consultation with LADOT, will install a traffic signal at the intersection with controlled crossing devices (e.g., signalized crosswalks). The implementation of this improvement is in alignment with the project improvements identified in the Coastal Transportation Corridor Specific Plan and should be coordinated with the DOT Western District office.

4. Transportation Demand Management (TDM) Program
In addition to the TDM strategies cited above, DOT further recommends that the project prepare and submit a TDM program to DOT for review prior to the issuance of the first building permit for this project with a final TDM program to be approved by DOT prior to the issuance of the first certificate of occupancy. The TDM program should include not only the TDM strategies identified to mitigate Project VMT impacts but should also consider and include all of the VMT Calculator TDM strategies that can potentially reduce the Project's VMT footprint.

C. Transportation Impact Assessment (TIA) Fee

Pursuant to Section 6 of the CTC SP Ordinance No. 186104 authorizing the TIA Fee Programs Ordinance No. 186105, an applicant for a project within the Specific Plan area, except as exempted, shall pay, or guarantee payment of a TIA Fee prior to issuance of any building permit. Applicable fee rates are identified in the TIA Fee Table of Ordinance No. 186105. In addition, credit for affordable housing units can be granted as detailed in Section D.3.b.i of Ordinance No. 186105. The applicable fee for the proposed project (Option B) has been determined as follows:

Proposed Use:		
	382 Apartment units x $4,720 per unit [Full TIA fee applicable on or after October 26, 2020]	$ 1,803,040
	40,000 sq. ft. Retail x $13,561 per 1000 sq. ft.	$ 542,440
	90,000 sq. ft. Office x $23,724 per 1000 sq. ft.	$ 2,135,160
	-43 Affordable units x [2 x ($4,720 per unit)]	-$ 450,920
Subtotal Proposed TIA Fee		*$ 4,029,720*
Existing Use (credit)		
	100,781 sq. ft. of Retail x $13,561 per 1000 sq. ft.	-$ 1,366,691
Subtotal Existing TIA Fee		*-$ 1,366,691*
Total Estimated TIA Fee		***$ 2,663,029***

D. Implementation of Physical Improvements

The applicant shall be responsible for the cost and implementation of any traffic signal equipment modifications and bus stop relocations associated with the proposed transportation improvements and enhancements described above. All improvements, enhancements, and associated traffic signal work within the City of Los Angeles must be **guaranteed** through Bureau of Engineering's (BOE) B-Permit process, prior to the issuance of any building permits and **completed** prior to the issuance of any certificates of occupancy. Temporary certificates of occupancy may be granted in the event of any delay through no fault of the applicant, provided that, in each case, the applicant has demonstrated reasonable efforts and due diligence to the satisfaction of DOT. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor email DOT's B-Permit Coordinator at ladot.planprocessing@lacity.org to arrange a pre-design meeting to finalize the proposed design needed for the project. If a proposed traffic corrective measure does not receive the required approval during plan review, a substitute corrective measure may be provided subject to the approval of LADOT or other governing agency with jurisdiction over the corrective condition location, upon demonstration that the substitute measure is correctively equivalent or superior to the original measure in addressing the project's corrective traffic condition. To the extent that a corrective measure proves to be infeasible and no substitute corrective measure is available, then the identified corrective condition would remain.

E. Construction Impacts

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

F. Highway Dedication And Street Widening Requirements

In order to mitigate potential access and circulation impacts, the applicant may be required to make highway dedications and improvements. The applicant shall consult the Bureau of Engineering (BOE) for any highway dedication or street widening requirements. These requirements must be guaranteed before the issuance of any building permit through the B-permit process of the BOE. They must be constructed and completed prior to the issuance of any certificate of occupancy to the satisfaction of DOT and BOE.

G. Parking Analysis

The project is proposing to provide a minimum Code-required total of 1,217 parking spaces under Option A, and a total of 1,287 parking spaces under Option B. Also, an overall minimum Code-required total of 267 bicycle parking spaces (48 short-term and 219 long-term) will be provided on site within parking garage. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

H. Project Access

Project access to the site will be provided for Option A and Option B as follows:

For Option A, vehicular access will be provided via two access points along the east side of Ocean Way, one driveway along the south side of Maxella Avenue, one driveway along the west side of Glencoe Avenue, and one entry/exit driveway located along the southern boundary of the project site, and for Option B, vehicular access will be provided via three access points along the east side of Ocean Way, one driveway along the south side of Maxella Avenue, and one driveway along the west side of Glencoe Avenue, along the southern boundary of the project site.

I. Driveway Access and Circulation

The proposed site plan is acceptable to DOT; however, review of the study does not constitute approval of the driveway dimensions and internal circulation schemes. Those require separate review and approval and should be coordinated with DOT's West LA/Coastal Development Review Section (7166 W Manchester Ave, @ 213-485-1062). In order to minimize potential building design changes, the applicant should contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. All new driveways should be Case 2 driveways and any security gates should be a minimum 20 feet from the property line. All truck loading and unloading should take place on site with no vehicles backing into the project from public streets via any of the project driveways.

J. Development Review Fees

An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. This ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact me or Pedro Ayala at (213) 485-1062.

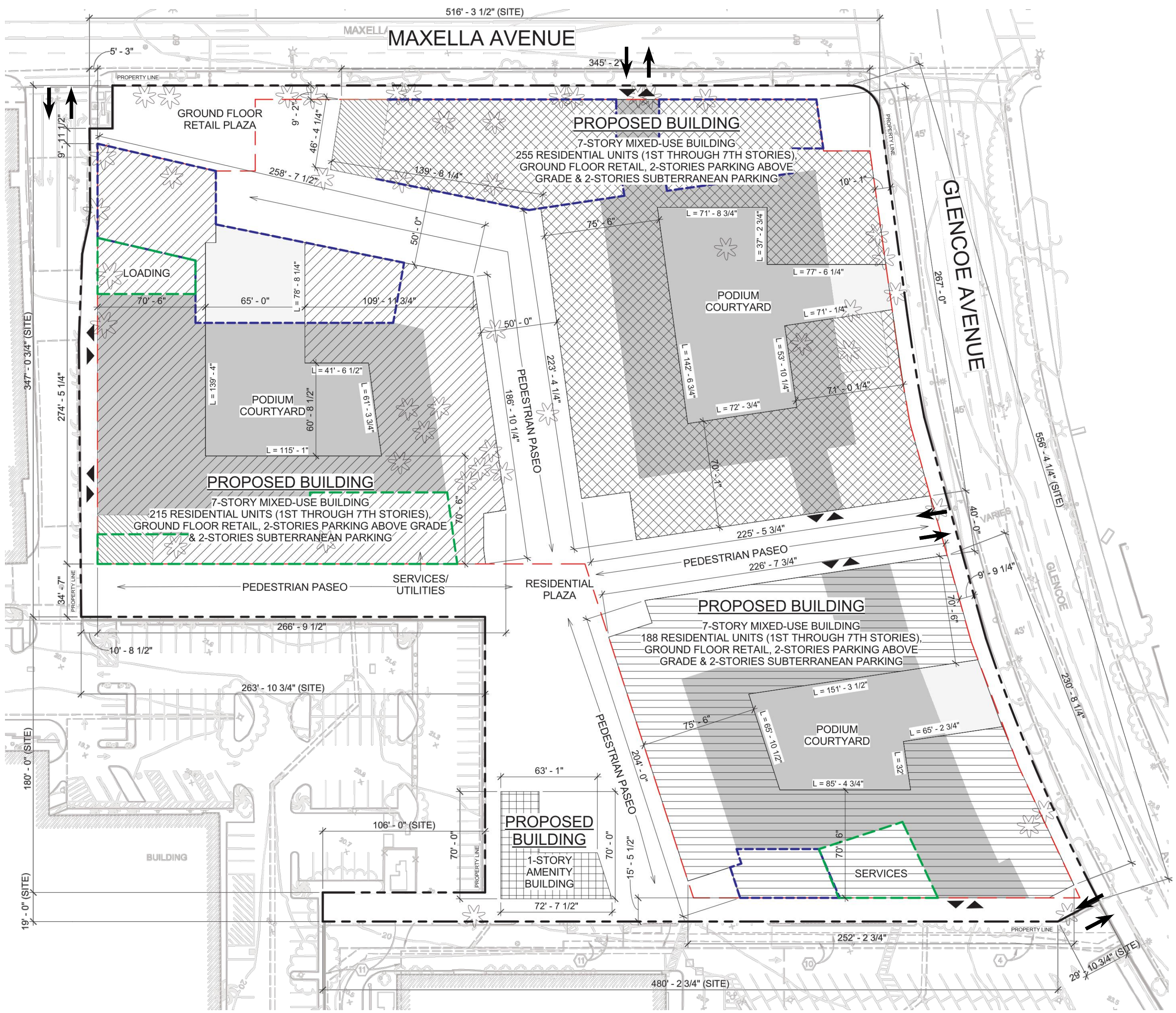
RS:pa

Attachments

c: Alan Como, Marcus Woersching, DCP
Jason Douglas, Eric Bruins, Len Nguyen, Council District No. 11
Rudy Guevara, DOT
Mike Patonai, Oscar Gutierrez, BOE
Jason Shender, Linscott, Law, & Greenspan, Engineers

13400 W. Maxella Ave.: Mixed-Use - Paseo Marina project (CTC19-109212)

Attachment "A"



NOT TO SCALE

MAP SOURCE: TCA ARCHITECTS

↓↑ PROJECT DRIVEWAY SITE ACCESS

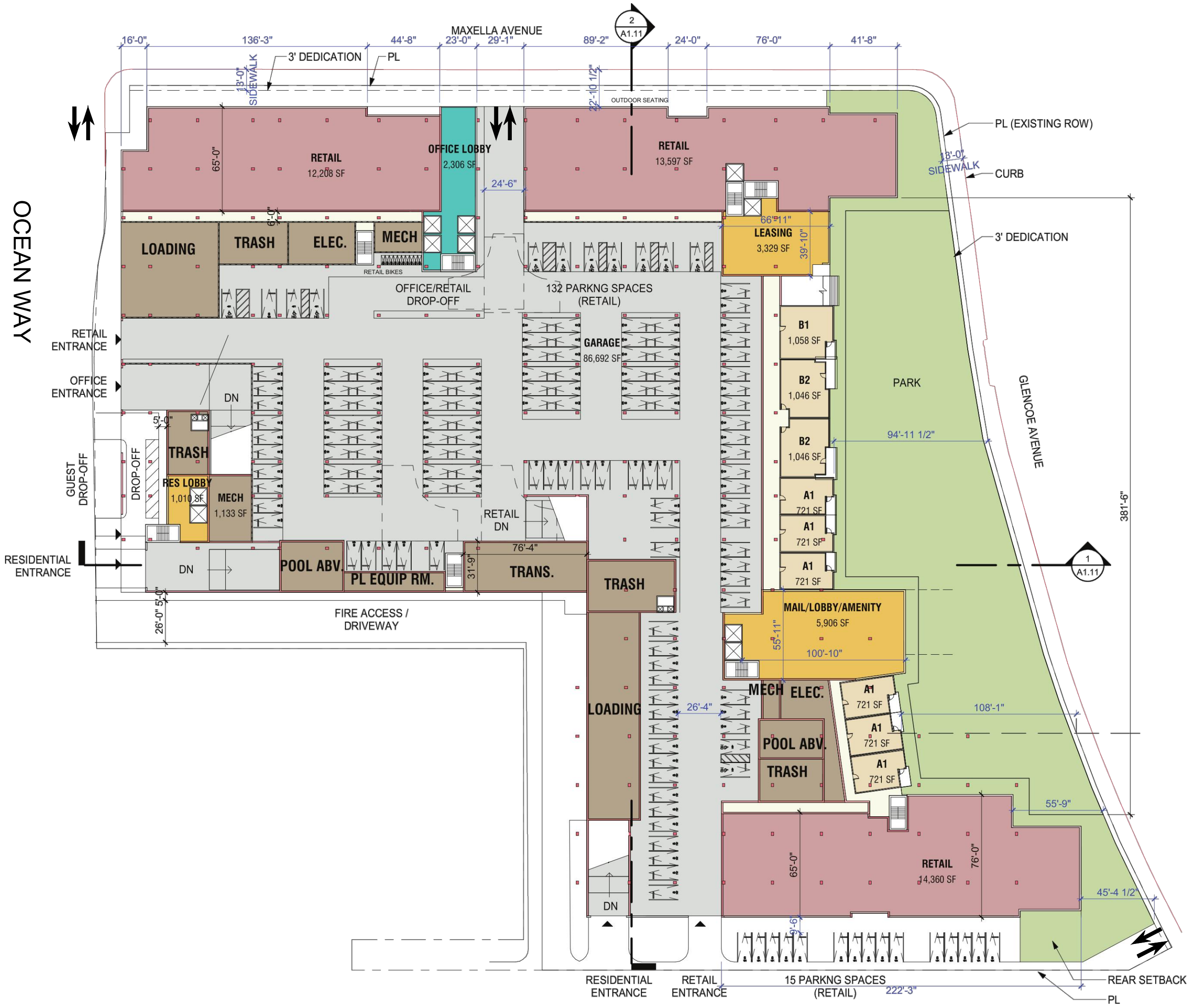
▼▲ PROJECT BUILDING ACCESS

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 2-2
PROJECT SITE PLAN - OPTION A

PASEO MARINA PROJECT

Attachment "B"



NOT TO SCALE

MAP SOURCE: TCA ARCHITECTS

↓↑ PROJECT DRIVEWAY SITE ACCESS

▼▲ PROJECT BUILDING ACCESS

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 2-3

PROJECT SITE PLAN - OPTION B

GROUND FLOOR

PASEO MARINA PROJECT

Table 2-1
OPTION A TRIP GENERATION [1]

27-Apr-21

		AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
LAND USE	**SIZE**	**IN**	**OUT**	**TOTAL**	**IN**	**OUT**	**TOTAL**
Proposed Project							
Apartments [3]	592 DU	55	158	213	159	101	260
Affordable Family Housing [4]	66 DU	13	21	34	14	11	25
Restaurant [5]	13,650 GSF	75	61	136	82	51	133
Commercial [6]	13,650 GLSF	8	5	13	25	27	52
Subtotal		151	245	396	280	190	470
Internal Capture [7]		(17)	(27)	(44)	(64)	(43)	(107)
Transit Trips (15%) [8]		(18)	(30)	(48)	(30)	(20)	(50)
Subtotal Project Driveway Trips		**116**	**188**	**304**	**186**	**127**	**313**
Existing Land Use							
Commercial [5]	(100,781) GLSF	(59)	(36)	(95)	(184)	(200)	(384)
Existing Transit Trips [8]							
Commercial (15%)		9	5	14	28	30	58
Subtotal Existing Driveway Trips		**(50)**	**(31)**	**(81)**	**(156)**	**(170)**	**(326)**
NET INCREASE DRIVEWAY TRIPS		**66**	**157**	**223**	**30**	**(43)**	**(13)**
Proposed Pass-By Trips [9]							
Restaurant (20%)		(11)	(9)	(20)	(11)	(7)	(18)
Commercial (50%)		(3)	(2)	(5)	(8)	(9)	(17)
Subtotal		(14)	(11)	(25)	(19)	(16)	(35)
Existing Pass-By Trips [9]							
Commercial (30%)		15	9	24	47	51	98
NET INCREASE "OFF-SITE" TRIPS		**67**	**155**	**222**	**58**	**(8)**	**50**

[1] Sources: ITE *Trip Generation Manual,* 10th Edition, 2017.

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

[3] ITE Land Use Code 221 (Multifamily Housing [Mid-Rise]) trip generation average rates.
- AM Peak Hour Trip Rate: 0.36 trips/dwelling unit; 26% inbound/74% outbound
- PM Peak Hour Trip Rate: 0.44 trips/dwelling unit; 61% inbound/39% outbound

[4] City of Los Angeles Affordable Housing (Family) trip generation average rates.
- AM Peak Hour Trip Rate: 0.52 trips/dwelling unit; 38% inbound/62% outbound
- PM Peak Hour Trip Rate: 0.38 trips/dwelling unit; 55% inbound/45% outbound

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

[6] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
- AM Peak Hour Trip Rate: 0.94 trips/1,000 SF of leasable area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 3.81 trips/1,000 SF of leasable area; 48% inbound/52% outbound

[7] The internal capture reduction for the residential, restaurant, retail, and office is based on the synergy between all the land uses provided within the Project Site, and determined via NCHRP 684 Internal Capture Estimation Tool (12% for AM Peak Hour and 24% for PM Peak Hour).

[8] A 15% transit use reduction applied based on the Project Site being located within 1/4 mile of a Big Blue Bus rapid stop. The trip reduction for transit trips has been applied to the proposed Project and existing land uses based on the *LADOT Transportation Assessment Guidelines,* July 2020 for developments within a 1/4 mile walking distance of a transit station or a Rapid Bus stop.

[9] Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the site. The trip reduction for pass-by trips has been applied to the restaurant and commercial components of the Project based on the *LADOT Transportation Assessment Guidelines,* July 2020 for High Turnover Restaurant, Shopping Center less than 50,000 sf, and Shopping Center 100,000 to less than 300,000 sf.

Table 2-2
OPTION B TRIP GENERATION [1]

20-Apr-21

LAND USE	SIZE	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project							
Apartments [3]	382 DU	36	102	138	102	66	168
Affordable Family Housing [4]	43 DU	8	14	22	9	7	16
Restaurant [5]	20,000 GSF	109	90	199	121	74	195
Commercial [6]	20,000 GLSF	12	7	19	36	40	76
Office [7]	90,000 GSF	89	15	104	17	87	104
Subtotal		254	228	482	285	274	559
Internal Capture [8]		(59)	(51)	(110)	(86)	(83)	(169)
Transit Trips (15%) [9]		(28)	(24)	(52)	(29)	(28)	(57)
Subtotal Project Driveway Trips		**167**	**153**	**320**	**170**	**163**	**333**
Existing Land Use							
Commercial [5]	(100,781) GLSF	(59)	(36)	(95)	(184)	(200)	(384)
Existing Transit Trips [9]							
Commercial (15%)		9	5	14	28	30	58
Subtotal Existing Driveway Trips		**(50)**	**(31)**	**(81)**	**(156)**	**(170)**	**(326)**
NET INCREASE DRIVEWAY TRIPS		**117**	**122**	**239**	**14**	**(7)**	**7**
Proposed Pass-By Trips [10]							
Restaurant (20%)		(14)	(12)	(26)	(14)	(9)	(23)
Commercial (50%)		(4)	(2)	(6)	(11)	(12)	(23)
Subtotal		(18)	(14)	(32)	(25)	(21)	(46)
Existing Pass-By Trips [10]							
Commercial (30%)		15	9	24	47	51	98
NET INCREASE "OFF-SITE" TRIPS		**114**	**117**	**231**	**36**	**23**	**59**

[1] Source: ITE *Trip Generation Manual,* 10th Edition, 2017.

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

[3] ITE Land Use Code 221 (Multifamily Housing [Mid-Rise]) trip generation average rates.
- AM Peak Hour Trip Rate: 0.36 trips/dwelling unit; 26% inbound/74% outbound
- PM Peak Hour Trip Rate: 0.44 trips/dwelling unit; 61% inbound/39% outbound

[4] City of Los Angeles Affordable Housing (Family) trip generation average rates.
- AM Peak Hour Trip Rate: 0.52 trips/dwelling unit; 38% inbound/62% outbound
- PM Peak Hour Trip Rate: 0.38 trips/dwelling unit; 55% inbound/45% outbound

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

[6] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
- AM Peak Hour Trip Rate: 0.94 trips/1,000 SF of leasable area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 3.81 trips/1,000 SF of leasable area; 48% inbound/52% outbound

[7] ITE Land Use Code 710 (General Office Building) trip generation average rates.
- AM Peak Hour Trip Rate: 1.16 trips/1,000 SF of floor area; 86% inbound/14% outbound
- PM Peak Hour Trip Rate: 1.15 trips/1,000 SF of floor area; 16% inbound/84% outbound

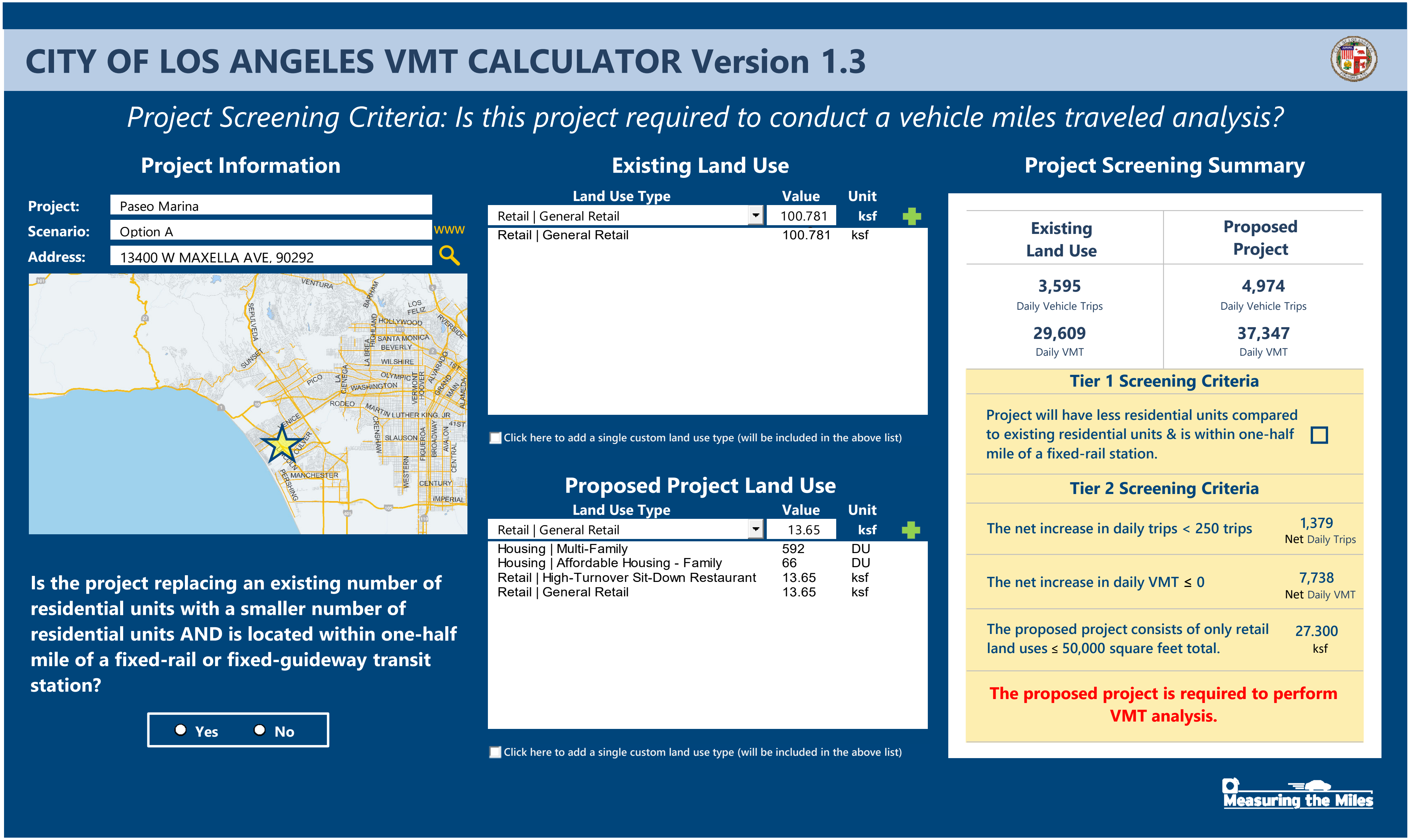
[8] The internal capture reduction for the residential, restaurant, retail, and office is based on the synergy between all the market-rate apartments, restaurant, commercial, and office land uses provided within the Project Site, and determined via NCHRP 684 Internal Capture Estimation Tool (24% for AM Peak Hour and 31% for PM Peak Hour).

[9] A 15% transit use reduction applied based on the Project Site being located within 1/4 mile of a Big Blue Bus rapid stop. The trip reduction for transit trips has been applied to the proposed Project and existing land uses based on the *LADOT Transportation Assessment Guidelines,* July 2020 for developments within a 1/4 mile walking distance of a transit station or a Rapid Bus stop. The transit reduction was not applied to the affordable housing component of the Project, per the *LADOT Transportation Assessment Guidelines,* July 2020.

[10] Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the site. The trip reduction for pass-by trips has been applied to the restaurant and commercial components of the Project based on the *LADOT Transportation Assessment Guidelines,* July 2020 for High Turnover Restaurant, Shopping Center less than 50,000 sf, and Shopping Center 100,000 to less than 300,000 sf.

13400 W. Maxella Ave.: Mixed-Use - Paseo Marina project (CTC19-109212)

Attachment "E"



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: Paseo Marina
Scenario: Option A
Address: 13400 W MAXELLA AVE, 90292

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

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Retail | General Retail	100.781	ksf
Retail | General Retail	100.781	ksf

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

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | General Retail	13.65	ksf
Housing | Multi-Family	592	DU
Housing | Affordable Housing - Family	66	DU
Retail | High-Turnover Sit-Down Restaurant	13.65	ksf
Retail | General Retail	13.65	ksf

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

Project Screening Summary

Existing Land Use	Proposed Project
3,595 Daily Vehicle Trips	**4,974** Daily Vehicle Trips
29,609 Daily VMT	**37,347** Daily VMT

Tier 1 Screening Criteria

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

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	1,379 Net Daily Trips
The net increase in daily VMT ≤ 0	7,738 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	27.300 ksf

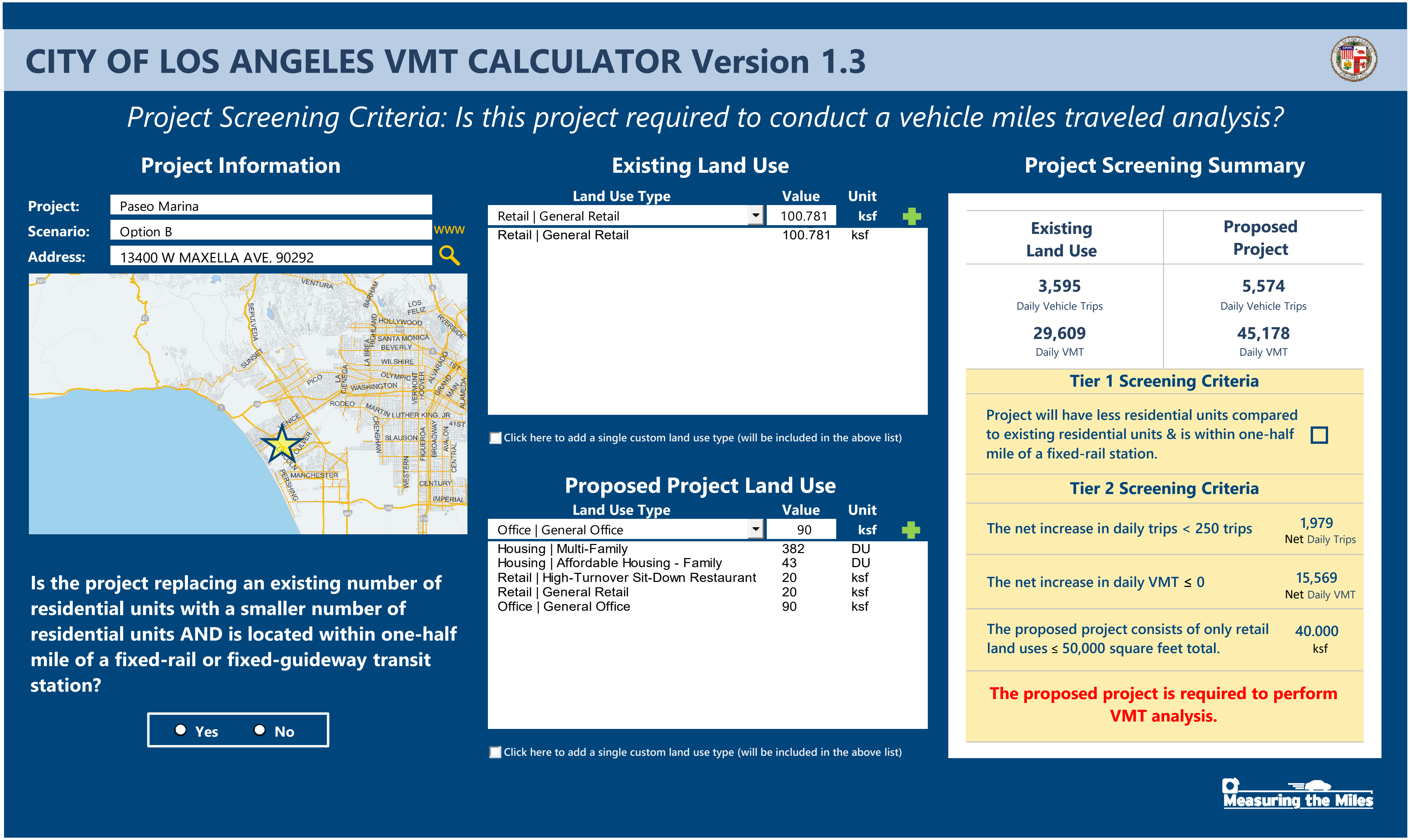
The proposed project is required to perform VMT analysis.

Measuring the Miles

4/27/2021

13400 W. Maxella Ave.: Mixed-Use - Paseo Marina project (CTC19-109212)

Attachment "F"



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: Paseo Marina
Scenario: Option B
Address: 13400 W MAXELLA AVE, 90292

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

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Retail | General Retail	100.781	ksf
Retail | General Retail	100.781	ksf

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

Proposed Project Land Use

Land Use Type	Value	Unit
Office | General Office	90	ksf
Housing | Multi-Family	382	DU
Housing | Affordable Housing - Family	43	DU
Retail | High-Turnover Sit-Down Restaurant	20	ksf
Retail | General Retail	20	ksf
Office | General Office	90	ksf

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

Project Screening Summary

Existing Land Use	Proposed Project
3,595 Daily Vehicle Trips	5,574 Daily Vehicle Trips
29,609 Daily VMT	45,178 Daily VMT

Tier 1 Screening Criteria

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

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	1,979 Net Daily Trips
The net increase in daily VMT ≤ 0	15,569 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	40.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

6/21/2021

13400 W. Maxella Ave.: Mixed-Use - Paseo Marina project (CTC19-109212)

Attachment "G"

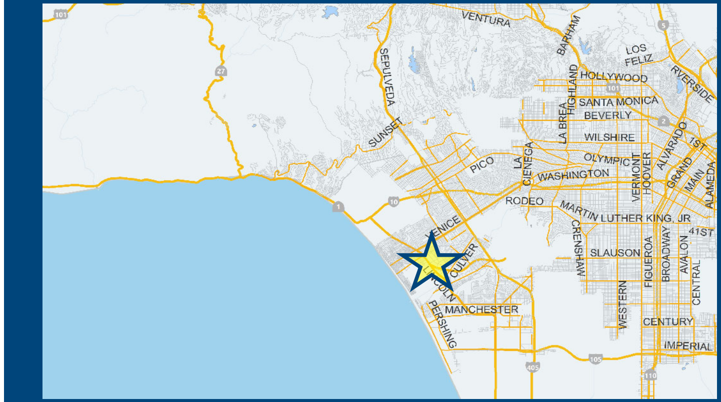
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: Paseo Marina

Scenario: Option A

Address: 13400 W MAXELLA AVE, 90292



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	592	DU
Housing | Affordable Housing - Family	66	DU
Retail | High-Turnover Sit-Down Restaurant	13.65	ksf
Retail | General Retail	13.65	ksf

TDM Strategies

Select each section to show individual strategies

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

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

A Parking

Reduce Parking Supply

100 city code parking provision for the project site

74 actual parking provision for the project site

☐ Proposed Prj ☐ Mitigation

Unbundle Parking

175 monthly parking cost (dollar) for the project site

☐ Proposed Prj ☐ Mitigation

Parking Cash-Out

50 percent of employees eligible

☐ Proposed Prj ☐ Mitigation

Price Workplace Parking

6.00 daily parking charge (dollar)

50 percent of employees subject to priced parking

☐ Proposed Prj ☐ Mitigation

Residential Area Parking Permits

200 cost (dollar) of annual permit

☐ Proposed Prj ☐ Mitigation

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
4,974 Daily Vehicle Trips	**4,974** Daily Vehicle Trips
37,347 Daily VMT	**37,347** Daily VMT
6.9 Household VMT per Capita	**6.9** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Household: No Threshold = 7.4 15% Below APC	**Household: No** Threshold = 7.4 15% Below APC
Work: N/A Threshold = 11.1 15% Below APC	**Work: N/A** Threshold = 11.1 15% Below APC

Measuring the Miles

4/27/2021

13400 W. Maxella Ave.: Mixed-Use - Paseo Marina project (CTC19-109212)

Attachment "H"

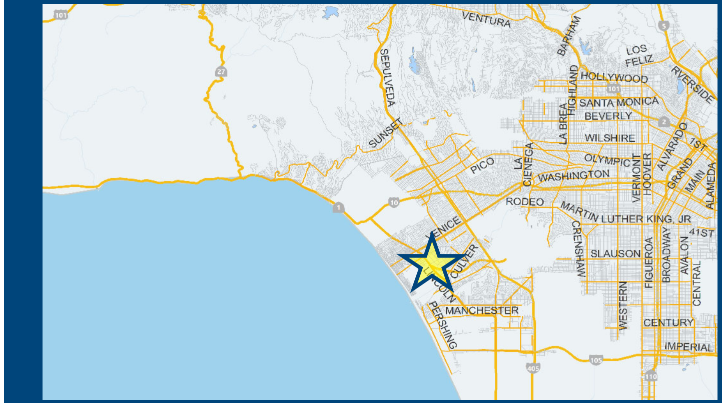
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: Paseo Marina

Scenario: Option B

Address: 13400 W MAXELLA AVE, 90292



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	382	DU
Housing | Affordable Housing - Family	43	DU
Retail | High-Turnover Sit-Down Restaurant	20	ksf
Retail | General Retail	20	ksf
Office | General Office	90	ksf

TDM Strategies - Max Mitigation Reduction

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**	**Yes**
Max Work Based TDM Achieved?	**No**	**Yes**

A Parking

Reduce Parking Supply

100 city code parking provision for the project site

74 actual parking provision for the project site

☐ Proposed Prj ☐ Mitigation

Unbundle Parking

175 monthly parking cost (dollar) for the project site

☐ Proposed Prj ☐ Mitigation

Parking Cash-Out

100 percent of employees eligible

☐ Proposed Prj ☐ Mitigation

Price Workplace Parking

6.00 daily parking charge (dollar)

100 percent of employees subject to priced parking

☐ Proposed Prj ☐ Mitigation

Residential Area Parking Permits

200 cost (dollar) of annual permit

☐ Proposed Prj ☐ Mitigation

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
5,574 Daily Vehicle Trips	**4,459** Daily Vehicle Trips
45,178 Daily VMT	**36,142** Daily VMT
6.8 Household VMT per Capita	**5.4** Household VMT per Capita
14.5 Work VMT per Employee	**11.6** Work VMT per Employee

Significant VMT Impact?

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

Measuring the Miles

6/21/2021

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

13-Apr-21

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2020 EXISTING			YEAR 2020 EXISTING W/ PROJECT			YEAR 2026 FUTURE W/O PROJECT			YEAR 2026 FUTURE W/ PROJECT			YEAR 2026 FUTURE W/ PROJECT + IMPROVEMENTS		
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]
1	Walgrove Avenue / Washington Boulevard (Unsignalized)	SB Left/Right	AM	64.4	F	215.0	68.2	F	222.5	138.1	F	335.0	149.2	F	347.5	--	--	--
			PM	155.5	F	430.0	160.8	F	435.0	291.2	F	610.0	300.0	F	620.0	--	--	--
		EB Left	AM	25.0	C	112.5	25.6	D	117.5	33.9	D	157.5	35.1	E	162.5	--	--	--
			PM	18.1	C	67.5	18.4	C	70.0	23.0	C	95.0	23.5	C	95.0	--	--	--
2	Lincoln Boulevard / Marina Pointe Drive - Maxella Avenue (Signalized)	NB Left	AM	44.6	D	73.9	44.6	D	73.9	46.0	D	78.4	46.0	D	78.4	--	--	--
			PM	47.2	D	122.9	47.2	D	122.9	47.8	D	130.4	47.8	D	130.4	--	--	--
		NB Through	AM	140.5	F	1225.2	140.5	F	1225.2	176.2	F	1459.9	176.2	F	1459.9	--	--	--
			PM	76.7	F	814.0	76.7	F	814.0	123.0	F	1111.2	123.0	F	1111.2	--	--	--
		NB Right	AM	22.2	C	234.3	22.6	C	245.9	22.9	C	257.0	23.3	C	268.8	--	--	--
			PM	24.0	C	293.7	24.4	C	306.5	26.0	C	355.3	26.5	C	369.4	--	--	--
		SB Left	AM	33.8	C	62.7	33.8	C	65.4	33.9	C	68.0	33.9	C	70.8	--	--	--
			PM	33.6	C	53.2	33.7	C	55.8	33.7	C	59.5	33.8	C	62.2	--	--	--
		SB Through	AM	40.2	D	493.7	40.2	D	493.7	42.1	D	540.5	42.1	D	540.5	--	--	--
			PM	45.0	D	598.6	45.0	D	598.6	51.1	D	684.3	51.1	D	684.3	--	--	--
		SB Right	AM	45.3	D	511.9	45.3	D	511.9	48.7	D	564.8	48.7	D	564.8	--	--	--
			PM	54.3	D	627.2	54.3	D	627.2	64.6	E	732.8	64.6	E	732.8	--	--	--
		EB Left	AM	45.6	D	99.3	45.6	D	99.3	45.8	D	106.2	45.8	D	106.2	--	--	--
			PM	45.9	D	113.1	45.9	D	113.1	46.1	D	120.0	46.1	D	120.0	--	--	--
		EB Through	AM	45.6	D	104.4	45.6	D	104.4	45.7	D	111.3	45.7	D	111.3	--	--	--
			PM	45.1	D	84.0	45.1	D	84.0	45.2	D	89.5	45.2	D	89.5	--	--	--
		EB Right	AM	7.1	A	140.9	7.1	A	140.9	7.2	A	150.2	7.2	A	150.2	--	--	--
			PM	6.5	A	71.9	6.5	A	71.9	6.5	A	76.2	6.5	A	76.2	--	--	--
		WB Left	AM	52.3	D	175.0	52.8	D	187.8	59.6	E	254.3	61.7	E	268.1	--	--	--
			PM	74.1	E	332.5	73.7	E	330.8	108.8	F	457.8	108.1	F	455.2	--	--	--
		WB Through	AM	51.1	D	139.2	51.3	D	145.1	52.5	D	182.3	52.7	D	188.5	--	--	--
			PM	66.4	E	302.4	66.3	E	301.8	79.8	E	363.3	79.6	E	362.5	--	--	--
		WB Right	AM	35.7	D	141.0	36.1	D	156.2	36.1	D	157.5	36.4	D	172.9	--	--	--
			PM	37.8	D	223.3	37.8	D	222.1	38.4	D	241.4	38.3	D	240.3	--	--	--
3	Del Rey Avenue / Maxella Avenue (Unsignalized)	SB Left/Right	AM	11.8	B	15.0	12.0	B	17.5	13.4	B	32.5	13.6	B	32.5	--	--	--
			PM	17.0	C	70.0	17.0	C	70.0	21.4	C	100.0	21.5	C	102.5	--	--	--
		EB Left	AM	8.5	A	10.0	8.6	A	12.5	8.7	A	12.5	8.8	A	12.5	--	--	--
			PM	8.9	A	7.5	8.9	A	7.5	9.3	A	10.0	9.3	A	10.0	--	--	--

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

13-Apr-21

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2020 EXISTING			YEAR 2020 EXISTING W/ PROJECT			YEAR 2026 FUTURE W/O PROJECT			YEAR 2026 FUTURE W/ PROJECT			YEAR 2026 FUTURE W/ PROJECT + IMPROVEMENTS		
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]
4	Ocean Way / Maxella Avenue (Unsignalized w/o Project; Signalized w/ Project)	NB Left	AM	14.3	B	10.0	11.0	B	28.5	16.2	C	15.0	10.9	B	31.7	--	--	--
			PM	20.5	C	20.0	10.9	B	23.9	27.2	D	35.0	11.0	B	28.3	--	--	--
		NB Right	AM	9.8	A	7.5	11.4	B	34.1	10.1	B	7.5	11.0	B	36.8	--	--	--
			PM	10.4	B	5.0	10.8	B	18.3	10.8	B	7.5	10.9	B	22.2	--	--	--
		EB Through	AM	--	--	--	12.3	B	78.5	--	--	--	12.7	B	91.5	--	--	--
			PM	--	--	--	13.6	B	125.1	--	--	--	14.2	B	147.4	--	--	--
		EB Right	AM	--	--	--	12.4	B	76.3	--	--	--	12.8	B	88.8	--	--	--
			PM	--	--	--	13.7	B	119.0	--	--	--	14.4	B	139.4	--	--	--
		WB Left	AM	8.2	A	2.5	13.8	B	16.9	8.3	A	2.5	14.5	B	19.9	--	--	--
			PM	8.8	A	5.0	16.3	B	27.0	9.1	A	5.0	18.1	B	37.5	--	--	--
		WB Through	AM	--	--	--	11.5	B	54.2	--	--	--	11.7	B	60.5	--	--	--
			PM	--	--	--	12.1	B	77.7	--	--	--	12.5	B	94.3	--	--	--
5	Maxella Avenue Driveway / Maxella Avenue (Unsignalized)	NB Right	AM	9.4	A	0.0	9.5	A	0.0	9.6	A	0.0	9.8	A	0.0	--	--	--
			PM	9.9	A	0.0	9.9	A	0.0	10.2	B	0.0	10.2	B	0.0	--	--	--
6	Glencoe Avenue / Maxella Avenue (Signalized)	NB Left	AM	17.9	B	59.4	18.2	B	60.2	19.3	B	67.2	19.7	B	68.1	--	--	--
			PM	22.4	C	77.2	22.9	C	78.2	30.5	C	116.9	31.7	C	119.3	--	--	--
		NB Through	AM	18.6	B	280.9	20.2	C	304.6	21.9	C	327.0	24.7	C	359.7	--	--	--
			PM	13.0	B	151.8	13.0	B	150.5	13.5	B	174.9	13.5	B	173.3	--	--	--
		NB Right	AM	10.7	B	19.5	10.7	B	19.5	10.7	B	20.6	10.7	B	20.6	--	--	--
			PM	10.8	B	25.9	10.8	B	25.9	10.8	B	27.4	10.8	B	27.4	--	--	--
		SB Left	AM	24.1	C	44.2	25.3	C	45.5	26.7	C	51.1	28.1	C	53.0	--	--	--
			PM	16.8	B	22.7	16.8	B	22.7	18.0	B	27.4	17.9	B	27.3	--	--	--
		SB Through	AM	12.5	B	128.1	12.6	B	132.9	12.9	B	145.6	13.0	B	150.6	--	--	--
			PM	13.9	B	189.4	14.1	B	194.3	15.1	B	218.0	15.4	B	224.0	--	--	--
		SB Right	AM	12.6	B	122.7	12.6	B	127.4	12.9	B	139.3	13.0	B	144.2	--	--	--
			PM	14.0	B	180.2	14.2	B	186.5	15.2	B	208.9	15.5	B	214.8	--	--	--
		EB Left	AM	13.4	B	47.9	13.8	B	57.2	14.0	B	57.6	14.4	B	67.3	--	--	--
			PM	15.4	B	72.3	15.4	B	72.0	16.8	B	90.4	16.8	B	89.9	--	--	--
		EB Through	AM	11.3	B	38.6	11.3	B	41.1	11.4	B	45.3	11.5	B	47.9	--	--	--
			PM	11.8	B	57.2	11.7	B	56.8	12.0	B	68.3	12.0	B	67.7	--	--	--
		EB Right	AM	12.0	B	55.2	12.2	B	59.0	12.4	B	66.9	12.5	B	70.8	--	--	--
			PM	12.9	B	81.0	12.9	B	81.0	13.2	B	89.5	13.2	B	89.5	--	--	--
		WB Left	AM	12.5	B	27.5	12.6	B	27.6	12.9	B	29.6	13.0	B	29.9	--	--	--
			PM	13.9	B	44.7	13.9	B	44.5	14.5	B	48.9	14.5	B	48.9	--	--	--
		WB Through	AM	11.1	B	31.7	11.1	B	32.9	11.2	B	35.7	11.2	B	37.0	--	--	--
			PM	11.6	B	52.6	11.6	B	53.3	11.8	B	61.0	11.9	B	61.7	--	--	--
		WB Right	AM	11.3	B	32.5	11.3	B	32.5	11.4	B	35.4	11.4	B	35.5	--	--	--
			PM	11.8	B	50.1	11.8	B	50.7	12.0	B	57.8	12.1	B	58.6	--	--	--
7	Glencoe Avenue / Glencoe Avenue Northerly Driveway (Unsignalized)	NB Left	AM	--	--	--	9.7	A	2.5	--	--	--	10.0	B	2.5	--	--	--
			PM	--	--	--	10.9	B	5.0	--	--	--	11.5	B	5.0	--	--	--
		EB Right	AM	--	--	--	11.8	B	7.5	--	--	--	12.3	B	7.5	--	--	--
			PM	--	--	--	12.9	B	5.0	--	--	--	13.6	B	7.5	--	--	--

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

13-Apr-21

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2020 EXISTING			YEAR 2020 EXISTING W/ PROJECT			YEAR 2026 FUTURE W/O PROJECT			YEAR 2026 FUTURE W/ PROJECT			YEAR 2026 FUTURE W/ PROJECT + IMPROVEMENTS		
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]
8	Glencoe Avenue / Glencoe Avenue Southerly Driveway - Villa Velletri Driveway (Unsignalized; Signalized w/ Improvements)	NB Left	AM	9.5	A	2.5	9.8	A	2.5	9.9	A	2.5	10.2	B	2.5	9.1	A	8.9
			PM	10.9	B	5.0	10.9	B	5.0	11.5	B	7.5	11.5	B	5.0	11.8	B	23.0
		NB Through	AM	--	--	--	--	--	--	--	--	--	--	--	--	6.9	A	145.5
			PM	--	--	--	--	--	--	--	--	--	--	--	--	6.2	A	96.3
		NB Right	AM	--	--	--	--	--	--	--	--	--	--	--	--	6.9	A	145.3
			PM	--	--	--	--	--	--	--	--	--	--	--	--	6.2	A	95.8
		SB Left	AM	9.4	A	0.0	9.5	A	0.0	9.6	A	0.0	9.7	A	0.0	8.1	A	1.3
			PM	8.5	A	0.0	8.6	A	0.0	8.8	A	0.0	8.8	A	0.0	7.0	A	4.2
		SB Through	AM	--	--	--	--	--	--	--	--	--	--	--	--	7.3	A	165.6
			PM	--	--	--	--	--	--	--	--	--	--	--	--	8.1	A	212.7
		SB Right	AM	--	--	--	--	--	--	--	--	--	--	--	--	7.3	A	163.9
			PM	--	--	--	--	--	--	--	--	--	--	--	--	8.1	A	209.4
		EB Left/Right	AM	28.3	D	10.0	42.3	E	50.0	35.3	E	12.5	59.8	F	67.5	28.8	C	60.0
			PM	118.5	F	142.5	116.7	F	137.5	230.9	F	200.0	227.0	F	192.5	29.8	C	95.1
		WB Left/Right	AM	23.2	C	7.5	25.8	D	10.0	27.3	D	10.0	30.8	D	12.5	27.9	C	18.5
			PM	21.4	C	5.0	21.9	C	5.0	25.5	D	5.0	26.1	D	5.0	27.7	D	10.0
9	Mindanao Way/ Glencoe Avenue (Signalized)	NB Left	AM	195.5	F	892.7	216.5	F	970.9	283.1	F	1182.0	306.7	F	1264.2	22.1	C	303.4
			PM	54.1	D	276.3	64.1	E	309.6	101.4	F	397.3	120.5	F	453.8	23.3	C	187.2
		NB Through	AM	20.9	C	233.0	20.9	C	233.0	21.4	C	251.8	21.4	C	251.8	15.1	B	211.3
			PM	19.1	B	133.3	19.1	B	133.3	19.4	B	152.4	19.4	B	152.4	17.4	B	142.5
		NB Right	AM	21.0	C	225.5	21.0	C	225.5	21.5	C	243.0	21.5	B	243.0	15.2	B	204.0
			PM	19.1	B	129.9	19.1	B	129.9	19.4	B	147.9	19.4	B	147.9	17.4	B	138.3
		SB Left	AM	25.9	C	6.1	25.9	C	6.1	26.9	C	7.0	26.9	C	7.0	29.3	C	7.4
			PM	21.7	C	7.0	21.7	C	7.0	22.4	C	8.6	22.4	C	8.6	26.6	C	9.5
		SB Through	AM	19.7	B	171.2	19.7	B	173.5	20.0	B	189.3	20.0	C	191.2	35.2	D	249.0
			PM	20.6	C	218.4	20.7	C	220.3	21.1	C	240.8	21.2	C	242.9	34.1	C	305.0
		SB Right	AM	19.7	B	161.9	19.8	B	163.7	20.0	C	178.3	20.1	C	180.1	35.5	D	237.5
			PM	20.6	C	210.0	20.7	C	211.4	21.2	C	230.8	21.2	C	232.5	34.3	C	291.8
		EB Left	AM	14.3	B	42.5	14.5	B	50.1	14.7	B	51.8	15.0	B	59.9	21.4	C	74.3
			PM	16.0	B	86.1	16.1	B	85.5	16.8	B	98.6	16.9	B	98.1	19.1	B	105.9
		EB Through	AM	12.7	B	73.6	12.8	B	78.3	13.0	B	86.0	13.0	B	90.8	18.6	B	113.0
			PM	13.6	B	122.1	13.6	B	122.1	13.9	B	135.4	13.9	B	135.4	15.7	B	146.7
		EB Right	AM	19.4	B	295.3	21.4	C	341.4	20.9	C	330.7	23.3	C	381.3	11.2	B	259.1
			PM	28.6	C	473.9	28.3	C	469.8	35.3	D	567.3	35.0	D	561.7	17.7	B	398.8
		WB Left	AM	14.1	B	25.8	14.3	B	26.0	14.6	B	29.3	14.7	B	29.4	20.9	C	36.5
			PM	17.5	B	83.0	17.5	B	83.0	18.5	B	99.3	18.5	B	99.3	21.1	C	107.3
		WB Through	AM	12.4	B	57.0	12.5	B	58.0	12.5	B	61.6	12.5	B	62.4	17.8	B	77.7
			PM	12.6	B	66.0	12.6	B	67.1	12.8	B	74.8	12.8	B	76.1	14.5	B	82.2
		WB Right	AM	12.5	B	56.7	12.5	B	57.5	12.5	B	61.0	12.6	B	62.0	17.8	B	77.2
			PM	12.6	B	64.9	12.7	B	66.2	12.8	B	73.7	12.8	B	74.8	14.5	B	81.0

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

13-Apr-21

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2020 EXISTING			YEAR 2020 EXISTING W/ PROJECT			YEAR 2026 FUTURE W/O PROJECT			YEAR 2026 FUTURE W/ PROJECT			YEAR 2026 FUTURE W/ PROJECT + IMPROVEMENTS		
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]
10	Mindanao Way/ SR-90 Westbound (Signalized)	NB Left	AM	31.5	C	6.2	31.5	C	6.2	31.5	C	6.2	31.5	C	6.2	--	--	--
			PM	31.7	C	14.6	31.7	C	14.6	31.7	C	15.4	31.7	C	15.4	--	--	--
		NB Through	AM	14.0	B	158.0	14.1	B	159.6	14.3	B	174.0	14.3	B	175.2	--	--	--
			PM	13.4	B	120.6	13.4	B	121.7	13.8	B	136.9	13.8	B	138.1	--	--	--
		SB Through	AM	31.0	C	257.8	31.8	C	274.1	32.2	C	282.9	33.2	C	300.2	--	--	--
			PM	51.3	D	478.2	51.0	D	476.1	73.0	F	607.0	72.4	F	603.5	--	--	--
		SB Right	AM	33.7	C	267.8	34.9	C	286.2	35.6	D	295.5	37.0	D	315.1	--	--	--
			PM	62.4	E	520.3	62.0	E	518.0	84.7	F	650.1	84.1	F	646.8	--	--	--
		WB Left	AM	26.8	C	330.0	26.8	C	330.0	29.4	C	369.5	29.4	C	369.5	--	--	--
			PM	23.1	C	251.9	23.1	C	251.9	25.1	C	297.5	25.1	C	297.5	--	--	--
		WB Through	AM	97.0	F	969.8	99.7	F	990.5	130.4	F	1222.9	133.3	F	1246.0	--	--	--
			PM	31.6	C	442.1	32.1	C	449.0	47.2	D	594.9	48.9	D	609.9	--	--	--
		WB Right	AM	160.0	F	1250.5	166.8	F	1296.3	200.3	F	1525.8	207.2	F	1573.6	--	--	--
			PM	23.8	C	243.7	24.3	C	252.5	25.6	C	277.0	26.2	C	286.4	--	--	--
11	Mindanao Way/ SR-90 Eastbound (Signalized)	NB Through	AM	197.8	F	760.8	200.6	F	770.1	241.2	F	902.7	244.0	F	912.2	--	--	--
			PM	144.4	F	587.7	146.3	F	594.2	200.4	F	768.5	202.5	F	775.4	--	--	--
		NB Right	AM	474.9	F	1498.1	474.9	F	1498.1	539.1	F	1683.9	539.1	F	1683.9	--	--	--
			PM	394.0	F	1261.5	394.0	F	1261.5	497.8	F	1564.6	497.8	F	1564.6	--	--	--
		SB Left	AM	27.7	C	197.3	28.4	C	214.8	28.4	C	215.8	29.2	C	233.9	--	--	--
			PM	33.3	C	303.4	33.2	C	302.5	36.8	D	343.2	36.7	D	341.7	--	--	--
		SB Through	AM	17.5	B	304.5	17.6	B	307.3	18.4	B	336.3	18.5	B	339.2	--	--	--
			PM	18.7	B	344.5	18.7	B	344.5	20.6	C	403.2	20.6	C	403.2	--	--	--
		EB Left	AM	17.9	B	17.3	17.9	B	17.3	18.0	B	20.9	18.0	B	20.9	--	--	--
			PM	17.8	B	10.3	17.8	B	10.3	17.8	B	11.5	17.8	B	11.5	--	--	--
		EB Through	AM	40.1	D	518.7	40.1	D	518.7	57.4	E	668.3	57.4	E	668.3	--	--	--
			PM	35.9	D	474.6	35.9	D	474.6	46.2	D	574.1	46.2	D	574.1	--	--	--
		EB Right	AM	40.3	D	517.7	40.3	D	517.7	57.8	D	668.1	57.8	E	668.1	--	--	--
			PM	35.9	D	473.0	35.9	D	473.0	46.3	D	573.4	46.3	D	573.4	--	--	--

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

13-Apr-21

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2020 EXISTING			YEAR 2020 EXISTING W/ PROJECT			YEAR 2026 FUTURE W/O PROJECT			YEAR 2026 FUTURE W/ PROJECT			YEAR 2026 FUTURE W/ PROJECT + IMPROVEMENTS		
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]
12	Mindanao Way/ La Villa Marina (Signalized)	NB Left	AM	9.3	A	10.6	9.3	A	10.6	9.4	A	11.2	9.4	A	11.2	--	--	--
			PM	9.5	A	12.3	9.5	A	12.3	9.7	A	13.6	9.7	A	13.6	--	--	--
		NB Through	AM	14.7	B	302.9	14.7	B	303.8	15.5	B	332.4	15.5	B	333.9	--	--	--
			PM	13.5	B	258.9	13.5	B	260.0	14.5	B	297.6	14.5	B	298.8	--	--	--
		NB Right	AM	14.7	B	299.3	14.7	B	300.7	15.6	B	328.7	15.6	B	330.2	--	--	--
			PM	13.5	B	254.6	13.5	B	255.7	14.6	B	293.1	14.6	B	294.3	--	--	--
		SB Left	AM	6.9	A	14.1	6.9	A	14.1	7.6	A	15.1	7.6	A	15.1	--	--	--
			PM	6.6	A	30.1	6.6	A	30.1	7.6	A	32.1	7.6	A	32.1	--	--	--
		SB Through	AM	5.3	A	139.4	5.4	A	140.7	5.6	A	156.3	5.6	A	158.4	--	--	--
			PM	5.6	A	153.7	5.6	A	153.7	6.0	A	183.4	6.0	A	183.4	--	--	--
		SB Right	AM	5.3	A	138.1	5.4	A	139.5	5.6	A	155.0	5.6	A	157.1	--	--	--
			PM	5.6	A	153.1	5.6	A	153.1	6.0	A	182.8	6.0	A	183.4	--	--	--
		EB Left/Through/Right	AM	32.1	C	24.6	32.1	C	24.6	32.1	C	26.4	32.1	C	26.4	--	--	--
			PM	32.7	C	49.3	32.7	C	49.3	32.8	C	52.0	32.8	C	52.0	--	--	--
		WB Left/Through/Right	AM	45.0	D	236.9	45.0	D	236.9	49.2	D	260.0	49.2	D	260.0	--	--	--
			PM	34.4	C	112.5	34.4	C	112.5	34.6	C	119.6	34.6	C	119.6	--	--	--

[1] Pursuant to *LADOT Transportation Assessment Guidelines,* July 2020, the Highway Capacity Manual (HCM) methodology for signalized and unsignalized intersections was utilized to calculate vehicle queuing.

[2] Control delay reported in seconds per vehicle.

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

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

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

Table 5-3
SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING [1]
WEEKDAY AM AND PM PEAK HOURS
OPTION B

13-Apr-21

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2020 EXISTING			YEAR 2020 EXISTING W/ OPTION B			YEAR 2026 FUTURE W/O OPTION B			YEAR 2026 FUTURE W/ OPTION B			YEAR 2026 FUTURE W/ OPTION B + IMPROVEMENTS		
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]
1	Walgrove Avenue / Washington Boulevard (Unsignalized)	SB Left/Right	AM	64.4	F	215.0	70.7	F	227.5	138.1	F	335.0	156.3	F	355.0	--	--	--
			PM	155.5	F	430.0	158.9	F	432.5	291.2	F	610.0	296.8	F	615.0	--	--	--
		EB Left	AM	25.0	C	112.5	26.2	D	120.0	33.9	D	157.5	36.1	E	165.0	--	--	--
			PM	18.1	C	67.5	18.3	C	67.5	23.0	C	95.0	23.2	C	95.0	--	--	--
2	Lincoln Boulevard / Marina Pointe Drive - Maxella Avenue (Signalized)	NB Left	AM	44.6	D	73.9	44.6	D	73.9	46.0	D	78.4	46.0	D	78.4	--	--	--
			PM	47.2	D	122.9	47.2	D	122.9	47.8	D	130.4	47.8	D	130.4	--	--	--
		NB Through	AM	140.5	F	1225.2	140.5	F	1225.2	176.2	F	1459.9	176.2	F	1459.9	--	--	--
			PM	76.7	F	814.0	76.7	F	814.0	123.0	F	1111.2	123.0	F	1111.2	--	--	--
		NB Right	AM	22.2	C	234.3	22.9	C	256.0	22.9	C	257.0	23.6	C	279.5	--	--	--
			PM	24.0	C	293.7	24.2	C	301.1	26.0	C	355.3	26.3	C	363.3	--	--	--
		SB Left	AM	33.8	C	62.7	33.9	C	67.5	33.9	C	68.0	34.0	C	72.9	--	--	--
			PM	33.6	C	53.2	33.6	C	54.7	33.7	C	59.5	33.8	C	61.1	--	--	--
		SB Through	AM	40.2	D	493.7	40.2	D	493.7	42.1	D	540.5	42.1	D	540.5	--	--	--
			PM	45.0	D	598.6	45.0	D	598.6	51.1	D	684.3	51.1	D	684.3	--	--	--
		SB Right	AM	45.3	D	511.9	45.3	D	511.9	48.7	D	564.8	48.7	D	564.8	--	--	--
			PM	54.3	D	627.2	54.3	D	627.2	64.6	E	732.8	64.6	E	732.8	--	--	--
		EB Left	AM	45.6	D	99.3	45.6	D	99.3	45.8	D	106.2	45.8	D	106.2	--	--	--
			PM	45.9	D	113.1	45.9	D	113.1	46.1	D	120.0	46.1	D	120.0	--	--	--
		EB Through	AM	45.6	D	104.4	45.6	D	104.4	45.7	D	111.3	45.7	D	111.3	--	--	--
			PM	45.1	D	84.0	45.1	D	84.0	45.2	D	89.5	45.2	D	89.5	--	--	--
		EB Right	AM	7.1	A	140.9	7.1	A	140.9	7.2	A	150.2	7.2	A	150.2	--	--	--
			PM	6.5	A	71.9	6.5	A	71.9	6.5	A	76.2	6.5	A	76.2	--	--	--
		WB Left	AM	52.3	D	175.0	52.6	D	184.5	59.6	E	254.3	61.1	E	264.5	--	--	--
			PM	74.1	E	332.5	74.5	E	334.0	108.8	F	457.8	109.6	F	460.2	--	--	--
		WB Through	AM	51.1	D	139.2	51.2	D	143.7	52.5	D	182.3	52.6	E	187.0	--	--	--
			PM	66.4	E	302.4	66.6	E	303.1	79.8	E	363.3	80.0	F	364.2	--	--	--
		WB Right	AM	35.7	D	141.0	36.0	D	152.3	36.1	D	157.5	36.4	D	169.0	--	--	--
			PM	37.8	D	223.3	37.9	D	224.4	38.4	D	241.4	38.4	D	242.3	--	--	--
3	Del Rey Avenue / Maxella Avenue (Unsignalized)	SB Left/Right	AM	11.8	B	15.0	12.0	B	17.5	13.4	B	32.5	13.6	B	32.5	--	--	--
			PM	17.0	C	70.0	17.1	C	70.0	21.4	C	100.0	21.6	C	102.5	--	--	--
		EB Left	AM	8.5	A	10.0	8.6	A	12.5	8.7	A	12.5	8.8	A	12.5	--	--	--
			PM	8.9	A	7.5	8.9	A	7.5	9.3	A	10.0	9.4	A	10.0	--	--	--

Table 5-3 (Continued)

SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING [1]

WEEKDAY AM AND PM PEAK HOURS

OPTION B

13-Apr-21

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2020 EXISTING			YEAR 2020 EXISTING W/ OPTION B			YEAR 2026 FUTURE W/O OPTION B			YEAR 2026 FUTURE W/ OPTION B			YEAR 2026 FUTURE W/ OPTION B + IMPROVEMENTS		
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]
4	Ocean Way / Maxella Avenue (Unsignalized w/o Project; Signalized w/ Project)	NB Left	AM	14.3	B	10.0	10.9	B	26.5	16.2	C	15.0	10.8	B	29.9	--	--	--
			PM	20.5	C	20.0	10.9	B	25.9	27.2	D	35.0	11.1	B	30.3	--	--	--
		NB Right	AM	9.8	A	7.5	11.2	B	32.0	10.1	B	7.5	11.0	B	34.8	--	--	--
			PM	10.4	B	5.0	10.9	B	20.3	10.8	B	7.5	11.0	B	24.3	--	--	--
		EB Through	AM	--	--	--	12.4	B	82.9	--	--	--	12.8	B	96.2	--	--	--
			PM	--	--	--	13.5	B	122.6	--	--	--	14.2	B	144.7	--	--	--
		EB Right	AM	--	--	--	12.5	B	80.0	--	--	--	12.9	B	92.6	--	--	--
			PM	--	--	--	13.7	B	117.0	--	--	--	14.3	B	137.2	--	--	--
		WB Left	AM	8.2	A	2.5	14.0	B	18.0	8.3	A	2.5	14.7	B	21.1	--	--	--
			PM	8.8	A	5.0	16.1	B	26.3	9.1	A	5.0	17.9	B	36.7	--	--	--
		WB Through	AM	--	--	--	11.5	B	54.2	--	--	--	11.7	B	60.5	--	--	--
			PM	--	--	--	12.1	B	77.7	--	--	--	12.5	B	94.3	--	--	--
5	Maxella Avenue Driveway / Maxella Avenue (Unsignalized)	NB Right	AM	9.4	A	0.0	9.5	A	0.0	9.6	A	0.0	9.7	A	0.0	--	--	--
			PM	9.9	A	0.0	9.9	A	0.0	10.2	B	0.0	10.2	B	0.0	--	--	--
6	Glencoe Avenue / Maxella Avenue (Signalized)	NB Left	AM	17.9	B	59.4	18.5	B	60.7	19.3	B	67.2	20.0	B	68.8	--	--	--
			PM	22.4	C	77.2	22.7	C	77.9	30.5	C	116.9	31.2	C	118.3	--	--	--
		NB Through	AM	18.6	B	280.9	19.8	B	299.1	21.9	C	327.0	24.0	C	352.3	--	--	--
			PM	13.0	B	151.8	13.0	B	154.0	13.5	B	174.9	13.6	B	177.5	--	--	--
		NB Right	AM	10.7	B	19.5	10.7	B	19.5	10.7	B	20.6	10.7	B	20.6	--	--	--
			PM	10.8	B	25.9	10.8	B	25.9	10.8	B	27.4	10.8	B	27.4	--	--	--
		SB Left	AM	24.1	C	44.2	25.1	C	45.3	26.7	C	51.1	27.8	C	52.5	--	--	--
			PM	16.8	B	22.7	16.9	B	22.8	18.0	B	27.4	18.1	B	27.5	--	--	--
		SB Through	AM	12.5	B	128.1	12.7	B	137.1	12.9	B	145.6	13.0	B	155.0	--	--	--
			PM	13.9	B	189.4	14.0	B	192.1	15.1	B	218.0	15.3	B	221.1	--	--	--
		SB Right	AM	12.6	B	122.7	12.7	B	131.5	12.9	B	139.3	13.1	B	148.0	--	--	--
			PM	14.0	B	180.2	14.1	B	183.8	15.2	B	208.9	15.4	B	211.9	--	--	--
		EB Left	AM	13.4	B	47.9	13.7	B	55.0	14.0	B	57.6	14.3	B	65.2	--	--	--
			PM	15.4	B	72.3	15.5	B	74.5	16.8	B	90.4	17.0	B	92.4	--	--	--
		EB Through	AM	11.3	B	38.6	11.3	B	40.7	11.4	B	45.3	11.5	B	47.1	--	--	--
			PM	11.8	B	57.2	11.8	B	57.8	12.0	B	68.3	12.0	B	68.8	--	--	--
		EB Right	AM	12.0	B	55.2	12.1	B	57.9	12.4	B	66.9	12.5	B	69.7	--	--	--
			PM	12.9	B	81.0	12.9	B	81.5	13.2	B	89.5	13.2	B	89.9	--	--	--
		WB Left	AM	12.5	B	27.5	12.6	B	27.6	12.9	B	29.6	12.9	B	29.8	--	--	--
			PM	13.9	B	44.7	13.9	B	44.7	14.5	B	48.9	14.6	B	49.0	--	--	--
		WB Through	AM	11.1	B	31.7	11.2	B	33.7	11.2	B	35.7	11.2	B	37.4	--	--	--
			PM	11.6	B	52.6	11.6	B	53.1	11.8	B	61.0	11.9	B	61.5	--	--	--
		WB Right	AM	11.3	B	32.5	11.3	B	32.5	11.4	B	35.4	11.4	B	35.9	--	--	--
			PM	11.8	B	50.1	11.8	B	50.5	12.0	B	57.8	12.1	B	58.4	--	--	--
7	Glencoe Avenue / Glencoe Avenue Northerly Driveway (Unsignalized)	NB Left	AM	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
			PM	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
		EB Right	AM	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
			PM	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Table 5-3 (Continued)
SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING [1]
WEEKDAY AM AND PM PEAK HOURS
OPTION B

13-Apr-21

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2020 EXISTING			YEAR 2020 EXISTING W/ OPTION B			YEAR 2026 FUTURE W/O OPTION B			YEAR 2026 FUTURE W/ OPTION B			YEAR 2026 FUTURE W/ OPTION B + IMPROVEMENTS		
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]
8	Glencoe Avenue / Glencoe Avenue Southerly Driveway - Villa Velletri Driveway (Unsignalized; Signalized w/ Improvements)	NB Left	AM	9.5	A	2.5	10.0	A	7.5	9.9	A	2.5	10.4	B	7.5	14.7	B	36.1
			PM	10.9	B	5.0	11.2	B	10.0	11.5	B	7.5	11.8	B	10.0	18.9	B	49.8
		NB Through	AM	--	--	--	--	--	--	--	--	--	--	--	--	9.9	A	183.0
			PM	--	--	--	--	--	--	--	--	--	--	--	--	8.8	A	116.0
		NB Right	AM	--	--	--	--	--	--	--	--	--	--	--	--	9.9	A	182.8
			PM	--	--	--	--	--	--	--	--	--	--	--	--	8.8	A	115.4
		SB Left	AM	9.4	A	0.0	9.4	A	0.0	9.6	A	0.0	9.6	A	0.0	11.6	B	1.6
			PM	8.5	A	0.0	8.5	A	0.0	8.8	A	0.0	8.7	A	0.0	10.0	A	5.3
		SB Through	AM	--	--	--	--	--	--	--	--	--	--	--	--	10.3	B	205.8
			PM	--	--	--	--	--	--	--	--	--	--	--	--	11.6	B	261.7
		SB Right	AM	--	--	--	--	--	--	--	--	--	--	--	--	10.4	B	202.0
			PM	--	--	--	--	--	--	--	--	--	--	--	--	11.7	B	256.0
		EB Left/Right	AM	28.3	D	10.0	35.7	E	60.0	35.3	E	12.5	50.7	F	82.5	24.6	C	79.8
			PM	118.5	F	142.5	162.8	F	222.5	230.9	F	200.0	311.3	F	300.0	25.9	C	132.5
		WB Left/Right	AM	23.2	C	7.5	29.5	D	10.0	27.3	D	10.0	36.0	E	15.0	23.3	C	16.7
			PM	21.4	C	5.0	24.2	C	5.0	25.5	D	5.0	29.5	D	7.5	23.2	C	9.0
9	Mindanao Way/ Glencoe Avenue (Signalized)	NB Left	AM	195.5	F	892.7	234.5	F	1037.7	283.1	F	1182.0	326.7	F	1333.7	22.0	C	308.2
			PM	54.1	D	276.3	59.2	E	293.5	101.4	F	397.3	111.5	F	427.1	23.4	C	183.2
		NB Through	AM	20.9	C	233.0	20.9	C	233.0	21.4	C	251.8	21.4	C	251.8	14.8	B	209.1
			PM	19.1	B	133.3	19.1	B	133.3	19.4	B	152.4	19.4	B	152.4	17.6	B	143.7
		NB Right	AM	21.0	C	225.5	21.0	C	225.5	21.5	C	243.0	21.5	C	243.0	14.8	B	201.8
			PM	19.1	B	129.9	19.1	B	129.9	19.4	B	147.9	19.4	B	147.9	17.6	B	139.5
		SB Left	AM	25.9	C	6.1	25.9	C	6.1	26.9	C	7.0	26.9	C	7.0	29.2	C	7.4
			PM	21.7	C	7.0	21.7	C	7.0	22.4	C	8.6	22.4	C	8.6	26.7	C	9.5
		SB Through	AM	19.7	B	171.2	19.7	B	175.4	20.0	B	189.3	20.0	C	192.7	35.2	D	250.7
			PM	20.6	C	218.4	20.6	C	219.4	21.1	C	240.8	21.1	C	242.2	34.1	C	304.2
		SB Right	AM	19.7	B	161.9	19.8	B	164.8	20.0	C	178.3	20.1	C	181.6	35.4	D	238.7
			PM	20.6	C	210.0	20.7	C	211.0	21.2	C	230.8	21.2	C	231.6	34.3	C	290.9
		EB Left	AM	14.3	B	42.5	14.5	B	48.2	14.7	B	51.8	15.0	B	57.9	21.8	C	72.7
			PM	16.0	B	86.1	16.1	B	87.0	16.8	B	98.6	16.9	B	99.3	19.0	B	106.7
		EB Through	AM	12.7	B	73.6	12.8	B	77.0	13.0	B	86.0	13.0	B	89.5	18.9	B	112.8
			PM	13.6	B	122.1	13.6	B	122.7	13.9	B	135.4	13.9	B	136.0	15.5	B	146.0
		EB Right	AM	19.4	B	295.3	20.9	C	330.7	20.9	C	330.7	22.7	C	369.6	11.1	B	252.7
			PM	28.6	C	473.9	29.4	C	485.7	35.3	D	567.3	36.9	D	583.1	18.1	B	409.3
		WB Left	AM	14.1	B	25.8	14.2	B	25.9	14.6	B	29.3	14.7	B	29.4	21.3	C	36.9
			PM	17.5	B	83.0	17.5	B	83.0	18.5	B	99.3	18.6	B	99.3	20.8	C	106.6
		WB Through	AM	12.4	B	57.0	12.5	B	58.5	12.5	B	61.6	12.5	B	63.1	18.1	B	79.4
			PM	12.6	B	66.0	12.6	B	66.5	12.8	B	74.8	12.8	B	75.6	14.3	B	81.0
		WB Right	AM	12.5	B	56.7	12.5	B	58.0	12.5	B	61.0	12.6	B	62.5	18.2	B	78.9
			PM	12.6	B	64.9	12.6	B	65.6	12.8	B	73.7	12.8	B	74.2	14.3	B	79.6

Table 5-3 (Continued)
SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING [1]
WEEKDAY AM AND PM PEAK HOURS
OPTION B

13-Apr-21

				YEAR 2020 EXISTING			YEAR 2020 EXISTING W/ OPTION B			YEAR 2026 FUTURE W/O OPTION B			YEAR 2026 FUTURE W/ OPTION B			YEAR 2026 FUTURE W/ OPTION B + IMPROVEMENTS		
NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]
10	Mindanao Way/ SR-90 Westbound (Signalized)	NB Left	AM	31.5	C	6.2	31.5	C	6.2	31.5	C	6.2	31.5	C	6.2	--	--	--
			PM	31.7	C	14.6	31.7	C	14.6	31.7	C	15.4	31.7	C	15.4	--	--	--
		NB Through	AM	14.0	B	158.0	14.1	B	160.4	14.3	B	174.0	14.4	B	176.5	--	--	--
			PM	13.4	B	120.6	13.4	B	121.1	13.8	B	136.9	13.8	B	137.5	--	--	--
		SB Through	AM	31.0	C	257.8	31.6	C	270.7	32.2	C	282.9	33.0	C	296.2	--	--	--
			PM	51.3	D	478.2	52.3	D	484.8	73.0	F	607.0	74.7	F	616.3	--	--	--
		SB Right	AM	33.7	C	267.8	34.6	C	282.1	35.6	D	295.5	36.7	D	310.6	--	--	--
			PM	62.4	E	520.3	63.5	E	527.4	84.7	F	650.1	86.3	F	659.2	--	--	--
		WB Left	AM	26.8	C	330.0	26.8	C	330.0	29.4	C	369.5	29.4	C	369.5	--	--	--
			PM	23.1	C	251.9	23.1	C	251.9	25.1	C	297.5	25.1	C	297.5	--	--	--
		WB Through	AM	97.0	F	969.8	102.2	F	1009.1	130.4	F	1222.9	135.9	F	1265.3	--	--	--
			PM	31.6	C	442.1	31.9	C	446.8	47.2	D	594.9	48.2	D	603.6	--	--	--
		WB Right	AM	160.0	F	1250.5	172.8	F	1337.4	200.3	F	1525.8	213.4	F	1616.4	--	--	--
			PM	23.8	C	243.7	24.1	C	248.7	25.6	C	277.0	26.0	C	282.6	--	--	--
11	Mindanao Way/ SR-90 Eastbound (Signalized)	NB Through	AM	197.8	F	760.8	202.7	F	777.0	241.2	F	902.7	246.2	F	919.4	--	--	--
			PM	144.4	F	587.7	145.7	F	592.0	200.4	F	768.5	201.8	F	773.1	--	--	--
		NB Right	AM	474.9	F	1498.1	474.9	F	1498.1	539.1	F	1683.9	539.1	F	1683.9	--	--	--
			PM	394.0	F	1261.5	394.0	F	1261.5	497.8	F	1564.6	497.8	F	1564.6	--	--	--
		SB Left	AM	27.7	C	197.3	28.2	C	211.2	28.4	C	215.8	29.0	C	230.2	--	--	--
			PM	33.3	C	303.4	33.6	C	307.3	36.8	D	343.2	37.3	D	348.0	--	--	--
		SB Through	AM	17.5	B	304.5	17.6	B	306.8	18.4	B	336.3	18.5	B	338.6	--	--	--
			PM	18.7	B	344.5	18.7	B	345.5	20.6	C	403.2	20.6	C	404.4	--	--	--
		EB Left	AM	17.9	B	17.3	17.9	B	17.3	18.0	B	20.9	18.0	B	20.9	--	--	--
			PM	17.8	B	10.3	17.8	B	10.3	17.8	B	11.5	17.8	B	11.5	--	--	--
		EB Through	AM	40.1	D	518.7	40.1	D	518.7	57.4	E	668.3	57.4	E	668.3	--	--	--
			PM	35.9	D	474.6	35.9	D	474.6	46.2	D	574.1	46.2	D	574.1	--	--	--
		EB Right	AM	40.3	D	517.7	40.3	D	517.7	57.8	D	668.1	57.8	E	668.1	--	--	--
			PM	35.9	D	473.0	35.9	D	473.0	46.3	D	573.4	46.3	D	573.4	--	--	--

Table 5-3 (Continued)
SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING [1]
WEEKDAY AM AND PM PEAK HOURS
OPTION B

13-Apr-21

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2020 EXISTING			YEAR 2020 EXISTING W/ OPTION B			YEAR 2026 FUTURE W/O OPTION B			YEAR 2026 FUTURE W/ OPTION B			YEAR 2026 FUTURE W/ OPTION B + IMPROVEMENTS		
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]
12	Mindanao Way/ La Villa Marina (Signalized)	NB Left	AM	9.3	A	10.6	9.3	A	10.6	9.4	A	11.2	9.4	A	11.2	--	--	--
			PM	9.5	A	12.3	9.5	A	12.3	9.7	A	13.6	9.7	A	13.6	--	--	--
		NB Through	AM	14.7	B	302.9	14.7	B	305.1	15.5	B	332.4	15.6	B	334.7	--	--	--
			PM	13.5	B	258.9	13.5	B	259.3	14.5	B	297.6	14.5	B	298.0	--	--	--
		NB Right	AM	14.7	B	299.3	14.8	B	301.5	15.6	B	328.7	15.6	B	331.6	--	--	--
			PM	13.5	B	254.6	13.5	B	255.5	14.6	B	293.1	14.6	B	294.1	--	--	--
		SB Left	AM	6.9	A	14.1	6.9	A	14.1	7.6	A	15.1	7.6	A	15.1	--	--	--
			PM	6.6	A	30.1	6.6	A	30.1	7.6	A	32.1	7.6	A	32.1	--	--	--
		SB Through	AM	5.3	A	139.4	5.3	A	140.4	5.6	A	156.3	5.6	A	158.1	--	--	--
			PM	5.6	A	153.7	5.6	A	154.0	6.0	A	183.4	6.0	A	183.7	--	--	--
		SB Right	AM	5.3	A	138.1	5.4	A	139.2	5.6	A	155.0	5.6	A	156.7	--	--	--
			PM	5.6	A	153.1	5.6	A	153.4	6.0	A	182.8	6.0	A	183.1	--	--	--
		EB Left/Through/Right	AM	32.1	C	24.6	32.1	C	24.6	32.1	C	26.4	32.1	C	26.4	--	--	--
			PM	32.7	C	49.3	32.7	C	49.3	32.8	C	52.0	32.8	C	52.0	--	--	--
		WB Left/Through/Right	AM	45.0	D	236.9	45.0	D	236.9	49.2	D	260.0	49.2	D	260.0	--	--	--
			PM	34.4	C	112.5	34.4	C	112.5	34.6	C	119.6	34.6	C	119.6	--	--	--

[1] Pursuant to *LADOT Transportation Assessment Guidelines,* July 2020, the Highway Capacity Manual (HCM) methodology for signalized and unsignalized intersections was utilized to calculate vehicle queuing.

[2] Control delay reported in seconds per vehicle.

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

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

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

Appendix J.4

Transportation Assessment

LINSCOTT
LAW &
GREENSPAN
engineers

TRANSPORTATION ASSESSMENT

PASEO MARINA PROJECT

City of Los Angeles, California
July 6, 2021

Prepared for:

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Newport Beach, CA 92660

LLG Ref. 5-16-0265-1

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APPENDICES

TRANSPORTATION ASSESSMENT

PASEO MARINA PROJECT

City of Los Angeles, California
July 6, 2021

1.0 INTRODUCTION

1.1 Transportation Assessment Overview

This transportation assessment has been conducted to identify and evaluate the potential transportation impacts of the proposed Paseo Marina project (the "Project") on the surrounding street system. The "Project Site" is located at the southwest corner of the Glencoe Avenue and Maxella Avenue intersection in the Palms-Mar Vista-Del Rey Community Plan area of the City of Los Angeles (the "City"). Additionally, the Project Site is located within the City's Coastal Transportation Corridor Specific Plan area. The Project Site is currently improved with 100,781 square feet of commercial floor area and surface parking areas, and the site is generally bounded by Maxella Avenue to the north, commercial uses to the south, Glencoe Avenue to the east, and a private driveway to the west. The private driveway is named Ocean Way in this transportation assessment for identification purposes. The Project Site location and general vicinity are shown in ***Figure 1–1***.

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

This transportation assessment presents (i) a CEQA assessment of whether the Project conflicts or is inconsistent with local transportation-related plans and policies, (ii) a CEQA assessment of Project-related VMT, (iii) a CEQA assessment of whether the Project increases hazards due to a geometric design feature or incompatible use, (iv) a CEQA freeway safety assessment, (v) a non-CEQA assessment of pedestrian, bicycle and transit access, (vi) a non-CEQA evaluation of Project access, safety and circulation, and (vii) a non-CEQA review of Project construction activities.

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[1] *Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines,* LADOT, July 2020.

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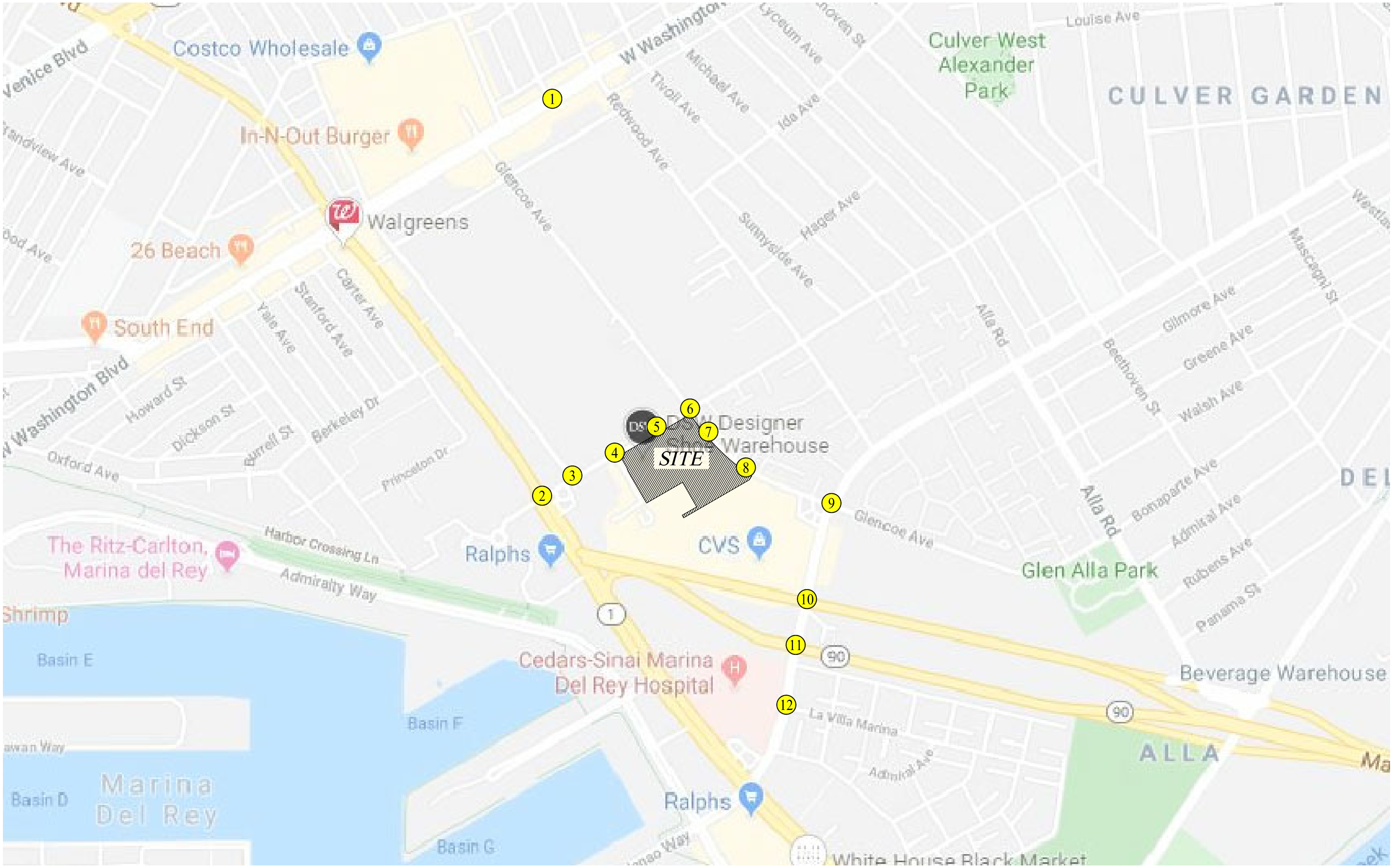

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MAP SOURCE: GOOGLE MAPS
▨ PROJECT SITE
ⓧ STUDY INTERSECTION

FIGURE 1-1
VICINITY MAP

LINSCOTT, LAW & GREENSPAN, engineers

PASEO MARINA PROJECT

1.2 Study Area

The CEQA and non-CEQA analysis criteria for this transportation assessment were identified in consultation with City of Los Angeles Department of Transportation (LADOT) staff. The analysis criteria were determined based on the City's TAG, the proposed Project description and location, and the characteristics of the surrounding transportation system. As defined by the City as Lead Agency under CEQA, LADOT confirmed the appropriateness of the analysis criteria when it entered into a transportation assessment Memorandum of Understanding (MOU) for the Project on March 12, 2020. The approved MOU is contained in ***Appendix A***. In addition to the Project, this transportation assessment evaluates an alternative Project ("Option B"). LADOT confirmed the appropriateness of the analysis criteria for Option B when it entered into a transportation assessment MOU on May 13, 2020.

2.0 PROJECT DESCRIPTION

2.1 Project Site Location

The Project Site is located at the southwest corner of Glencoe Avenue and Maxella Avenue in the Palms-Mar Vista-Del Rey Community Plan area of the City. Additionally, the Project Site is located within the City's Coastal Transportation Corridor Specific Plan area. The Project Site is generally bounded by Maxella Avenue to the north, commercial uses to the south, Glencoe Avenue to the east, and Ocean Way to the west. The Project Site location and general vicinity are shown in *Figure 1–1*.

The Project Site is located within a Transit Priority Area as determined by the Southern California Association of Governments (SCAG) and is currently served by many local lines and regional/commuter lines via stops located within convenient walking distance along Maxella Avenue, Glencoe Avenue, Lincoln Boulevard, and Mindanao Way. The bus lines with stops in the Project study area include: Metro Local Line 108/358, LADOT Commuter Express 437A, Culver City Bus (CCB) Line 1, CCB Line 2, CCB Line 7, City of Santa Monica Big Blue Bus (BBB) Line 3, BBB Rapid Line 3, and BBB Line 16.

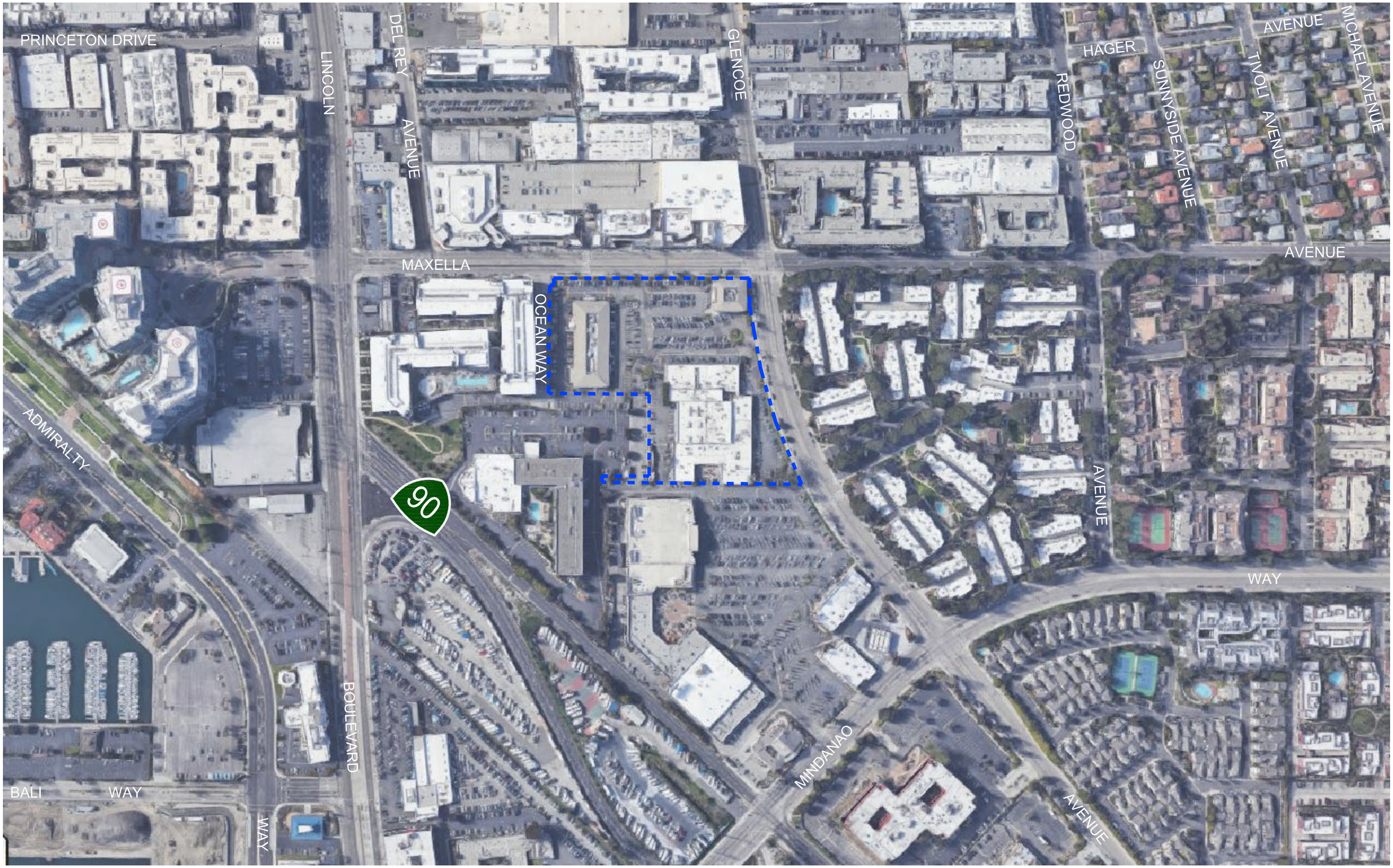
2.2 Existing Project Site

The Project Site includes approximately 6.06 acres of land and is currently improved with 100,781 square feet of commercial floor area. Vehicular access to the existing Project Site is provided by two access points along the east side of Ocean Way, one driveway along the south side of Maxella Avenue, and three driveways along the west side of Glencoe Avenue. Parking for the existing commercial space is provided in onsite surface parking lots. The Project Site is highlighted in an aerial photograph presented in ***Figure 2–1***.

2.3 Project Description

The Applicant proposes to remove the existing improvements on the Project Site and construct a mixed-use development under one of two development options. Option A would include 592 market-rate residential apartment dwelling units, 66 affordable housing dwelling units, 13,650 square feet of restaurant floor area, and 13,650 square feet of commercial retail floor area. Parking for Option A would be provided in two subterranean levels and two above-grade levels of parking within each of the three buildings. Option A proposes to provide a total of 1,217 parking spaces. Construction and occupancy of Option A is proposed to be completed by the year 2026. The site plan for Option A is shown in ***Figure 2–2***.

Option B would include 382 market-rate residential apartment dwelling units, 43 affordable housing dwelling units, 20,000 square feet of restaurant floor area, 20,000 square feet of commercial retail floor area, and 90,000 square feet of office floor area. Option B proposes to provide 1,287 parking spaces within an onsite parking garage with an at-grade level and three subterranean levels. The at-grade level of the parking garage will provide parking for the restaurant and commercial retail components of Option B, as well as for the leasing office associated with the residential component. The first subterranean level of the parking garage



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MAP SOURCE: GOOGLE MAPS

⬚ PROJECT SITE

FIGURE 2-1
PROJECT SITE AERIAL

LINSCOTT, LAW & GREENSPAN, engineers

PASEO MARINA PROJECT

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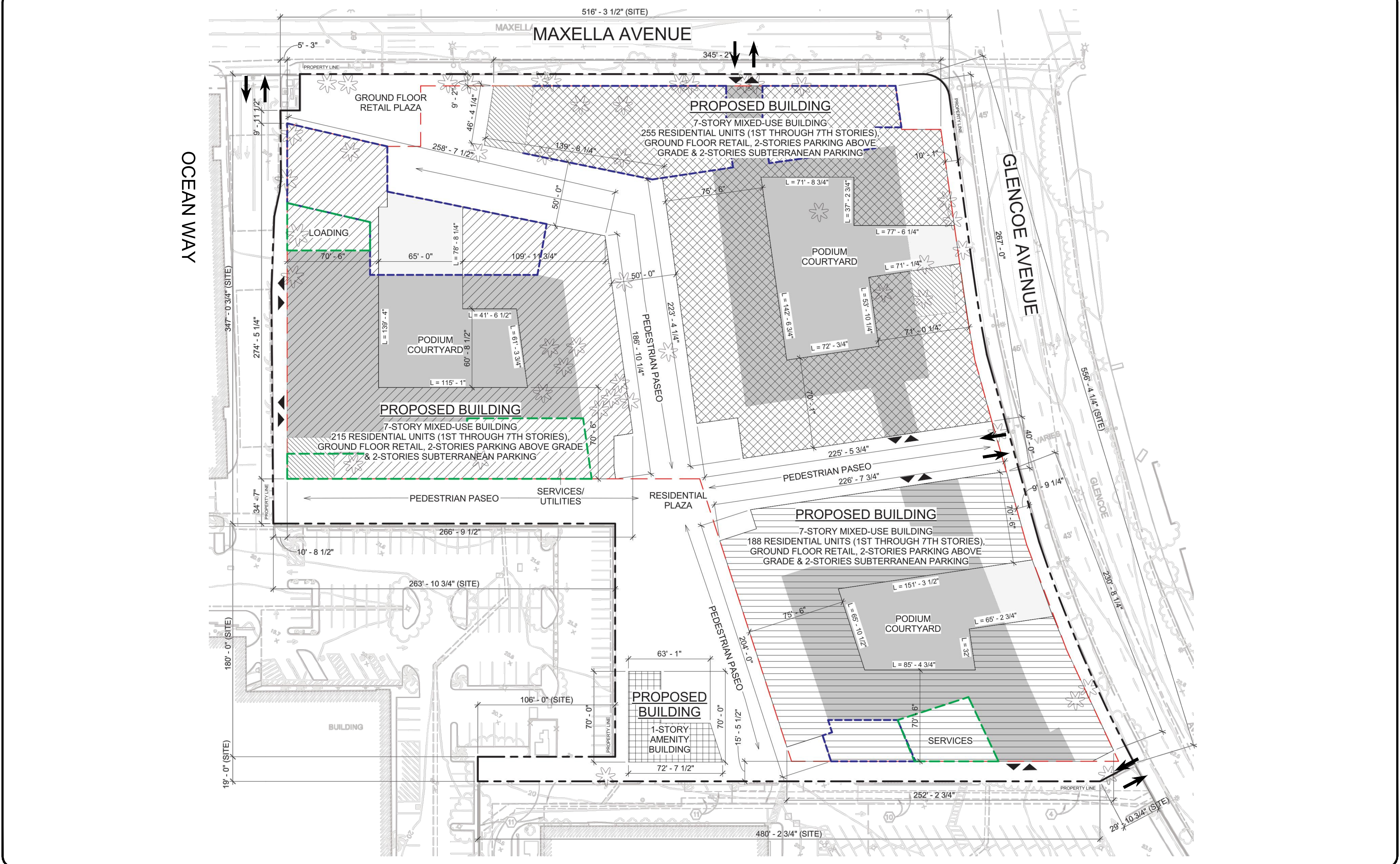

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MAP SOURCE: TCA ARCHITECTS

↓↑ PROJECT DRIVEWAY SITE ACCESS

▼▲ PROJECT BUILDING ACCESS

FIGURE 2-2
PROJECT SITE PLAN - OPTION A

LINSCOTT, LAW & GREENSPAN, engineers

PASEO MARINA PROJECT

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(Level B1) will provide parking for all components of Option B (i.e., residential, restaurant, commercial retail, and office). Level B2 will provide parking for the residential and office components of Option B. Level B3 will provide parking for the residential component of Option B. Construction and occupancy of Option B is proposed to be completed by the year 2026. The site plan for Option B is shown in ***Figure 2–3***.

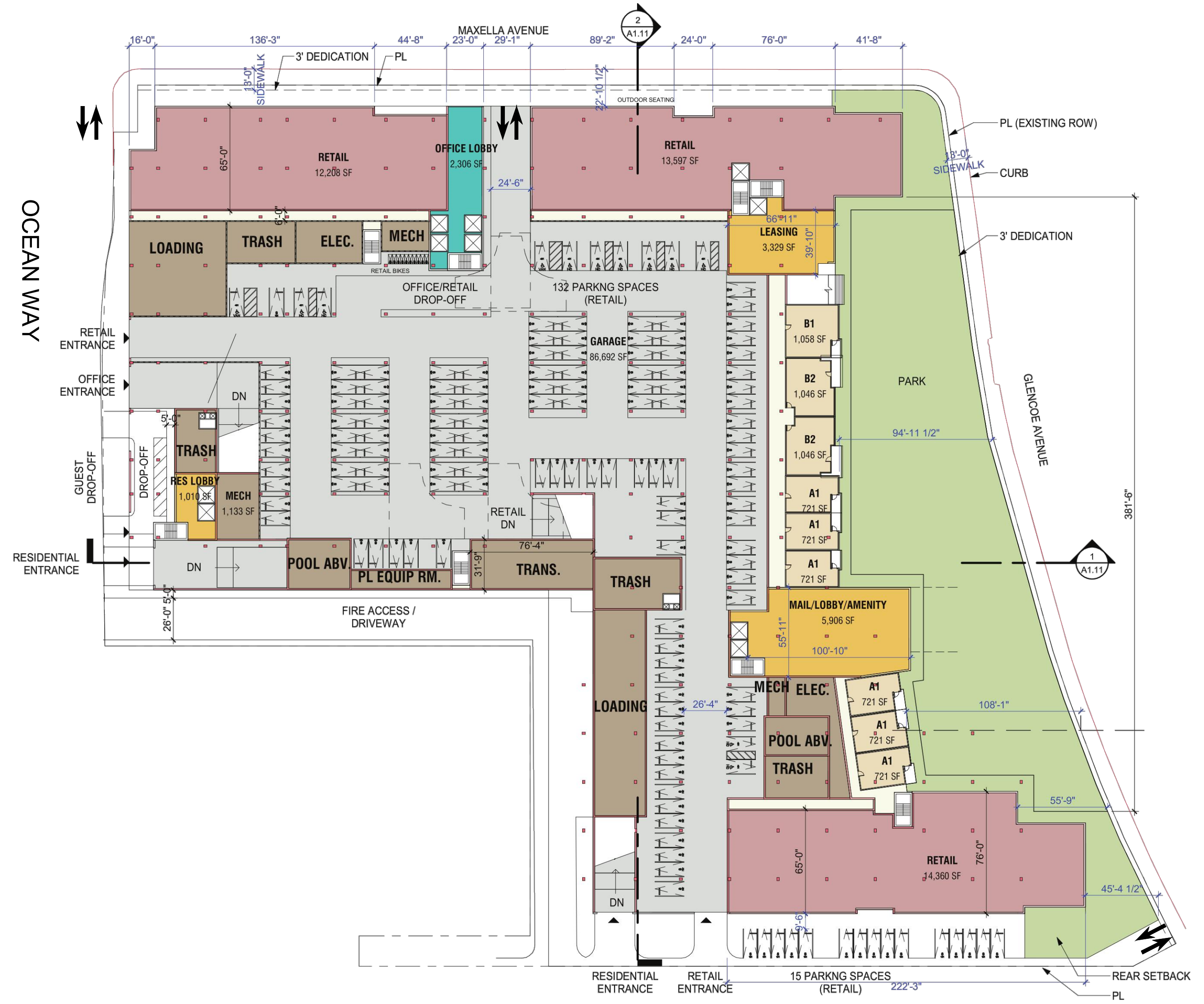
The following analysis accounts for both development options, and the term "Project" is used to describe both options unless stated otherwise.

2.4 Vehicular Project Site Access

Vehicular access to the Project Site will generally be provided by access points along Ocean Way, and driveways along Maxella Avenue and Glencoe Avenue. Proposed site access to Option A and Option B differs slightly and is described in detail in the following paragraphs.

Vehicular access to Option A will be provided via two access points along the east side of Ocean Way, one driveway along the south side of Maxella Avenue, one driveway along the west side of Glencoe Avenue, and one entry/exit driveway located along the southern boundary of the Project Site. As shown in *Figure 2–2*, the parking areas within each of the residential buildings will be provided with two vehicular access points. The Ocean Way access points are proposed to accommodate full vehicular access (i.e., left-turn and right-turn ingress and egress turning movements). The Maxella Avenue driveway is proposed to accommodate right-turn vehicular ingress and egress only (i.e., left-turn ingress and egress traffic movements are not permitted). The northerly Glencoe Avenue driveway is proposed to accommodate full vehicular ingress and egress only (i.e., left-turn egress traffic movements are not permitted). The southerly Glencoe Avenue driveway is the existing driveway serving the Pavilions parking area and is proposed to continue to accommodate full vehicular access (i.e., left-turn and right-turn ingress and egress turning movements).

Vehicular access to Option B will be provided via three access points along the east side of Ocean Way, one driveway along the south side of Maxella Avenue, and one driveway along the west side of Glencoe Avenue, along the southern boundary of the Project Site. As shown in *Figure 2–3*, the southerly Ocean Way access point will provide access to the subterranean parking areas designated for the residential component of Option B. The central Ocean Way access point will provide access to the subterranean parking area designated for the office component of Option B. The northerly Ocean Way access point will provide access to the at-grade level of the onsite parking garage designated for the restaurant and commercial components of Option B. The three Ocean Way access points are proposed to accommodate full vehicular access (i.e., left-turn and right-turn ingress and egress turning movements). The Maxella Avenue driveway will provide access to the at-grade level of the onsite parking garage designated for the restaurant and commercial components of the onsite parking garage and is proposed to accommodate right-turn vehicular ingress and egress only (i.e., left-turn ingress and egress traffic movements are not permitted). The Glencoe Avenue driveway is the existing driveway serving the Pavilions parking area and is proposed to provide access to two vehicular access points along the south side of Option B. The westerly access point will provide access the



NOT TO SCALE

MAP SOURCE: TCA ARCHITECTS

↓↑ PROJECT DRIVEWAY SITE ACCESS

▼▲ PROJECT BUILDING ACCESS

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 2-3
PROJECT SITE PLAN - OPTION B
GROUND FLOOR

PASEO MARINA PROJECT

subterranean parking area within the onsite parking garage designated for the residential component of Option B, while the easterly access point will provide access to the at-grade level of the onsite parking garage designated for the restaurant and commercial components of Option B. The Glencoe Avenue driveway is proposed to continue to accommodate full vehicular access (i.e., left-turn and right-turn ingress and egress turning movements).

As part of the Project, the Applicant, in conjunction with LADOT, will design and implement roadway striping changes along Maxella Avenue at the Ocean Way intersection. Specifically, the existing signalized crosswalk located approximately 100 feet west of the east leg of the intersection will be removed, and crosswalks will be installed at the Ocean Way / Maxella Avenue intersection. Additionally, the Applicant, in conjunction with LADOT, will install a traffic signal at the intersection with controlled crossing devices (e.g., signalized crosswalks). A concept plan for these improvements was previously submitted to the LADOT Western District Office for initial review and approval and is attached in ***Appendix B***.

2.5 Pedestrian and Bicycle Project Site Access

Proposed pedestrian access to the Project will be provided via Ocean Way, Maxella Avenue, and Glencoe Avenue. The Project will provide access locations to ensure pedestrian safety in compliance with City standards (e.g., provide sidewalks and crosswalks, and other pedestrian traffic controls). Separate pedestrian entrances would provide access from the nearby public transit stops, as well as other amenities along the major corridors.

Proposed bicycle access to the Project will be provided via Ocean Way, Maxella Avenue, and Glencoe Avenue. The Project will provide bicycle parking onsite for residents, visitors, and employees of the Project. Bicycle parking spaces will be installed in compliance with the Los Angeles Municipal Code.

2.6 Project Parking

Option A will provide a total of 1,217 parking spaces within two subterranean levels and two above-grade levels of the onsite parking garage. Parking for Option B will be provided within one at-grade level and three subterranean levels of the onsite parking garage and will provide a total of 1,287 parking spaces.

2.7 Project Loading

Loading activities associated with service and delivery operations, trash collection and Waste Management for Option A will occur along the south side of the westerly residential building and the south side of the southerly residential building (i.e., at the westerly and southeasterly portions of the Project Site). Service and delivery vehicles will utilize the northerly and southerly Glencoe Avenue driveways to access the Project's service areas. Additionally, a passenger loading area is provided within the westerly residential building's parking garage. Therefore, all loading activities will occur off-street and internal to the Project Site.

Loading activities associated with service and delivery operations, trash collection and Waste Management for Option B will occur along at the northwest and south-central portions of the Project Site. Service and delivery vehicles will utilize the northerly Ocean Way access points, Maxella Avenue driveway, and Glencoe Avenue driveway to access the loading zones and trash/recycling areas located within the at-grade level of the onsite parking garage. Additionally, a passenger drop-off/pick-up area is provided along east side of Ocean Way, internal to the Project Site. Therefore, all loading activities will occur off-street and internal to the Project Site.

2.8 Project Traffic Generation and Distribution

2.8.1 *Project Traffic Generation*

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Traffic volumes expected to be generated by the proposed Project during the weekday AM and PM peak hours, as well as on a daily basis, were estimated using rates provided in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*[2] and the affordable housing trip rates published in Table 3.3-2 of the TAG. The following trip generation rates were used to forecast the traffic volumes expected to be generated by the Project:

- Apartments: ITE Land Use Code 221 (Multifamily Housing [Mid-Rise]) trip generation average rates were used to forecast the traffic volumes expected to be generated by the residential components of Option A and Option B.

- Affordable Housing: LADOT Affordable Housing (Family) trip generation average rates were used to forecast the traffic volumes expected to be generated by the affordable housing components of Option A and Option B.

- Restaurant: ITE Land Use Code 932 (High-Turnover [Sit-Down] Restaurant) trip generation average rates were used to forecast the traffic volumes expected to be generated by the restaurant components of Option A and Option B.

- Commercial: ITE Land Use Code 820 (Shopping Center) trip generation average rates were used to forecast the traffic volumes expected to be generated by the commercial retail components of Option A and Option B.

- Office: ITE Land Use Code 710 (General Office Building) trip generation average rates were used to forecast the traffic volumes expected to be generated by the office component of Option B.

In addition to the trip generation forecasts for Option A and Option B (which are essentially an estimate of the number of vehicles that could be expected to enter and exit the Project Site access points), an internal capture adjustment has been applied for Option A and Option B to account for the synergistic effects of the planned land use mix. Internal capture trips are those trips made

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

internal to the site between land uses in a mixed or multi-use development. When combined within a mixed or multi-use development, land uses tend to interact, and thus attract a portion of each other's trip generation. LLG utilized the Internal Capture Tool published by the National Cooperative Highway Research Program (NCHRP) which estimates internal capture trips within a single development site. The NCHRP Internal Capture Tool generates an internal capture adjustment for Option A of 12 percent (12%) and 24% for the AM and PM peak hours, respectively. For Option B, the NCHRP Internal Capture Tool generates an internal capture adjustment of 24% and 31% for the AM and PM peak hours, respectively. The outputs of the NCHRP Internal Capture Tool for Option A and Option B are provided in ***Appendix C***.

An adjustment was made to the trip generation forecast based on the Project Site's existing land use. The existing land use includes 100,781 square feet of commercial floor area and the trips associated with that existing use will be subtracted from the projected Project trips to account for the existing environmental condition. ITE Land Use Code 820 (Shopping Center) trip generation average rates were used to estimate the trip reduction related to the existing commercial floor area.

Furthermore, a forecast was also made of the transit trips that will be generated by the Project in lieu of trips by the private automobile. The Project Site is within a Transit Priority Area as determined by SCAG and is currently served by many local lines and regional/commuter lines via stops located within convenient walking distance along Maxella Avenue, Glencoe Avenue, Lincoln Boulevard, and Mindanao Way. The bus lines with stops in the Project study area include: Metro Local Line 108/358, LADOT Commuter Express 437A, Culver City Bus (CCB) Line 1, CCB Line 2, CCB Line 7, City of Santa Monica Big Blue Bus (BBB) Line 3, BBB Rapid Line 3, and BBB Line 16. Further discussion of the transit framework is provided in Section 3.2 herein. As the Project Site is within one-quarter mile of a Rapid Bus stop, a transit adjustment of 15% has been utilized, consistent with guidance provided in the TAG.

Lastly, a forecast was made of likely pass-by trips. Pass-by trips are made as intermediate stops on the way from an origin to a primary destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the site. In this instance, the adjacent roadways to the Project Site include Maxella Avenue and Glencoe Avenue. In accordance with the pass-by trip rates provided in Attachment H of the TAG, a 20% pass-by reduction adjustment was applied to the restaurant land use components of Option A and Option B, a 50% pass-by reduction adjustment for Shopping Center less than 50,000 square feet was applied to the commercial land use components of Option A and Option B, and a 30% pass-by reduction adjustment for Shopping Center 100,000 to less than 300,000 square feet was applied to the existing commercial floor area.

The trip generation forecasts for Option A and Option B were submitted for review and approval by LADOT staff. As presented in ***Table 2–1***, Option A is expected to generate 222 net new vehicle trips (67 inbound trips and 155 outbound trips) during the AM peak hour. During the PM peak hour, Option A is expected to generate 50 net new vehicle trips (58 inbound trips and -8 outbound trips). As presented in ***Table 2–2***, Option B is expected to generate 231 net new

Table 2-1
OPTION A TRIP GENERATION [1]

27-Apr-21

		AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
LAND USE	**SIZE**	**IN**	**OUT**	**TOTAL**	**IN**	**OUT**	**TOTAL**
Proposed Project							
Apartments [3]	592 DU	55	158	213	159	101	260
Affordable Family Housing [4]	66 DU	13	21	34	14	11	25
Restaurant [5]	13,650 GSF	75	61	136	82	51	133
Commercial [6]	13,650 GLSF	8	5	13	25	27	52
Subtotal		151	245	396	280	190	470
Internal Capture [7]		(17)	(27)	(44)	(64)	(43)	(107)
Transit Trips (15%) [8]		(18)	(30)	(48)	(30)	(20)	(50)
Subtotal Project Driveway Trips		**116**	**188**	**304**	**186**	**127**	**313**
Existing Land Use							
Commercial [5]	(100,781) GLSF	(59)	(36)	(95)	(184)	(200)	(384)
Existing Transit Trips [8]							
Commercial (15%)		9	5	14	28	30	58
Subtotal Existing Driveway Trips		**(50)**	**(31)**	**(81)**	**(156)**	**(170)**	**(326)**
NET INCREASE DRIVEWAY TRIPS		**66**	**157**	**223**	**30**	**(43)**	**(13)**
Proposed Pass-By Trips [9]							
Restaurant (20%)		(11)	(9)	(20)	(11)	(7)	(18)
Commercial (50%)		(3)	(2)	(5)	(8)	(9)	(17)
Subtotal		(14)	(11)	(25)	(19)	(16)	(35)
Existing Pass-By Trips [9]							
Commercial (30%)		15	9	24	47	51	98
NET INCREASE "OFF-SITE" TRIPS		**67**	**155**	**222**	**58**	**(8)**	**50**

[1] Sources: ITE *Trip Generation Manual,* 10th Edition, 2017.

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

[3] ITE Land Use Code 221 (Multifamily Housing [Mid-Rise]) trip generation average rates.
- AM Peak Hour Trip Rate: 0.36 trips/dwelling unit; 26% inbound/74% outbound
- PM Peak Hour Trip Rate: 0.44 trips/dwelling unit; 61% inbound/39% outbound

[4] City of Los Angeles Affordable Housing (Family) trip generation average rates.
- AM Peak Hour Trip Rate: 0.52 trips/dwelling unit; 38% inbound/62% outbound
- PM Peak Hour Trip Rate: 0.38 trips/dwelling unit; 55% inbound/45% outbound

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

[6] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
- AM Peak Hour Trip Rate: 0.94 trips/1,000 SF of leasable area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 3.81 trips/1,000 SF of leasable area; 48% inbound/52% outbound

[7] The internal capture reduction for the residential, restaurant, retail, and office is based on the synergy between all the land uses provided within the Project Site, and determined via NCHRP 684 Internal Capture Estimation Tool (12% for AM Peak Hour and 24% for PM Peak Hour).

[8] A 15% transit use reduction applied based on the Project Site being located within 1/4 mile of a Big Blue Bus rapid stop. The trip reduction for transit trips has been applied to the proposed Project and existing land uses based on the *LADOT Transportation Assessment Guidelines,* July 2020 for developments within a 1/4 mile walking distance of a transit station or a Rapid Bus stop.

[9] Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the site. The trip reduction for pass-by trips has been applied to the restaurant and commercial components of the Project based on the *LADOT Transportation Assessment Guidelines,* July 2020 for High Turnover Restaurant, Shopping Center less than 50,000 sf, and Shopping Center 100,000 to less than 300,000 sf.

Table 2-2
OPTION B TRIP GENERATION [1]

20-Apr-21

		AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
LAND USE	**SIZE**	**IN**	**OUT**	**TOTAL**	**IN**	**OUT**	**TOTAL**
Proposed Project							
Apartments [3]	382 DU	36	102	138	102	66	168
Affordable Family Housing [4]	43 DU	8	14	22	9	7	16
Restaurant [5]	20,000 GSF	109	90	199	121	74	195
Commercial [6]	20,000 GLSF	12	7	19	36	40	76
Office [7]	90,000 GSF	89	15	104	17	87	104
Subtotal		254	228	482	285	274	559
Internal Capture [8]		(59)	(51)	(110)	(86)	(83)	(169)
Transit Trips (15%) [9]		(28)	(24)	(52)	(29)	(28)	(57)
Subtotal Project Driveway Trips		**167**	**153**	**320**	**170**	**163**	**333**
Existing Land Use							
Commercial [5]	(100,781) GLSF	(59)	(36)	(95)	(184)	(200)	(384)
Existing Transit Trips [9]							
Commercial (15%)		9	5	14	28	30	58
Subtotal Existing Driveway Trips		**(50)**	**(31)**	**(81)**	**(156)**	**(170)**	**(326)**
NET INCREASE DRIVEWAY TRIPS		**117**	**122**	**239**	**14**	**(7)**	**7**
Proposed Pass-By Trips [10]							
Restaurant (20%)		(14)	(12)	(26)	(14)	(9)	(23)
Commercial (50%)		(4)	(2)	(6)	(11)	(12)	(23)
Subtotal		(18)	(14)	(32)	(25)	(21)	(46)
Existing Pass-By Trips [10]							
Commercial (30%)		15	9	24	47	51	98
NET INCREASE "OFF-SITE" TRIPS		**114**	**117**	**231**	**36**	**23**	**59**

[1] Source: ITE *Trip Generation Manual,* 10th Edition, 2017.

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

[3] ITE Land Use Code 221 (Multifamily Housing [Mid-Rise]) trip generation average rates.
- AM Peak Hour Trip Rate: 0.36 trips/dwelling unit; 26% inbound/74% outbound
- PM Peak Hour Trip Rate: 0.44 trips/dwelling unit; 61% inbound/39% outbound

[4] City of Los Angeles Affordable Housing (Family) trip generation average rates.
- AM Peak Hour Trip Rate: 0.52 trips/dwelling unit; 38% inbound/62% outbound
- PM Peak Hour Trip Rate: 0.38 trips/dwelling unit; 55% inbound/45% outbound

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

[6] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
- AM Peak Hour Trip Rate: 0.94 trips/1,000 SF of leasable area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 3.81 trips/1,000 SF of leasable area; 48% inbound/52% outbound

[7] ITE Land Use Code 710 (General Office Building) trip generation average rates.
- AM Peak Hour Trip Rate: 1.16 trips/1,000 SF of floor area; 86% inbound/14% outbound
- PM Peak Hour Trip Rate: 1.15 trips/1,000 SF of floor area; 16% inbound/84% outbound

[8] The internal capture reduction for the residential, restaurant, retail, and office is based on the synergy between all the market-rate apartments, restaurant, commercial, and office land uses provided within the Project Site, and determined via NCHRP 684 Internal Capture Estimation Tool (24% for AM Peak Hour and 31% for PM Peak Hour).

[9] A 15% transit use reduction applied based on the Project Site being located within 1/4 mile of a Big Blue Bus rapid stop. The trip reduction for transit trips has been applied to the proposed Project and existing land uses based on the *LADOT Transportation Assessment Guidelines,* July 2020 for developments within a 1/4 mile walking distance of a transit station or a Rapid Bus stop. The transit reduction was not applied to the affordable housing component of the Project, per the *LADOT Transportation Assessment Guidelines,* July 2020.

[10] Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the site. The trip reduction for pass-by trips has been applied to the restaurant and commercial components of the Project based on the *LADOT Transportation Assessment Guidelines,* July 2020 for High Turnover Restaurant, Shopping Center less than 50,000 sf, and Shopping Center 100,000 to less than 300,000 sf.

vehicle trips (114 inbound trips and 117 outbound trips) during the AM peak hour. During the PM peak hour, Option B is expected to generate 59 net new vehicle trips (36 inbound trips and 23 outbound trips).

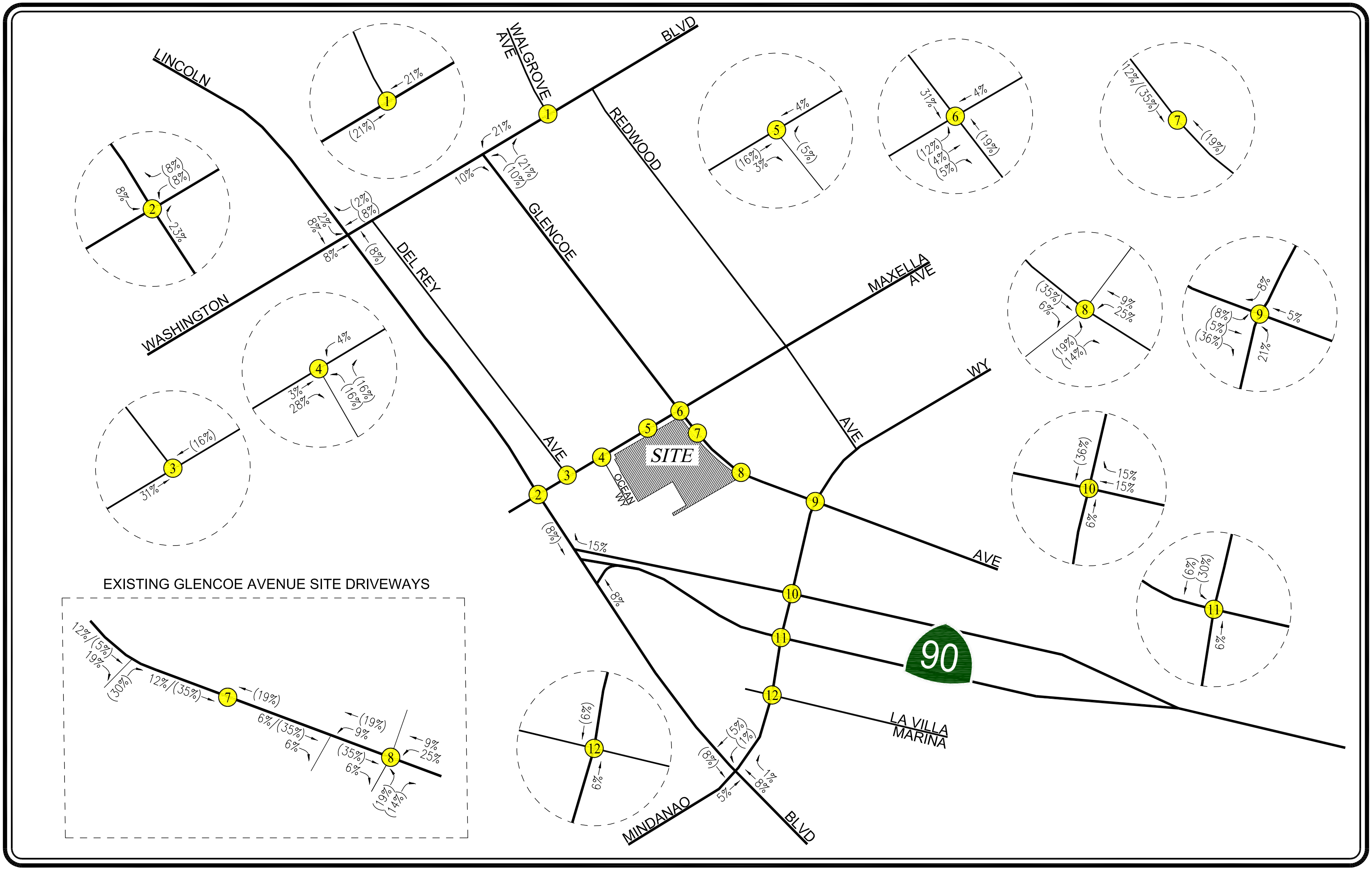
The daily vehicle trips expected to be generated by Option A and Option B were estimated using Version 1.3 of the City's VMT Calculator. Copies of the detailed VMT Calculator worksheets for Option A and Option B are contained in ***Appendix D*** and ***Appendix E***. As indicated in the summary VMT Calculator worksheets, Option A is forecast to generate 1,379 net new daily vehicle trips, and Option B is forecast to generate 1,979 net new daily vehicle trips. It is noted that Option B will incorporate transportation demand management (TDM) strategies. Further discussion of the TDM strategies is provided in Section 2.9.

2.8.2 *Project Traffic Distribution and Assignment*

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

- The Project Site's proximity to major traffic corridors (e.g., Washington Boulevard, Lincoln Boulevard, SR-90);
- Expected localized traffic flow patterns based on adjacent roadway channelization and presence of traffic signals;
- Existing intersection traffic volumes;
- Ingress/egress availability at the Project Site assuming the site access and circulation scheme described in Section 2.4;
- The location of proposed parking areas;
- Nearby population and employment; and
- Input from LADOT staff.

The general, directional traffic distribution patterns for the existing commercial floor area on the Project Site is presented in ***Figure 2–4***. The general, directional traffic distribution patterns for Option A related trips bound to the Project Site is presented in ***Figure 2–5***. The general, directional traffic distribution patterns for Option B related trips bound to the Project Site is presented in ***Figure 2–6***. The forecast net new weekday AM and PM peak hour traffic volumes at the study intersections associated with Option A are presented in ***Figures 2–7*** and ***2–8***, respectively. The forecast net new weekday AM and PM peak hour traffic volumes at the study intersections associated with Option B are presented in ***Figures 2–9*** and ***2–10***, respectively. The Option A traffic volume assignments presented in *Figures 2–7* and *2–8* reflect the traffic distribution characteristics shown in *Figures 2–4* and *2–5*, and the Option A traffic generation forecast presented in *Table 2–1*. The Option B traffic volume assignments presented in *Figures*



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▨ PROJECT SITE

● STUDY INTERSECTION

\## = INBOUND PERCENTAGES

(##) = OUTBOUND PERCENTAGES

FIGURE 2-4
EXISTING PROJECT SITE TRIP DISTRIBUTION

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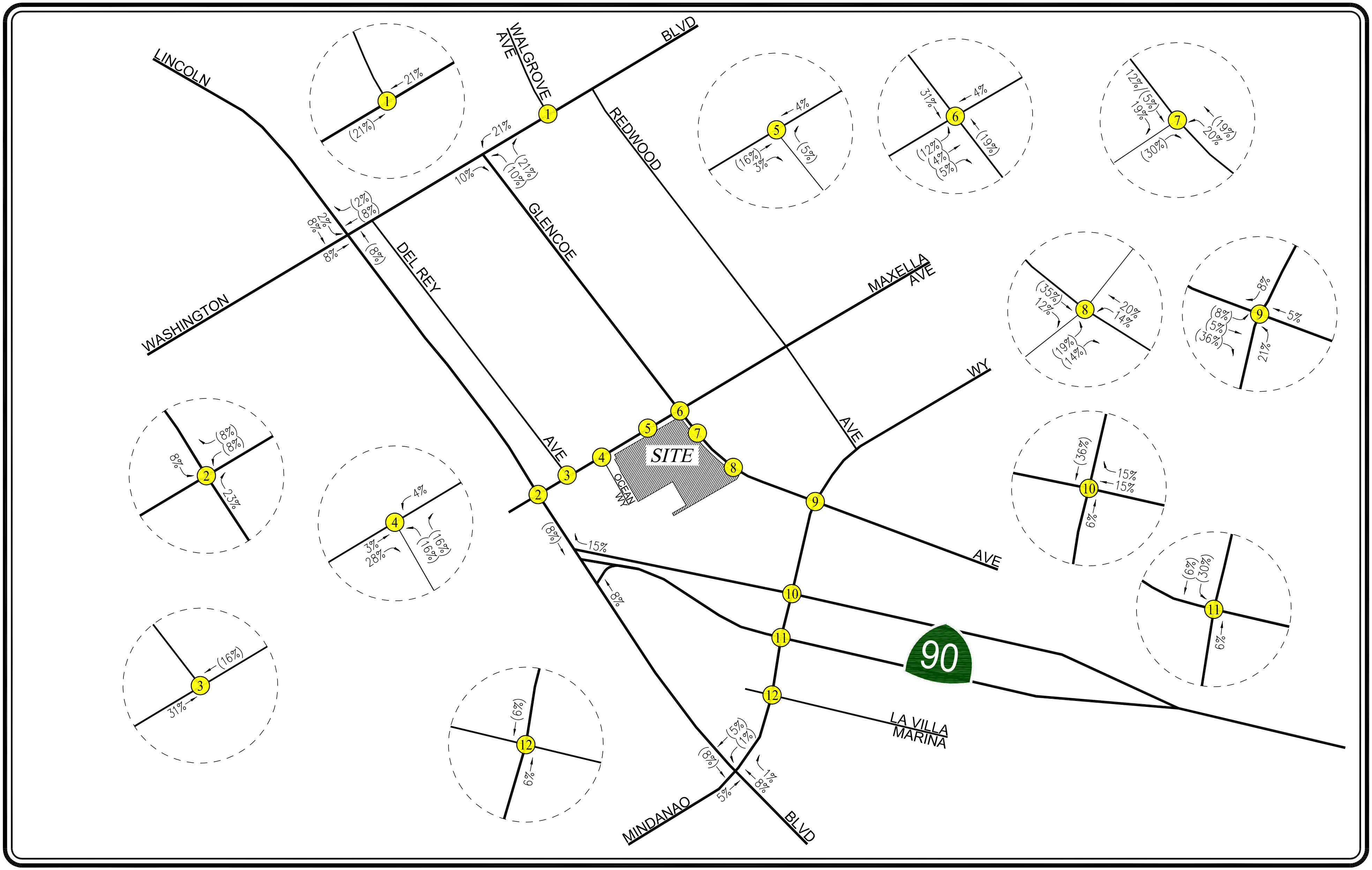

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FIGURE 2-5
OPTION A TRIP DISTRIBUTION

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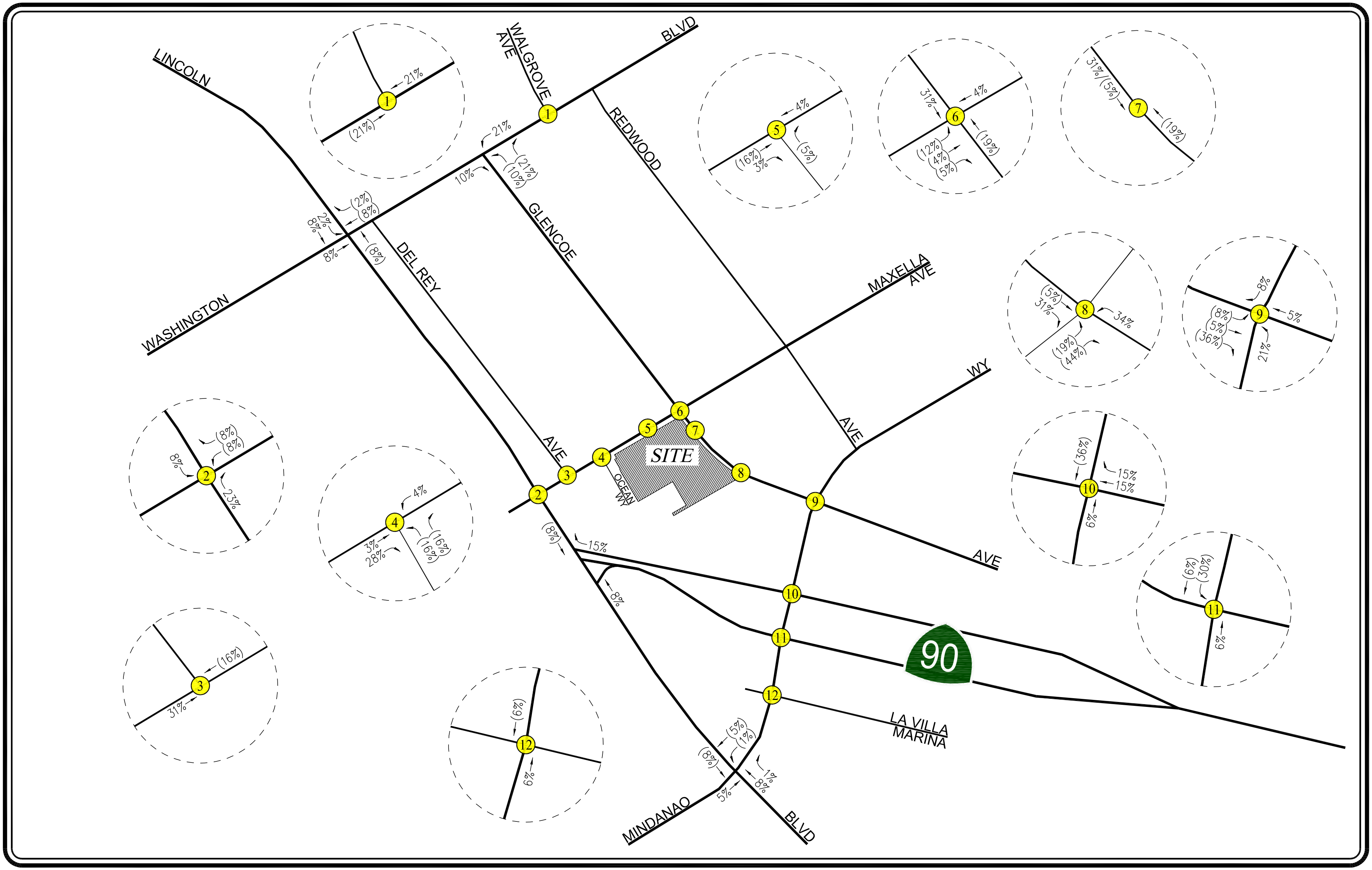

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● STUDY INTERSECTION

\## = INBOUND PERCENTAGES

(##) = OUTBOUND PERCENTAGES

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FIGURE 2-6
OPTION B TRIP DISTRIBUTION

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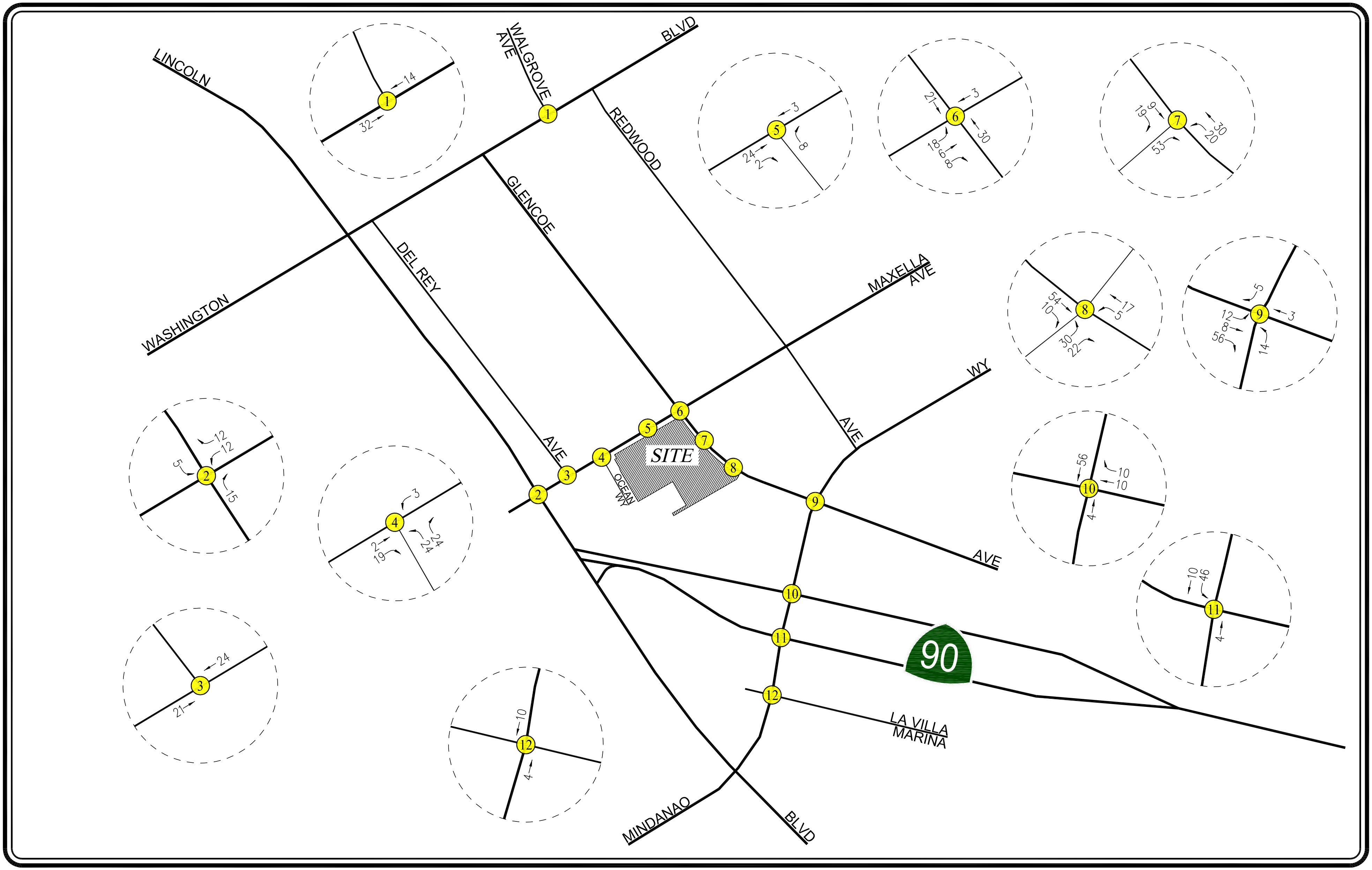

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FIGURE 2-7
NET NEW OPTION A TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR
PASEO MARINA PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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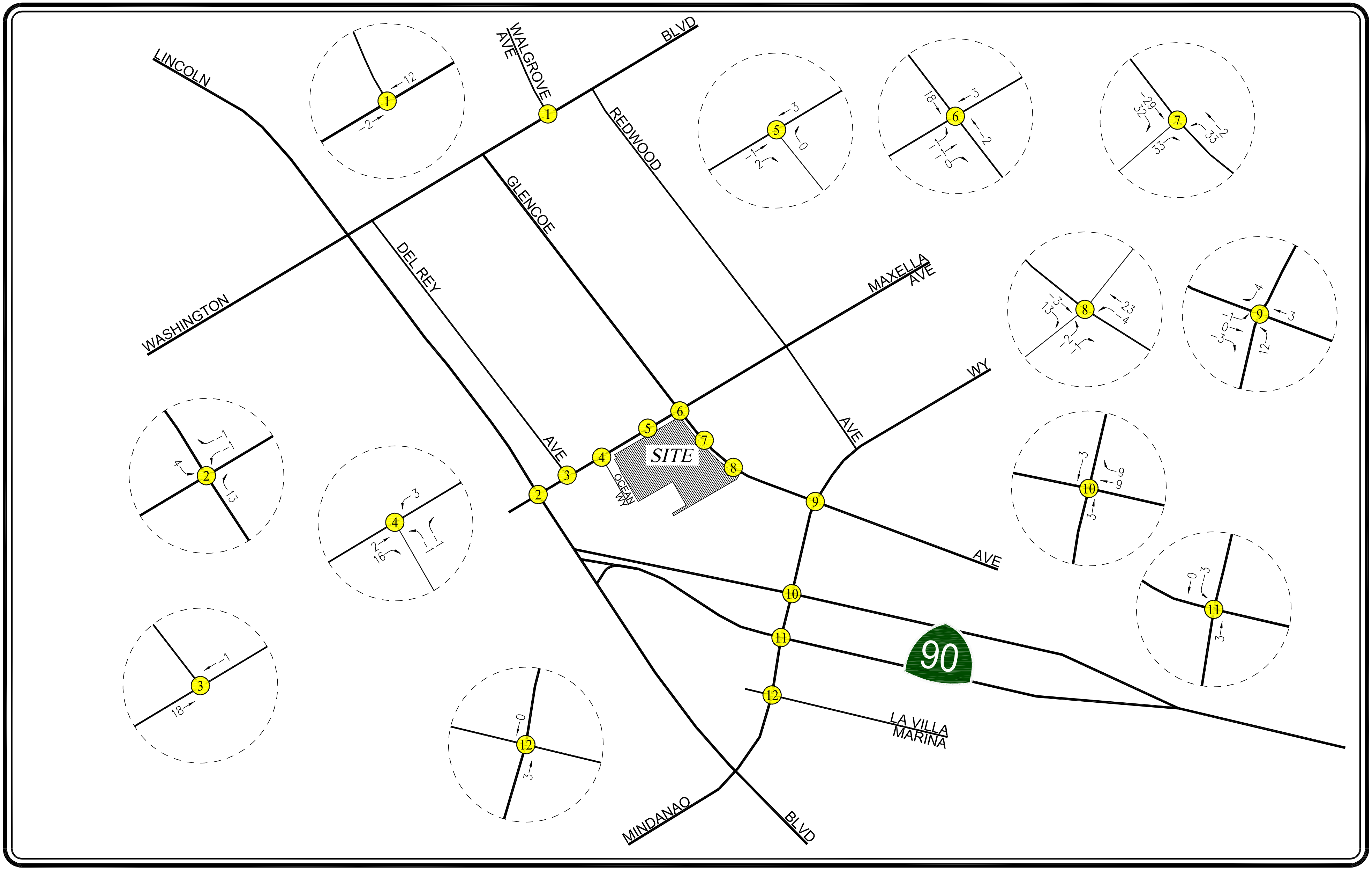

PROJECT SITE ▨
STUDY INTERSECTION ●

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FIGURE 2-8
NET NEW OPTION A TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR
PASEO MARINA PROJECT

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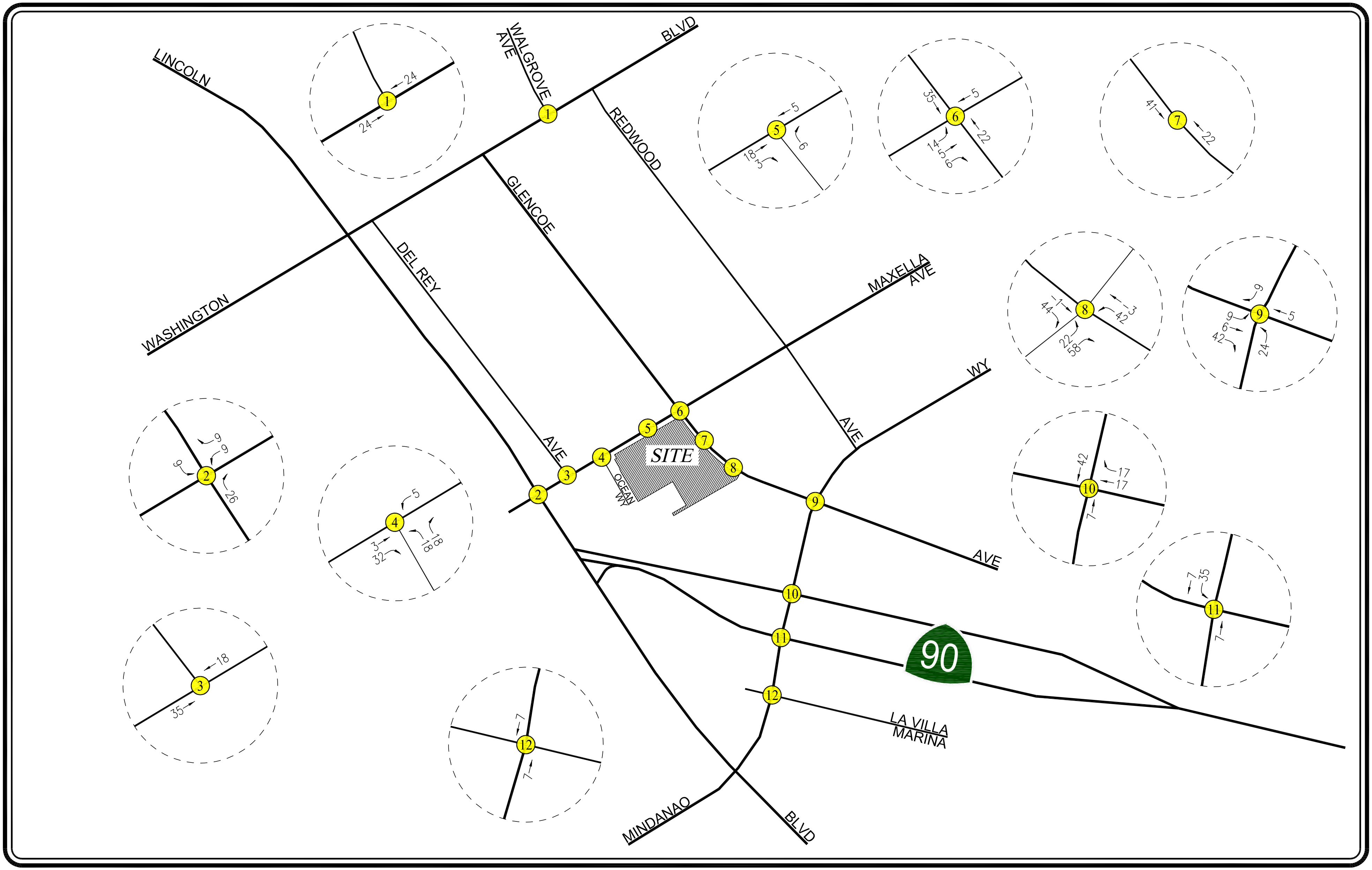

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FIGURE 2-9

NET NEW OPTION B TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

PASEO MARINA PROJECT

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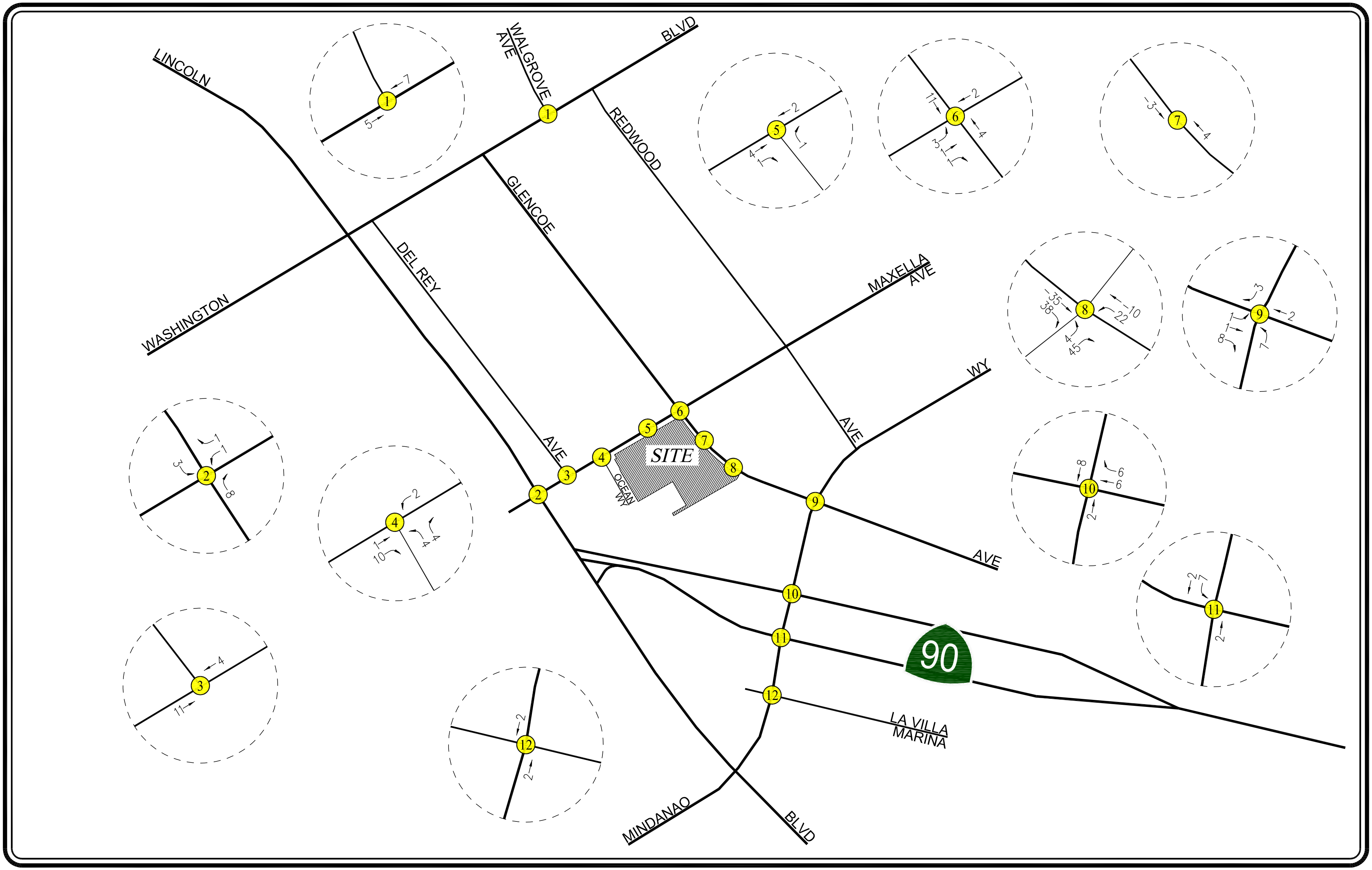

▨ PROJECT SITE

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FIGURE 2-10
NET NEW OPTION B TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR
PASEO MARINA PROJECT

2–9 and *2–10* reflect the traffic distribution characteristics shown in *Figures 2–4* and *2–6*, and the Option B traffic generation forecast presented in *Table 2–2*.

2.9 Project Transportation Demand Management

The Applicant will comply with the City's existing transportation demand management (TDM) Ordinance in Los Angeles Municipal Code (LAMC) Section 12.26.J. Beyond the requirements in the TDM ordinance, Option B includes six TDM strategies to be implemented as mitigation measures.[3] The TDM strategies are listed in Table 2.2-2 of the TAG. Further discussion of these TDM strategies is provided in the sections below.

2.9.1 *Transit Subsides*

This TDM strategy involves the subsidization of transit fare for residents and employees of Option B. The subsidy will be proactively offered to each resident and employee at least once annually for a minimum of five years. At the time of initial opening, Option B will offer a daily transit subsidy to all (i.e., 100%) residents and employees of $2.98 per day.

2.9.2 *Promotions and Marketing*

Option B will utilize promotional and marketing tools to educate and inform residents and employees about alternative transportation options and the effects of their travel choices. Rather than two-way communication tools or tools that would encourage an individual to consider a different mode of travel at the time the trip is taken (i.e., smartphone application, daily email, etc.), this TDM strategy includes passive educational and promotional materials, such as posters, information boards, or a website with information that residents and employees can choose to read at their own leisure.

2.9.3 *Alternative Work Schedules and Telecommuting Program*

The strategy encourages employees to work alternative schedules or telecommute, including staggered start times, flexible schedules, or compressed work weeks. At the time of initial opening of the development, Option B will offer 1.5 days per week of telecommuting to at least 5% of all employees.

2.9.4 *Include Bike Parking per Los Angeles Municipal Code*

Table 12.21A.16(a)(1)(i) of the LAMC provides the required short-term and long-term bicycle parking spaces for the residential component of Option B (425 units). The short-term bicycle parking ratios are as follows:

- Dwelling Units 1-25: 1 space per 10 units (3 spaces);
- Dwelling Units 26-100: 1 space per 15 units (5 spaces);
- Dwelling Units 101-200: 1 space per 20 units (5 spaces); and

---

[3] As discussed in Section 4.2, Option A as proposed results in a less than significant VMT impact. Therefore, no additional TDM measures are proposed in conjunction with Option A as proposed since mitigation is not required.

- Dwelling Units 201-425: 1 space per 40 units (6 spaces).

The long-term bicycle parking ratios are as follows:

- Dwelling Units 1-25: 1 space per unit (25 spaces);
- Dwelling Units 26-100: 1 space per 1.5 units (50 spaces);
- Dwelling Units 101-200: 1 space per 2 units (50 spaces); and
- Dwelling Units 201-425: 1 space per 4 units (56 spaces).

Table 12.21.A.16(a)(2) in the LAMC provides the required short-term and long-term bicycle parking spaces for the restaurant, commercial, and office components of Option B. The short-term bicycle parking ratios are as follows:

- Retail (20,000 s.f.): 1 space per 2,000 s.f. (10 spaces);
- Restaurant (20,000 s.f.): 1 space per 2,000 s.f. (10 spaces); and
- Office (90,000 s.f.): 1 space per 10,000 s.f. (9 spaces).

The long-term bicycle parking ratios are as follows:

- Retail (20,000 s.f.): 1 space per 2,000 s.f. (10 spaces);
- Restaurant (20,000 s.f.): 1 space per 2,000 s.f. (10 spaces); and
- Office (90,000 s.f.): 1 space per 5,000 s.f. (18 spaces).

Based on the above, Option B is required to provide 19 short-term and 181 long-term bicycle parking spaces for the residential component. For the restaurant, commercial, and office components, Option B is required to provide 29 short-term spaces and 38 long-term spaces. Option B will provide the LAMC-required number of short-term and long-term bicycle parking spaces.

2.9.5 *Include Secure Bicycle Parking and Showers*

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

Option B will provide short-term and long-term bicycle parking in accordance with LAMC Section 12.21A.16(d)(2). In addition, Option B will provide showers in accordance with LAMC Section 91.6307.

2.9.6 *Pedestrian Network Improvements*

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

Option B includes pedestrian access points directly to sidewalks on the adjacent streets, including Maxella Avenue, and Glencoe Avenue. Additionally, Option B will improve existing sidewalks or construct new sidewalks on the above-mentioned streets adjacent to the Project Site. Furthermore, Option B will add street trees and landscaping, including a park along the Project Site's easterly frontage, to enhance the pedestrian network and improve exterior lighting along the sidewalks to improve safety.

3.0 PROJECT CONTEXT

3.1 Non-Vehicle Transport System

3.1.1 *Pedestrian Framework*

Public sidewalks and pedestrian facilities are provided on all streets within the Project Site vicinity. Public sidewalks ranging in width from nine feet to 11 feet are provided along the Maxella Avenue and Glencoe Avenue property frontages. Potential pedestrian destinations located within an approximately one-quarter mile radius (i.e., 1,320 feet) from the Project Site are noted in ***Figure 3–1***, per Section 3.2.4 of the TAG. ***Figure 3–2*** shows the existing and planned pedestrian, bicycle, and transit facilities within an approximately one-quarter mile radius (i.e., 1,320 feet) from the Project Site. As presented in *Figure 3–2*, the following pedestrian facilities currently are provided in the direct vicinity of the Project Site:

- American With Disabilities Act (ADA) access ramps, including some with the yellow truncated domes, are provided at the following intersections and midblock crossings located along Maxella Avenue and Glencoe Avenue in the immediate vicinity of the Project Site:
    - Lincoln Boulevard / Marina Pointe Drive – Maxella Avenue
    - Del Rey Avenue / Maxella Avenue
    - Ocean Way / Maxella Avenue
    - Maxella Avenue Signalized Midblock Crossing[4]
    - Glencoe Avene / Maxella Avenue
    - Glencoe Avenue Signalized Midblock Crossing
    - Mindanao Way / Glencoe Avenue
- Traditional parallel bar or continental style pedestrian crosswalks with varying widths of between approximately 12 feet and 20 feet are provided at the following intersections and midblock crossings located near the Project Site:
    - Lincoln Boulevard / Marina Pointe Drive – Maxella Avenue
    - Del Rey Avenue / Maxella Avenue
    - Ocean Way / Maxella Avenue

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[4] The existing Maxella Avenue midblock crossing will be removed as part of both Option A and Option B. The existing crosswalk will be shifted to the Ocean Way / Maxella Avenue intersection, which will be signalized with controlled crossing devices in conjunction with Option A and Option B.

KEY PEDESTRIAN DESTINATIONS

1 MARINA MARKETPLACE (HOURS NOT AVAILABLE, N/A)
2 GELSON'S MARKET (7:00 AM - 9:00 PM)
3 PAVILIONS (6:00 AM - 11:00 PM)
4 CVS (OPEN 24 HOURS)
5 VILLA MARINA MARKETPLACE (N/A)
5 RALPHS (5:00 AM - 2:00 AM)

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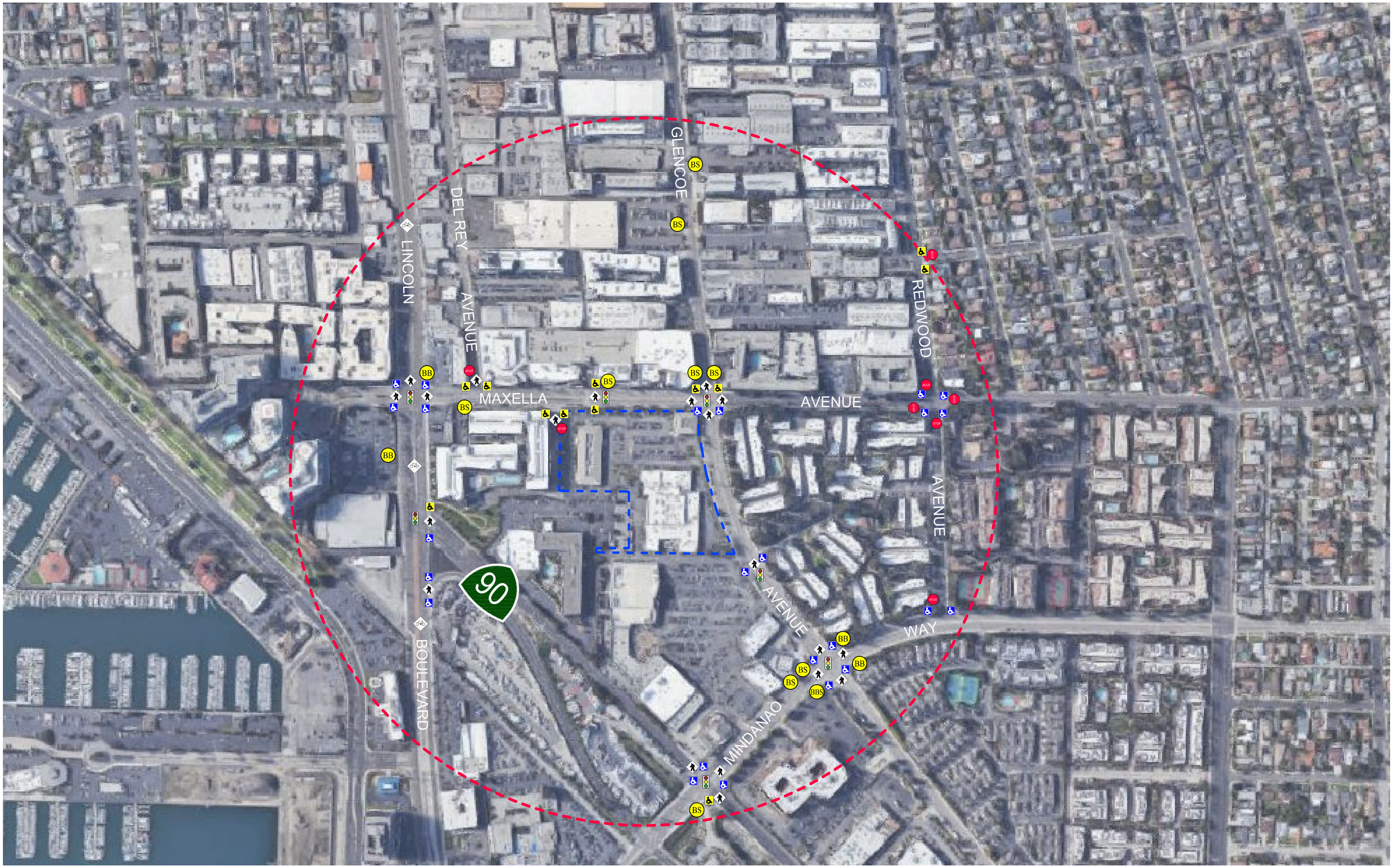
MAP SOURCE: GOOGLE MAPS
PROJECT SITE
QUARTER-MILE RADIUS
PEDESTRIAN ENTRANCE
PEDESTRIAN WALKING ROUTES TO KEY DESTINATIONS

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

FIGURE 3-1
PEDESTRIAN ATTRACTORS INVENTORY

LINSCOTT, LAW & GREENSPAN, engineers

PASEO MARINA PROJECT



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

♿ ADA CURB RAMP
♿ ADA YELLOW TRUNCATED DOME
🚶 CROSSWALK
🚲 FUTURE BIKE ROUTE

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

FIGURE 3-2
FACILITIES INVENTORY

LINSCOTT, LAW & GREENSPAN, engineers

PASEO MARINA PROJECT

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    - Maxella Avenue Signalized Midblock Crossing
    - Glencoe Avene / Maxella Avenue
    - Glencoe Avenue Signalized Midblock Crossing
    - Mindanao Way / Glencoe Avenue

- Pedestrian crossing signals and push buttons are presently included as part of the traffic signal controls at the nearby signalized intersections that are noted in *Figure 3–2*.

Option A and Option B have been designed to encourage pedestrian activity and walking as a transportation mode. Walkways are planned within Option A and Option B that will connect to the sidewalks along Maxella Avenue and Glencoe Avenue in a manner that promotes walkability.

The City's Mobility Plan 2035[5] identifies a collection of arterial streets, known as Pedestrian Enhanced Districts (PEDs), where pedestrian improvements could be prioritized to provide enhanced walking connections to and from the major destinations within communities. The arterials in close proximity to the Project Site that have been identified as PEDs are presented in ***Figure 3–3***. Mobility Plan 2035 also identifies a collection of streets, known as the Neighborhood Enhanced Network (NEN), that provide comfortable and safe routes for non-motorized modes of travel such as walking. Roadways within the NEN in close proximity to the Project Site are presented in ***Figure 3–4***.

3.1.2 *Bicycle Network*

Bicycle access to the Project Site is facilitated by the City's bicycle roadway network. Existing bicycle facilities (e.g., Class I Bicycle Path, Class II Bicycle Lanes, Class III Bicycle Routes, Bicycle Friendly Streets, etc.) identified in the City's 2010 Bicycle Plan are located within an approximately one-half mile radius from the Project Site.[6] Within the immediate Project Site vicinity, Lincoln Boulevard has been designated for Class II Bicycle Lanes as part of the City's Bicycle Lane Network. The 2010 Bicycle Plan goals and policies have been folded into the Mobility Plan 2035 to reflect a commitment to a balanced, multi-modal viewpoint. Roadways within the City's Bicycle Network in close proximity to the Project Site and in the surrounding area are shown in ***Figure 3–5***. Additionally, as shown in *Figure 3–4*, Maxella Avenue and Glencoe Avenue have been designated within the NEN, a selection of streets that provide safe routes for non-motorized modes of travel such as bicycling.

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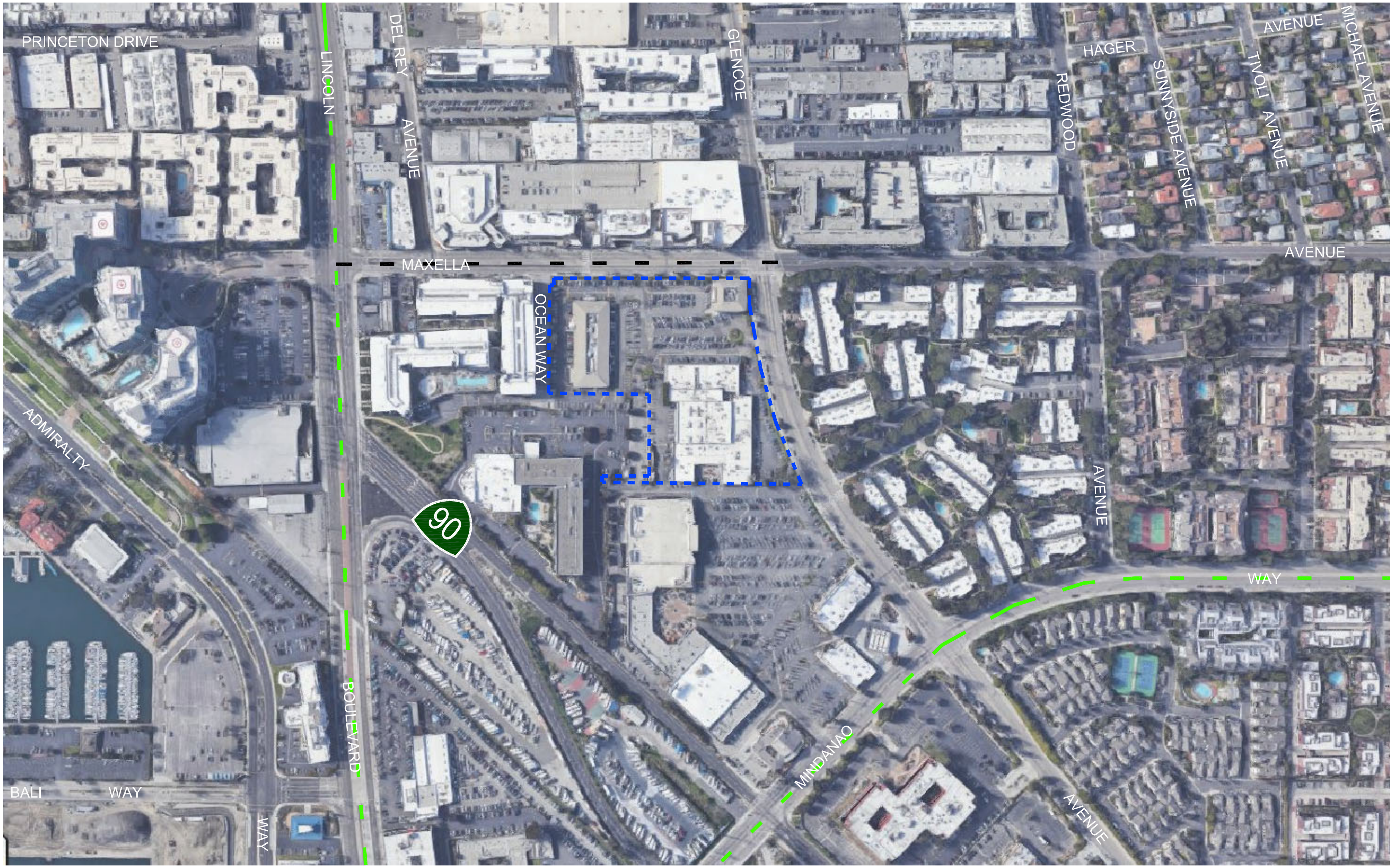
[5] *Mobility Plan 2035,* Los Angeles Department of City Planning, December 2015.

[6] Source: *2010 Bicycle Plan,* Los Angeles Department of City Planning, Adopted March 1, 2011. As noted in the Mobility Plan 2035, the 2010 Bicycle Plan and policies have been folded into the Mobility Plan to reflect a commitment to a balanced, multi-modal viewpoint.



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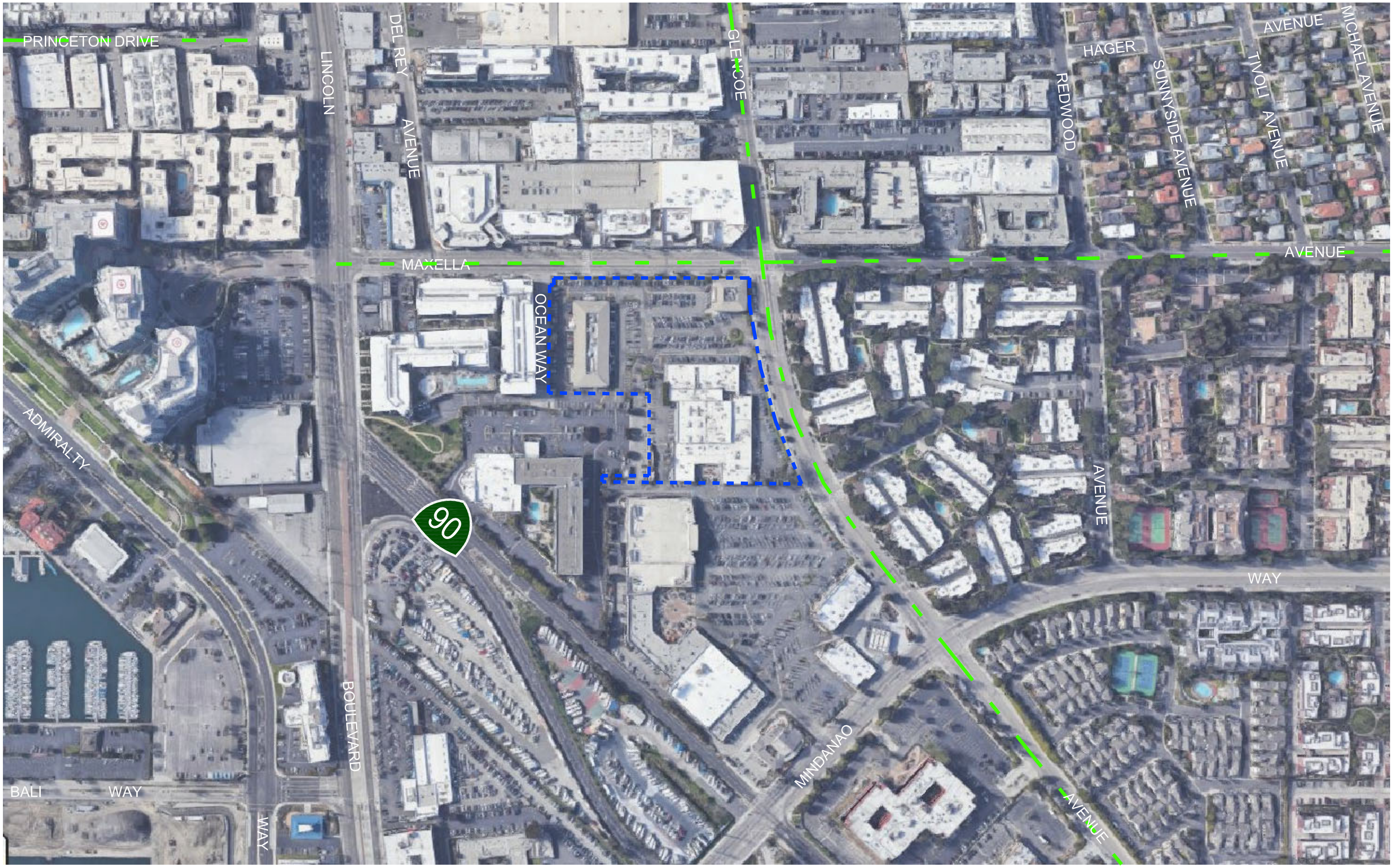
MAP SOURCE: GOOGLE MAPS
▭ PROJECT SITE
- - PEDESTRIAN ENHANCED DISTRICT

FIGURE 3-3
PEDESTRIAN ENHANCED DISTRICTS

PASEO MARINA PROJECT

LINSCOTT, LAW & GREENSPAN, engineers



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MAP SOURCE: GOOGLE MAPS

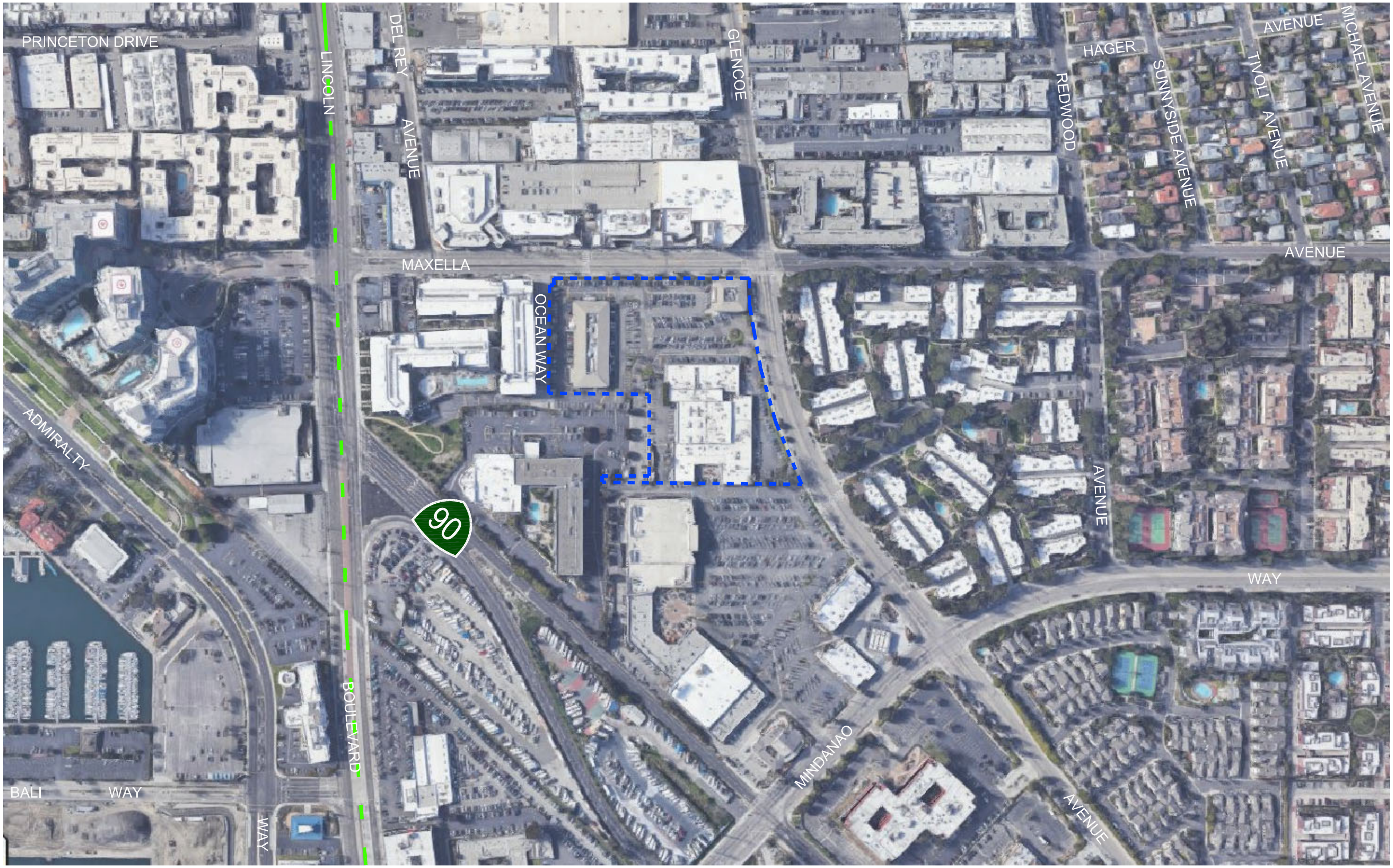
[ ] PROJECT SITE

- - NEIGHBORHOOD ENHANCED NETWORK

FIGURE 3-4
NEIGHBORHOOD ENHANCED NETWORK

LINSCOTT, LAW & GREENSPAN, engineers

PASEO MARINA PROJECT



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MAP SOURCE: GOOGLE MAPS

⬚ PROJECT SITE

- - BICYCLE NETWORK (TIER 3 BICYCLE LANE NETWORK)

FIGURE 3-5
BICYCLE NETWORK

LINSCOTT, LAW & GREENSPAN, engineers

PASEO MARINA PROJECT

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3.2 Transit Framework

The Project Site is located within a Transit Priority Area and is currently served by many local lines and regional/commuter lines via stops located within convenient walking distance along Maxella Avenue, Glencoe Avenue, Lincoln Boulevard, and Mindanao Way. Public bus transit service in the Project Site area is currently provided by the Los Angeles County Metropolitan Transit Authority (Metro), LADOT, City of Culver City (CCB), and City of Santa Monica Big Blue Bus (BBB). A summary of the existing transit service, including the transit route, destinations and peak hour headways is presented in ***Table 3–1***. The existing public transit routes in the Project Site vicinity are illustrated in ***Figure 3–6***.

Mobility Plan 2035 identifies a collection of streets, known as the Transit Enhanced Network (TEN), where improvements, in collaboration with transit operators, aim to provide reliable and frequent service that is convenient and safe, increase transit ridership, reduce single-occupancy vehicle trips and integrate transit infrastructure improvements with the identity of the surrounding street. Potential enhancements range from streetscape improvements, installation of transit shelters, or installation of dedicated transit lanes. Roadways within the TEN in close proximity to the Project Site and in the surrounding area are shown in ***Figure 3–7***. In addition, the location of bus stops and amenities (e.g., bus benches, shelters, etc.) in the Project study area is displayed in *Figure 3–3***.**

3.3 Vehicle Network

3.3.1 *Regional Highway Access*

Regional vehicular access to the Project Site is primarily provided by State Route 90 (SR-90). A brief description of SR-90 is provided in the following paragraph.

SR-90 is an east-west State Highway that locally extends from Culver City to Marina del Rey to Culver City. In the immediate vicinity of the Project Site, SR-90 is known as the Marina Expressway, and provides at-grade intersections. East of Culver Boulevard, SR-90 is known as the Marina Freeway. In the Project study area, two to three travel lanes are provided in each direction on SR-90. In the immediate vicinity of the Project Site, SR-90 intersects Mindanao Way and Lincoln Boulevard in both the eastbound and westbound direction. The SR-90 intersections at Mindanao Way and Lincoln Boulevard are located approximately one-quarter mile (0.25-mile) southeast and southwest of the Project Site, respectively.

3.3.2 *Local Roadway System*

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

1. Walgrove Avenue / Washington Boulevard[7]

2. Lincoln Boulevard / Marina Pointe Drive – Maxella Avenue

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[7] Intersection located within the jurisdiction of the City of Culver City.

Table 3-1
EXISTING PUBLIC TRANSIT ROUTES [1]

28-Apr-20

ROUTE	DESTINATIONS	ROADWAY(S) NEAR SITE	NO. OF BUSES DURING PEAK HOUR		
			DIR	AM	PM
Metro 108 / 358	Pico Rivera to Marina del Rey (via Slauson Avenue)	Mindanao Way	EB WB	3 3	2 3
Commuter Express 437A	Downtown Los Angeles to Culver City/Marina Del Rey/Venice (via Culver Boulevard, Grand Avenue, and Olive Street)	Mindanao Way	EB WB	2 0	0 2
CCB Line 1	West LA Transit Center to Venice Beach (via Washington Boulevard)	Washington Boulevard	EB WB	4 4	4 4
CCB Line 2	Culver City Transit Center to Venice High School (via Inglewood Boulevard)	Washington Boulevard	EB WB	1 1	1 1
CCB Line 7	Downtown Culver City to Marina del Rey (via Culver Boulevard)	Mindanao Way, Glencoe Boulevard, Maxella Avenue, Lincoln Boulevard	EB WB	2 2	2 2
BBB 3	Downtown Santa Monica to Aviation Station (via Lincoln Boulevard)	Lincoln Boulevard	NB SB	4 4	4 4
BBB Rapid 3	Downtown Santa Monica to Aviation Station (via Lincoln Boulevard)	Lincoln Boulevard	NB SB	5 3	6 6
BBB 16	West Los Angeles to Marina Del Rey (via Wilshire Boulevard and Bundy Drive)	Washington Boulevard	NB SB	3 1	2 2
			Total	**42**	**45**

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

MAP SOURCE: METROPOLITAN TRANSPORTATION AUTHORITY

★ PROJECT SITE

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FIGURE 3-6
EXISTING PUBLIC TRANSIT ROUTES

LINSCOTT, LAW & GREENSPAN, engineers

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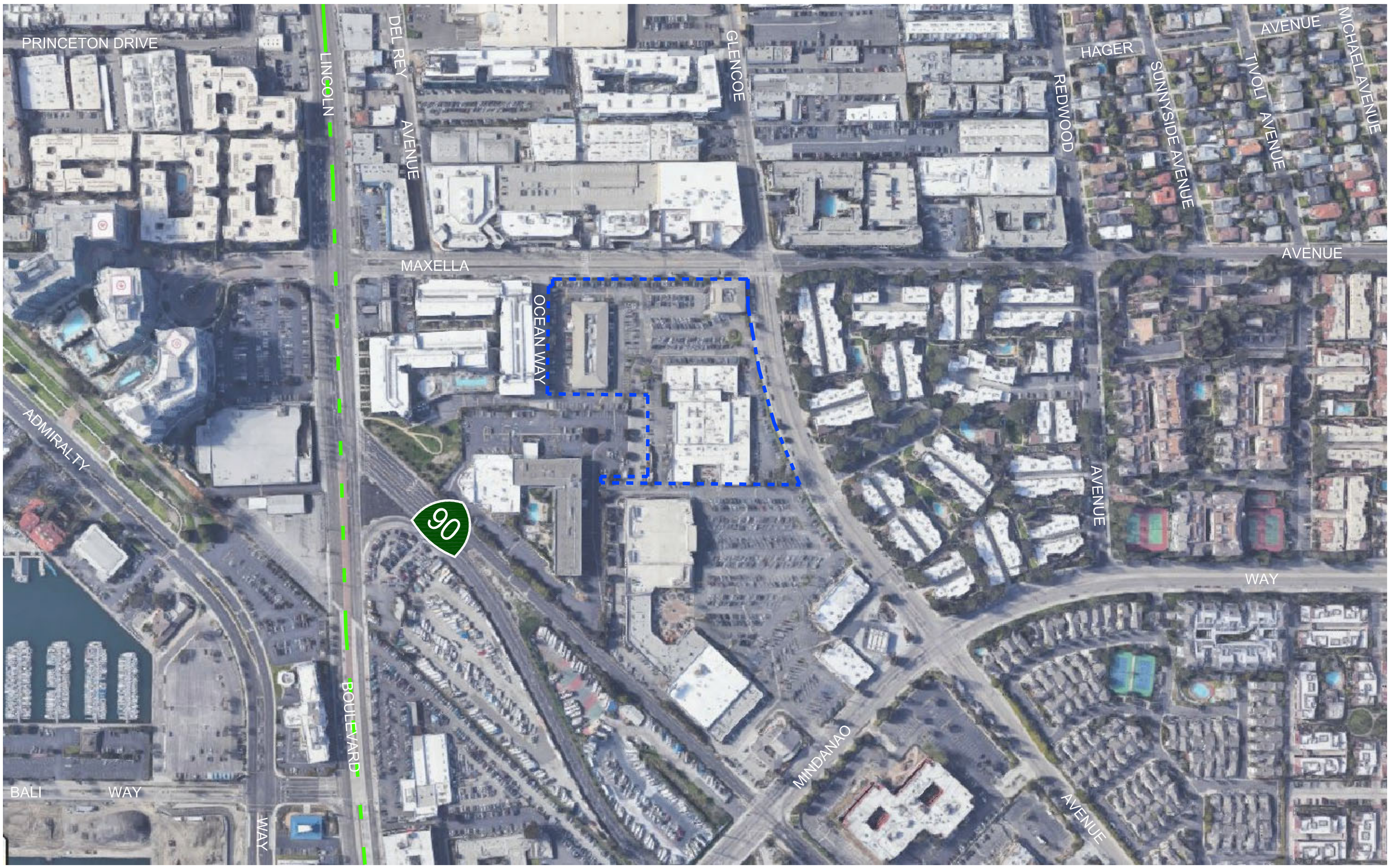

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MAP SOURCE: GOOGLE MAPS
[ ] PROJECT SITE
- - TRANSIT ENHANCED NETWORK

FIGURE 3-7
TRANSIT ENHANCED NETWORK

LINSCOTT, LAW & GREENSPAN, engineers

PASEO MARINA PROJECT

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3. Del Rey Avenue / Maxella Avenue

4. Ocean Way / Maxella Avenue

5. Maxella Avenue Driveway / Maxella Avenue

6. Glencoe Avenue / Maxella Avenue

7. Glencoe Avenue / Glencoe Avenue Northerly Driveway[8]

8. Glencoe Avenue / Glencoe Avenue Southerly Driveway – Villa Velletri Driveway

9. Mindanao Way / Glencoe Avenue

10. Mindanao Way / SR-90 (Marina Expressway) Westbound

11. Mindanao Way / SR-90 (Marina Expressway) Eastbound

12. Mindanao Way / La Villa Marina

Six of the 12 intersections are presently controlled by traffic signals. The Walgrove Avenue / Washington Boulevard, Del Rey Avenue / Maxella Avenue, and Ocean Way / Maxella Avenue, intersections are two-way stop-controlled intersections. A traffic signal will be installed at the Ocean Way / Maxella Avenue intersection in conjunction with both Option A and Option B.

The existing southerly driveway along Glencoe Avenue (Study Int. No. 8) is a two-way stop-controlled intersection (i.e., a stop sign faces the outbound driveway approach) and will remain in conjunction with both Option A and Option B. The existing Maxella Avenue Driveway will be shifted approximately 101 feet to the east under Option A and two feet to the west under Option B and will be a two-way stop-controlled intersection (i.e., a stop sign will face the outbound driveway approach). The Glencoe Avenue Northerly Driveway is proposed in conjunction with Option A and will be a two-way stop-controlled intersection (i.e., a stop sign will face the outbound driveway approach).

The existing and Project lane configurations at the 12 study intersections for Option A and Option B are displayed in ***Figures 3–8*** and ***3–9***, respectively.

3.3.3 *Roadway Descriptions*

Immediate access to the Project Site is provided by Maxella Avenue and Glencoe Avenue. A brief description of the roadways in the Project study area is provided in the following paragraphs.

Walgrove Avenue is a north-south oriented roadway located northwest of the Project Site. Within the Project study area, Walgrove Avenue is designated as a Collector by the City and the

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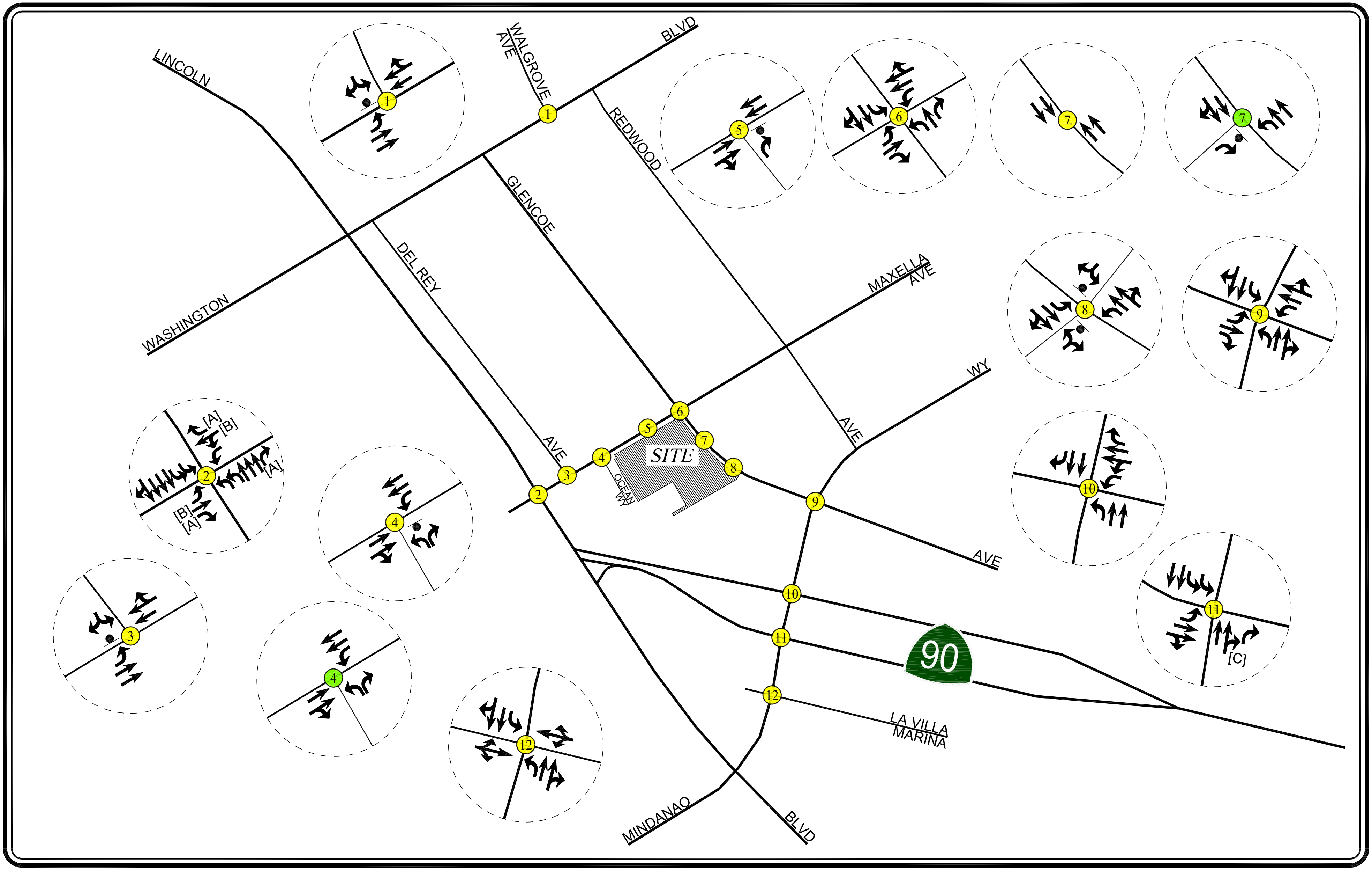
[8] Option B does not propose a northerly driveway along Glencoe Avenue. However, for consistency purposes, the intersection is included as a study intersection for both Option A and Option B.



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▨ PROJECT SITE

● STUDY INTERSECTION

● OPTION A CONDITIONS

● STOP SIGN

[A] RIGHT-TURN OVERLAP

[B] SPLIT PHASING

[C] NO RIGHT-TURN ON RED

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 3-8
EXISTING AND OPTION A LANE CONFIGURATIONS

PASEO MARINA PROJECT

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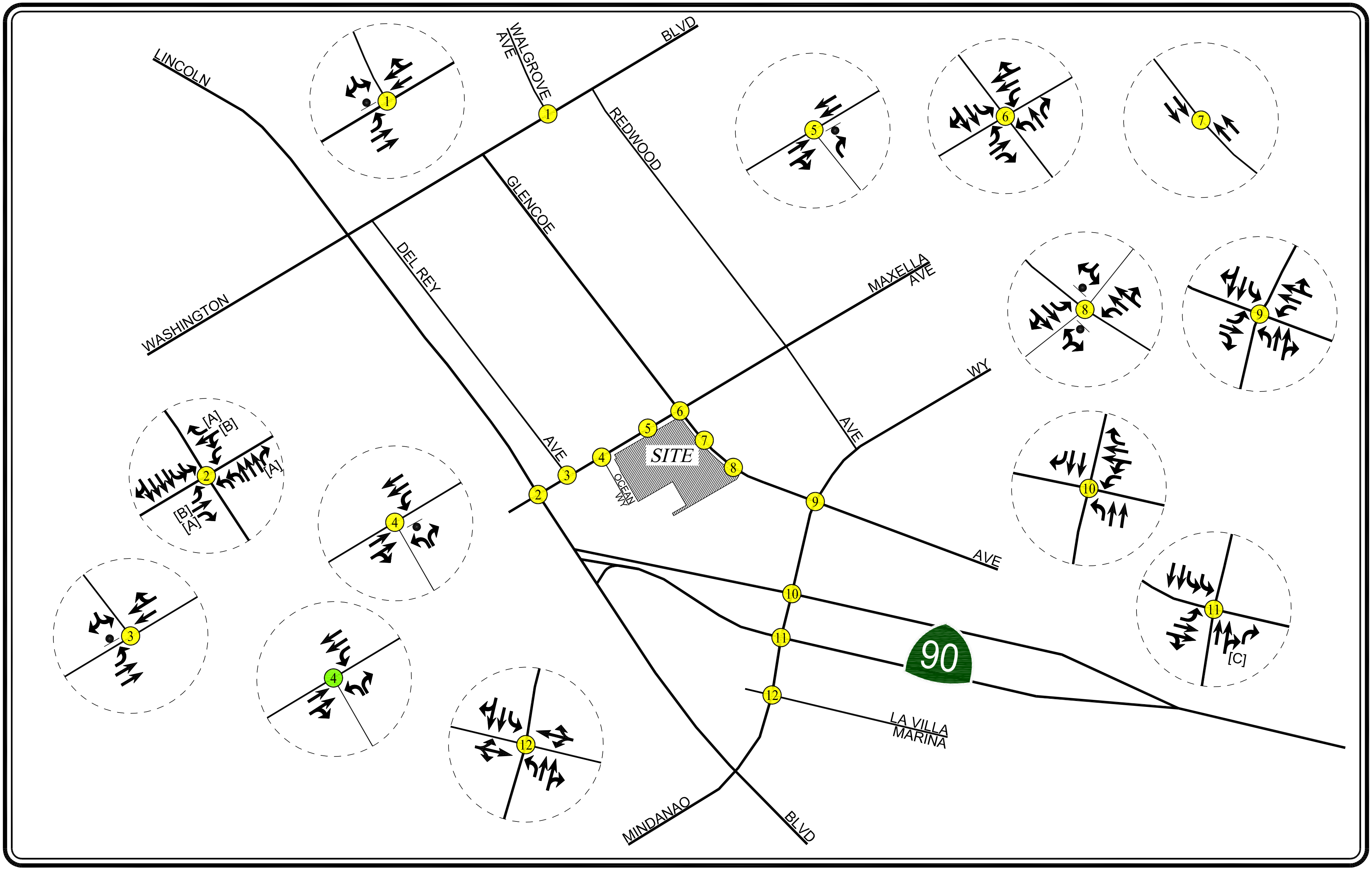

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▨ PROJECT SITE
● STUDY INTERSECTION
● OPTION B CONDITIONS
● STOP SIGN
[A] RIGHT-TURN OVERLAP
[B] SPLIT PHASING
[C] NO RIGHT-TURN ON RED

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 3-9
EXISTING AND OPTION B LANE CONFIGURATIONS

PASEO MARINA PROJECT

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City of Culver City. One through travel lane is provided in each direction on Walgrove Avenue within the Project study area. Walgrove Avenue is posted for a speed limit of 25 miles per hour within the Project study area.

Lincoln Boulevard is a north-south oriented roadway located west of the Project Site. Within the Project study area, Lincoln Boulevard is designated as a Boulevard I by the City. Three through travel lanes are provided in each direction on Lincoln Boulevard within the Project study area. Separate exclusive left-turn lanes are provided in each direction on Lincoln Boulevard at the Marina Pointe Drive – Maxella Avenue intersection. A separate exclusive right-turn lane is provided in the northbound direction on Lincoln Boulevard at the Marina Pointe Drive – Maxella Avenue intersection. Lincoln Boulevard is posted for a speed limit of 40 miles per hour within the Project study area.

Del Rey Avenue is a north-south oriented roadway located west of the Project Site. Within the Project study area, Del Rey Avenue is designated as a Local Street – Standard by the City. One through travel lane is provided in each direction on Del Rey Avenue within the Project study area. Del Rey Avenue is posted for a speed limit of 25 miles per hour within the Project study area.

Glencoe Avenue is a northwest-southeast oriented roadway that borders the Project Site to the east. Within the Project study area, Glencoe Avenue is designated as an Avenue II Modified north of Maxella Avenue, and as a Collector south of Maxella Avenue by the City. One through travel lane is provided in each direction on Glencoe Avenue north of Maxella Avenue and east of Mindanao Way. Two two through travel lanes are provided in each direction on Glencoe Avenue between Maxella Avenue and Mindanao Way. Separate exclusive left-turn lanes are provided in each direction on Glencoe Avenue at the Maxella Avenue and Mindanao Way intersections. A separate exclusive right-turn lane is provided in the northbound direction on Glencoe Avenue at the Maxella Avenue intersection, and in the eastbound direction at the Mindanao Way intersection. Glencoe Avenue is posted for a speed limit of 25 miles per hour within the Project study area.

Mindanao Way is a north-south oriented roadway located east of the Project Site. Within the Project study area, Mindanao Way is designated as an Avenue II north of Glencoe Avenue and as an Avenue I south of Glencoe Avenue by the City. Two through travel lanes are provided in each direction on Mindanao Way within the Project study area. Separate exclusive left-turn lanes are provided in each direction on Mindanao Way at the Glencoe Avenue, SR-90 Westbound, SR-90 Eastbound, and La Villa Marina intersections. A separate exclusive right-turn lane is provided in the northbound direction on Mindanao Way at the SR-90 Eastbound intersection. Mindanao Way is posted for a speed limit of 30 miles per hour within the Project study area.

Washington Boulevard is an east-west oriented roadway located north of the Project Site. Within the Project study area, Washington Boulevard is designated as a Boulevard II by the City and as a Primary Arterial by the City of Culver City. Two through travel lanes are provided in each direction on Washington Boulevard within the Project study area. A separate exclusive left-turn lane is provided on Washington Boulevard in the eastbound direction at the Walgrove Avenue intersection. Washington Boulevard is posted for a speed limit of 35 miles per hour within the Project study area.

Marina Pointe Drive is an east-west oriented roadway located southwest of the Project Site. Within the Project study area, Marina Pointe Drive is designated as a Private Street by the City. One through travel lane is provided in each direction on Marina Pointe Drive within the Project study area. A separate exclusive left- and right-turn lane is provided on Marina Pointe Drive intersection in the eastbound direction at the Lincoln Boulevard intersection. There is no speed limit posted on Marina Pointe Drive within the Project study area, thus a prima facie speed limit of 25 miles per hour is assumed, consistent with California Vehicle Code Section 22352(b)(1).

Maxella Avenue is an east-west oriented roadway located that borders the Project Site to the north. Within the Project study area, Maxella Avenue is designated as an Avenue III west of Glencoe Avenue and as a Collector east of Glencoe Avenue by the City. Two through travel lanes are provided in each direction on Maxella Avenue west of Glencoe Avenue. One through travel lane is provided in each direction east of Glencoe Avenue. Separate exclusive left-turn lanes are provided in each direction on Maxella Avenue at the Glencoe Avenue intersection, in the westbound direction at the Lincoln Boulevard intersection, and the eastbound direction at the Del Rey Avenue intersection. A separate exclusive right-turn lane is provided on Maxella Avenue in the westbound direction at the Lincoln Boulevard intersection and the eastbound direction at the Glencoe Avenue intersection. Maxella Avenue is posted for a speed limit of 25 miles per hour within the Project study area.

La Villa Marina is an east-west oriented roadway located southeast of the Project Site. Within the Project study area, La Villa Marina is designated as a Local Street – Standard by the City. One through travel lane is provided in each direction on La Villa Marina within the Project study area. La Villa Marina is posted for a speed limit of 25 miles per hour within the Project study area.

3.3.4 *City of Los Angeles High Injury Network*

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

Mayor Eric Garcetti issued Executive Directive No. 10 in August 2015, formally launching the Vision Zero initiative in Los Angeles. Vision Zero is also a stated safety objective in the Mobility Plan 2035, which sets the goal of zero traffic deaths by 2035. Jointly directed by LADOT and the Police Department, Vision Zero takes a multi-disciplinary approach to identifying safety risk factors and implementing solutions on a citywide scale. Using a methodology originally developed by the San Francisco Public Health Department, the Vision Zero Task Force has identified streets where investments in safety will have the most impact in reducing severe injuries and traffic fatalities in the City. These roads are collectively known as the High Injury Network (HIN). The HIN will be reviewed by the LADOT's Vision Zero group for potential engineering re-design as well as educational and enforcement campaigns. As shown in ***Figure 3–10***, Lincoln Boulevard has been identified on the HIN.

If a proposed project results in significant transportation impacts, LADOT's Vision Zero group will review those specific locations and immediate vicinity for potential safety enhancements that are consistent with the City's Vision Zero initiative.

3.4 Traffic Counts

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

- Walgrove Avenue / Washington Boulevard: Peak hour traffic volume data collected at this intersection in 2017 were increased by a 1.0% annual traffic growth rate through the year 2020 to estimate current year traffic volumes. Further discussion of the annual traffic growth rate is provided in Section 3.5.2.

- Lincoln Boulevard / Marina Pointe Drive – Maxella Avenue: Peak hour traffic volume data collected at this intersection in 2016 were increased by a 1.0% annual traffic growth rate through the year 2020 to estimate current year traffic volumes.

- Del Rey Avenue / Maxella Avenue: Peak hour traffic volume data collected at this intersection in 2016 were increased by a 1.0% annual traffic growth rate through the year 2020 to estimate current year traffic volumes.

- Ocean Way / Maxella Avenue: Peak hour traffic volume data collected at this intersection in 2016 were increased by a 1.0% annual traffic growth rate through the year 2020 to estimate current year traffic volumes.

- Maxella Avenue Driveway / Maxella Avenue: The traffic count data and subsequent adjustments to year 2020 conditions at the Glencoe Avenue / Maxella Avenue intersection were used to derive the westbound and eastbound through volumes. Turning movements at the intersection were derived based on application of trip generation rates to the commercial floor area within the existing Project Site. The existing Project Site

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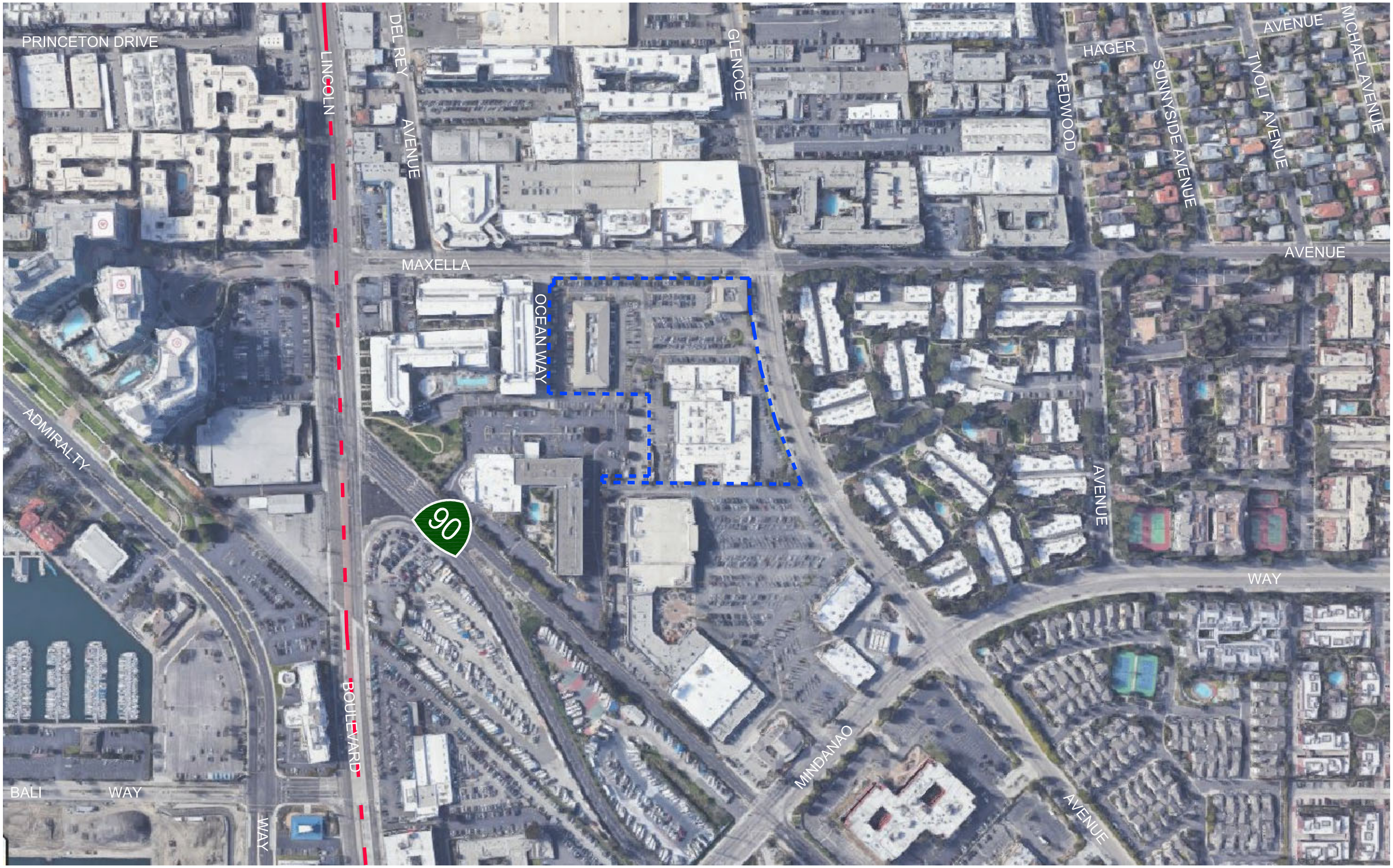
[9] Vision Zero Los Angeles 2015-2025, August 2015.

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



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MAP SOURCE: GOOGLE MAPS
⬚ PROJECT SITE
- - HIGH INJURY NETWORK

FIGURE 3-10
HIGH INJURY NETWORK

LINSCOTT, LAW & GREENSPAN, engineers

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trips were assigned to the existing Project Site driveways, including the intersection. *Tables 2–1* and *2–2* present the trip generation forecast for the commercial floor area within the existing Project Site. The general, directional traffic distribution patterns for the existing Project Site are presented in *Figure 2–4*.

- Glencoe Avenue / Maxella Avenue: Peak hour traffic volume data collected at this intersection in 2016 were increased by a 1.0% annual traffic growth rate through the year 2020 to estimate current year traffic volumes.

- Glencoe Avenue / Glencoe Avenue Northerly Driveway: The traffic count data and subsequent adjustments approaching and departing the Glencoe Avenue / Maxella Avenue intersection were used to derive the northbound and southbound through volumes.

- Glencoe Avenue / Glencoe Avenue Southerly Driveway – Villa Velletri Driveway: The traffic count data and subsequent adjustments approaching and departing the Glencoe Avenue / Maxella Avenue intersection were used to derive the northbound and southbound through volumes. Turning movements at the intersection were derived based on application of trip generation rates to the size of the land uses within the existing Project Site, the existing Villa Marina Marketplace bordering the Project Site to the south, and the Villa Velletri townhomes utilizing the driveway located across Glencoe Avenue from the Project Site. The existing Project Site trips, Villa Marina Marketplace Trips, and Villa Velletri townhomes trips were assigned to the existing driveways serving the respective sites, including the intersection. *Tables 2–1* and *2–2* present the trip generation forecast for the commercial floor area within the existing Project Site. ***Tables 3–2*** and ***3–3*** present the trip generation forecasts for the land uses within the existing Villa Marina Marketplace and Villa Velletri townhomes, respectively. The general, directional traffic distribution patterns for the existing Project Site are presented in *Figure 2–4*. The general, directional traffic distribution patterns for the existing Villa Marina Marketplace and Villa Velletri townhomes are presented in ***Figure 3–11***.

- Mindanao Way / Glencoe Avenue: Peak hour traffic volume data collected at this intersection in 2016 were increased by a 1.0% annual traffic growth rate through the year 2020 to estimate current year traffic volumes.

- Mindanao Way / SR-90 Westbound: Peak hour traffic volume data collected at this intersection in 2016 were increased by a 1.0% annual traffic growth rate through the year 2020 to estimate current year traffic volumes.

- Mindanao Way / SR-90 Eastbound: Peak hour traffic volume data collected at this intersection in 2016 were increased by a 1.0% annual traffic growth rate through the year 2020 to estimate current year traffic volumes.

Table 3-2
VILLA MARINA MARKETPLACE TRIP GENERATION [1]
SOUTH OF PROJECT SITE

23-Sep-20

LAND USE	SIZE	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Existing Site							
Commercial [3]	113,599 GLSF	66	41	107	208	225	433
Transit Trips [4]							
Commercial (15%)		(10)	(6)	(16)	(31)	(34)	(65)
NET EXISTING DRIVEWAY TRIPS		**56**	**35**	**91**	**177**	**191**	**368**

[1] Sources: ITE *Trip Generation Manual,* 10th Edition, 2017.

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

[3] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
- AM Peak Hour Trip Rate: 0.94 trips/1,000 SF of leasable area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 3.81 trips/1,000 SF of leasable area; 48% inbound/52% outbound

[4] A 15% transit use reduction applied based on the site being located within 1/4 mile of a Big Blue Bus rapid stop. The trip reduction for transit trips has been applied to the existing site based on the *LADOT Transportation Assessment Guidelines,* July 2020 for developments within a 1/4 mile walking distance of a transit station or a Rapid Bus stop.

Table 3-3
VILLA VELLETRI TOWNHOMES TRIP GENERATION [1]

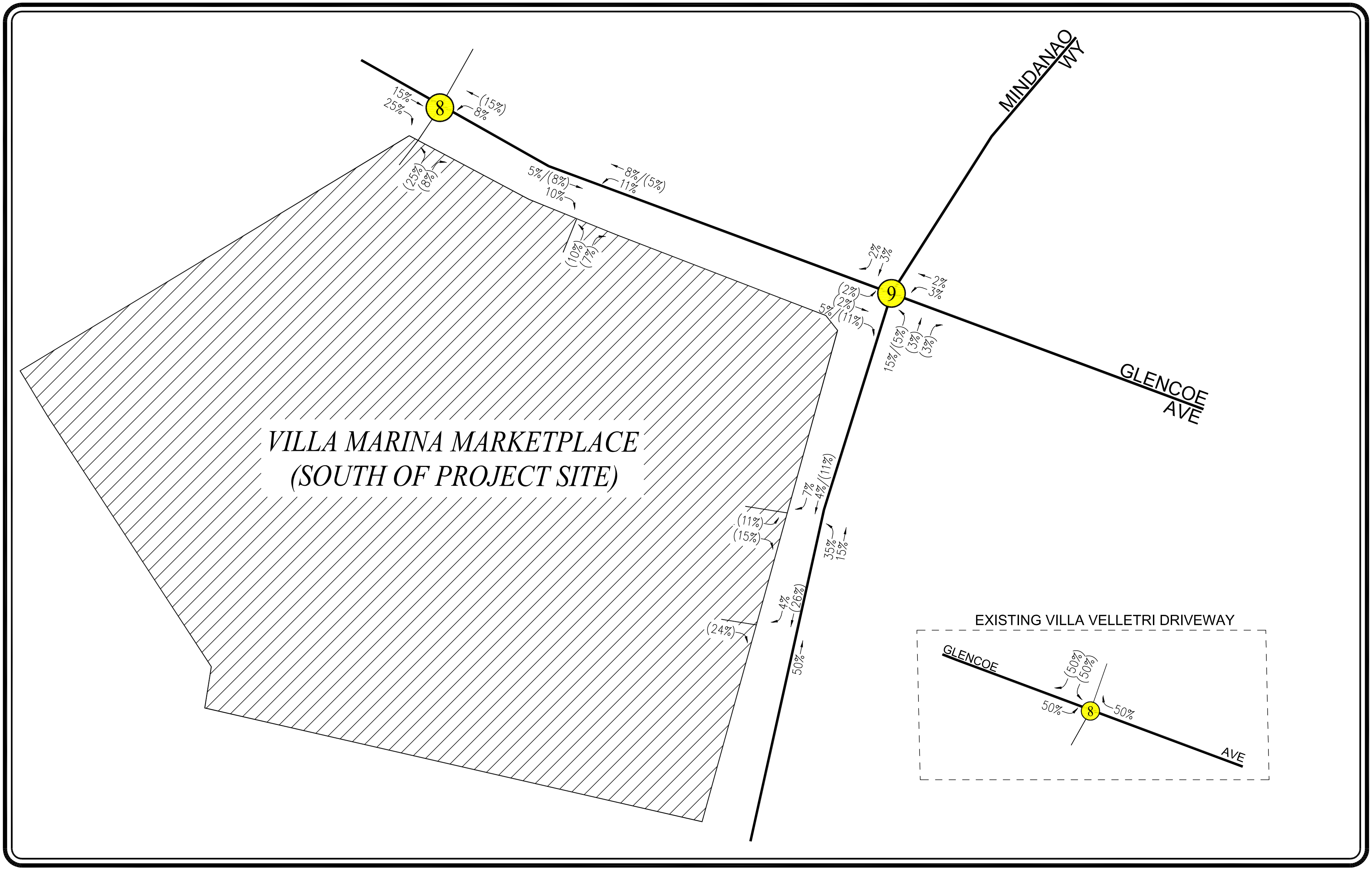
23-Sep-20

		AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
LAND USE	**SIZE**	**IN**	**OUT**	**TOTAL**	**IN**	**OUT**	**TOTAL**
Existing Site							
Townhomes [3]	54 DU	6	19	25	19	11	30
NET EXISTING VILLA VELLETRI DRIVEWAY TRIPS		**6**	**19**	**25**	**19**	**11**	**30**

[1] Source: ITE *Trip Generation Manual,* 10th Edition, 2017.

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

[3] ITE Land Use Code 220 (Multifamily Housing [Low-Rise]) trip generation average rates.
- AM Peak Hour Trip Rate: 0.46 trips/dwelling unit; 23% inbound/77% outbound
- PM Peak Hour Trip Rate: 0.56 trips/dwelling unit; 63% inbound/37% outbound



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▨ PROJECT SITE
● STUDY INTERSECTION
\## = INBOUND PERCENTAGES
(##) = OUTBOUND PERCENTAGES

FIGURE 3-11
EXISTING OFF-SITE TRIP DISTRIBUTION
VILLA MARINA MARKETPLACE AND VILLA VELLETRI TOWNHOMES

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- Mindanao Way / La Villa Marina: Peak hour traffic volume data collected at this intersection in 2017 were increased by a 1.0% annual traffic growth rate through the year 2020 to estimate current year traffic volumes.

The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are shown in ***Figures 3–12*** and ***3–13***, respectively. Summary data worksheets of the manual traffic counts at the study intersections are contained in ***Appendix F***.

3.5 Cumulative Development Projects

3.5.1 *Related Projects*

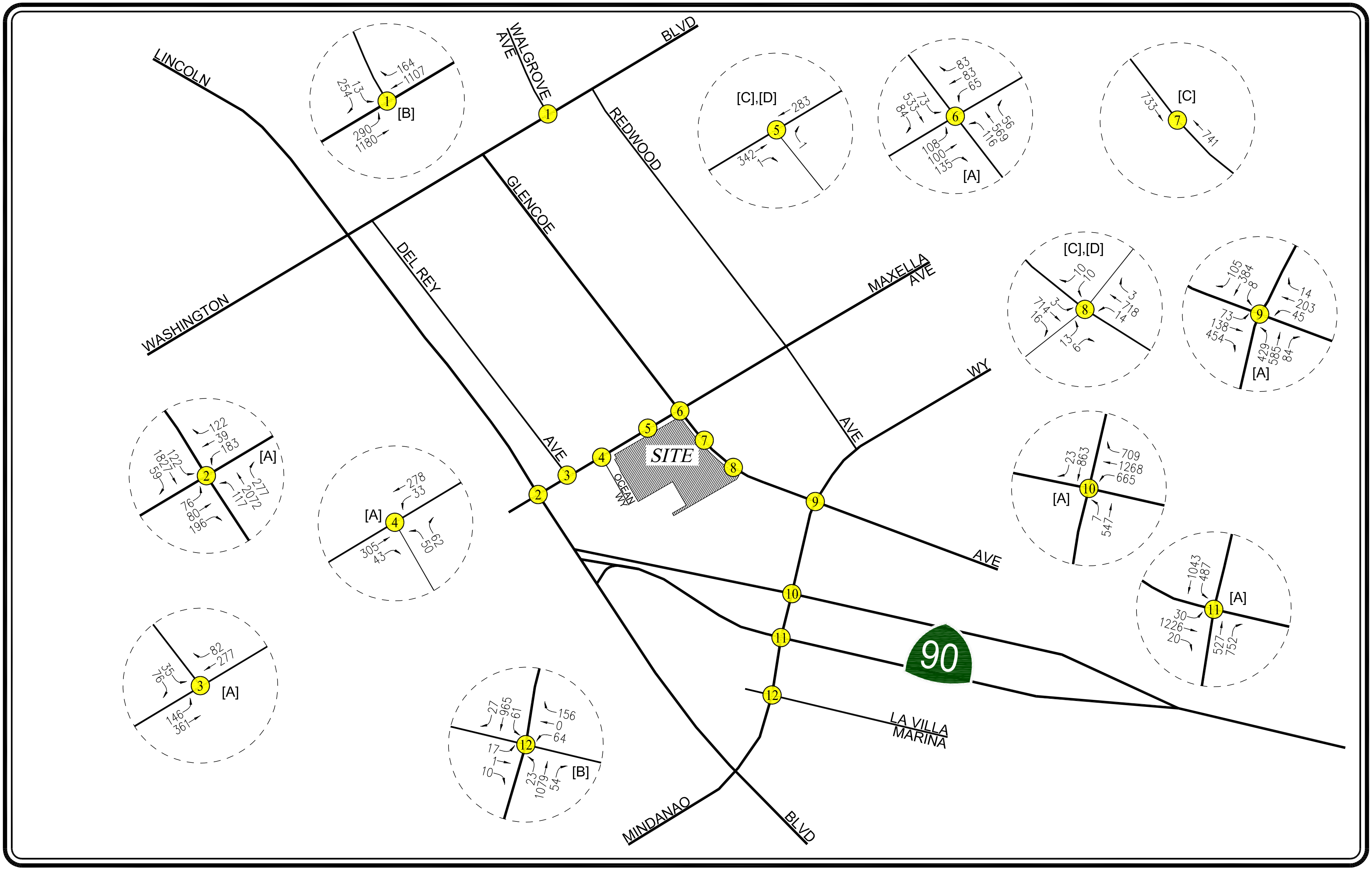
A forecast of on-street traffic conditions prior to occupancy of Option A and Option B was prepared by incorporating the potential trips associated with other known development projects (related projects) in the area. With this information, the potential impact of the Project can be evaluated within the context of the cumulative impact of all ongoing development. The related projects research was based on information on file at LADOT, City of Culver City Planning Department, and County of Los Angeles Department of Regional Planning within a 0.75-mile radius (one-quarter mile past the farthest outlying study intersection) of the Project Site. The list of related projects in the Project Site area is presented in ***Table 3–4***. The location of the related projects is shown in ***Figure 3–14***.

Traffic volumes expected to be generated by the related projects were calculated using rates provided in the ITE *Trip Generation Manual*. The related projects' respective traffic generation for the weekday AM and PM peak hours, as well as on a daily basis for a typical weekday, is summarized in *Table 3–4*. The distribution of the related projects traffic volumes to the study intersections during the weekday AM and PM peak hours are displayed in ***Figures 3–15*** and ***3–16***, respectively.

As noted in Section 3.4, peak hour traffic volume data was collected at the study intersections in 2016 and 2017. Many of the related projects listed in *Table 3–4* have been completed. However, as noted in Section 3.4, peak hour traffic volume data was collected at the study intersections in 2016 and 2017, and these projects had yet to be completed. The completed projects have been included in the cumulative baseline to provide a complete forecast of on-street traffic conditions prior to occupancy of Option A and Option B. Furthermore, two of the related projects are expected to generate a net reduction in traffic volumes during the weekday AM and PM peak hours. These projects were removed from the cumulative baseline to provide a conservative forecast of on- street traffic conditions prior to occupancy of Option A and Option B.

3.5.2 *Ambient Traffic Growth*

In order to account for unknown related projects not included in this analysis, the existing traffic volumes were increased at an annual rate of 1.0% per year to and including the year 2026 (i.e., the anticipated year of Project buildout). The ambient growth factor was based on general traffic growth factors provided in the *2010 Congestion Management Program for Los Angeles County*



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▨ PROJECT SITE

● STUDY INTERSECTION

[A] 2016 TURNING MOVEMENT COUNTS WITH 1.0% GROWTH FACTOR THROUGH 2020

[B] 2017 TURNING MOVEMENT COUNTS WITH 1.0% GROWTH FACTOR THROUGH 2020

[C] THROUGH VOLUMES DERIVED FROM TRAFFIC COUNTS AT ADJACENT INTERSECTION

[D] TURNING MOVEMENT VOLUMES DERIVED FROM LAND USES IN EXISTING SITE

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 3-12
EXISTING TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

PASEO MARINA PROJECT

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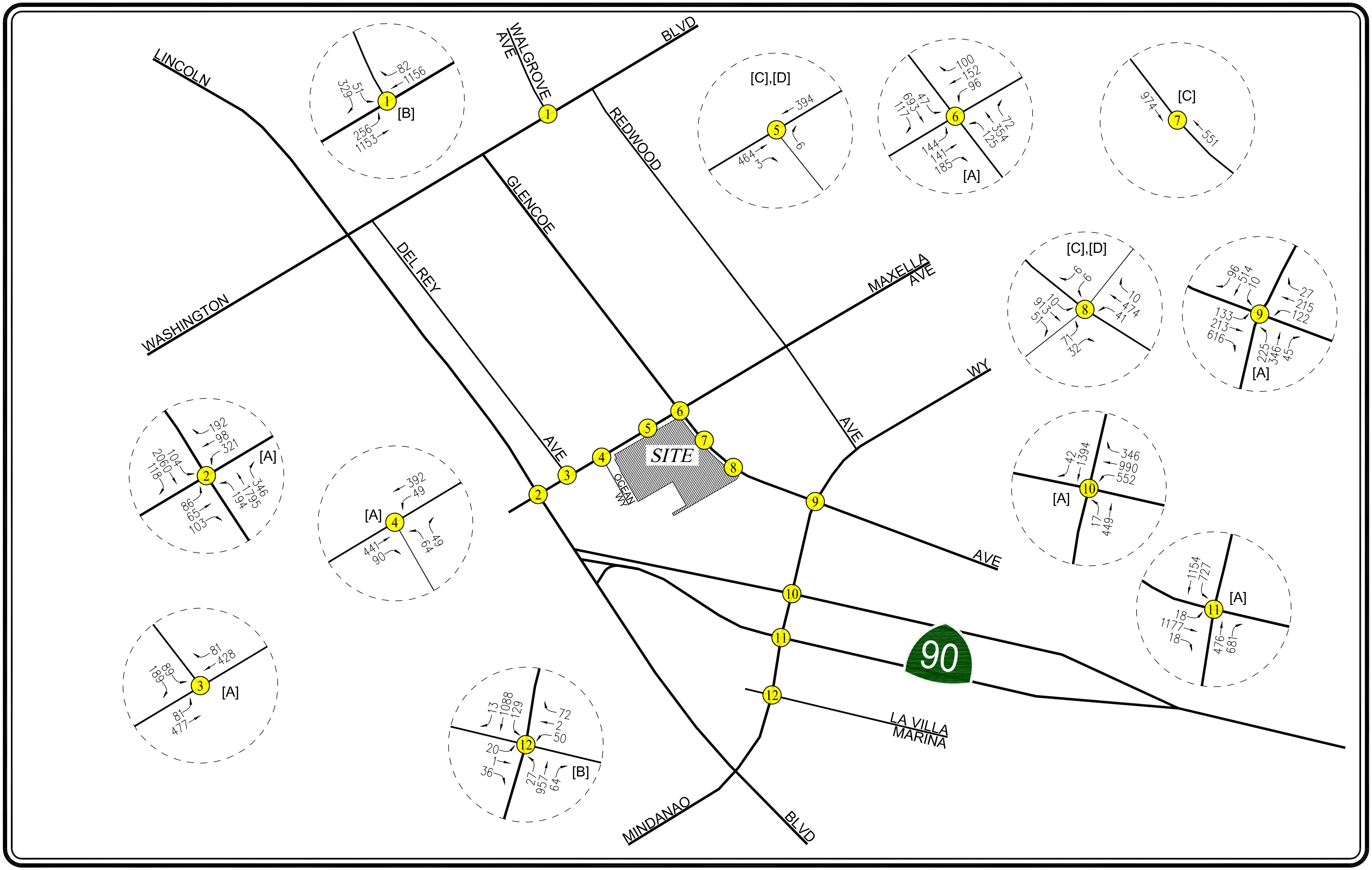

▨ PROJECT SITE
● STUDY INTERSECTION
[A] 2016 TURNING MOVEMENT COUNTS WITH 1.0% GROWTH FACTOR THROUGH 2020
[B] 2017 TURNING MOVEMENT COUNTS WITH 1.0% GROWTH FACTOR THROUGH 2020
[C] THROUGH VOLUMES DERIVED FROM TRAFFIC COUNTS AT ADJACENT INTERSECTION
[D] TURNING MOVEMENT VOLUMES DERIVED FROM LAND USES IN EXISTING SITE

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FIGURE 3-13
EXISTING TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR
PASEO MARINA PROJECT

Table 3-4
RELATED PROJECTS LIST AND TRIP GENERATION [1]

13-Apr-21

MAP NO.	PROJECT NAME/ PROJECT NUMBER	PROJECT STATUS	ADDRESS/ LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
				LAND USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
City of Los Angeles													
LA1	X67 Lofts	Completed	4140 S. Glencoe Avenue	Apartments Office	67 DU 3,211 GSF		481	11	28	39	33	23	56
LA2	C1 by CLG	Completed	4210 S. Del Rey Avenue	Condominiums Office	136 DU 14,929 GSF		627	24	47	71	48	37	85
LA3	R3 by CLG	Completed	4091 S. Redwood Avenue	Condominiums Office	67 DU 7,525 GSF		391	4	21	25	29	22	51
LA4	G8 by CLG	Completed	4040 S. Del Rey Avenue	Apartments Office	230 DU 18,800 GSF	[3]	831	(28)	72	44	74	(14)	60
LA5	INclave	Completed	4065-71 Glencoe Avenue	Creative Office Specialty Retail Apartments	35,206 GSF 1,500 GSF 49 DU	[4]	(96)	31	18	49	1	47	48
LA6	Warehouse to Office	Completed	4721 S. Alla Road	Office	118,352 GSF		267	38	5	43	9	48	57
LA7	Stella Phase 2	Completed	13488 W. Maxella Avenue	Apartments	65 DU		362	6	23	29	26	14	40
LA8	Thatcher Yard	Approved	3233 S. Thatcher Avenue	Affordable Senior Housing Affordable Family Housing	68 DU 30 DU	[5]	239	9	14	23	11	9	20
LA9	Cedars-Sinai Marina del Rey Replacement Hospital	Approved	4650 Lincoln Boulevard	Hospital Hospital Medical Office	160 Beds (133) Beds (50,500) GSF	[6]	(1,155)	(73)	(18)	(91)	(34)	(90)	(124)
City of Culver City													
CC1	Costco Expansion	Under Construction	13463 Washington Boulevard	Discount Club Fueling Station Supermarket	31,023 GSF 2 FP (63,213) GSF	[7] [8] [9]	1,297 344 (6,750)	11 11 (145)	4 10 (96)	15 21 (241)	65 14 (298)	65 14 (286)	130 28 (584)
CC2	Baldwin Site	Under Construction	12803 Washington Boulevard	Apartments Retail	37 DU 7,206 GSF	[10] [11]	271 272	4 4	13 3	17 7	6 13	15 14	21 27
CC3	Kayvon Mixed-Use	Completed	12712-12718 Washington Boulevard	Residential Retail Retail	5 DU 3,414 GSF (2,340) GSF	[10] [11] [11]	37 129 (88)	0 2 (1)	2 1 (1)	2 3 (2)	1 6 (4)	2 7 (5)	3 13 (9)
CC4	Townhome Development	Proposed	4118 Wade Street	Townhomes	4 DU	[10]	29	0	2	2	1	1	2

Table 3-4 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT NAME/ PROJECT NUMBER	PROJECT STATUS	ADDRESS/ LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
				LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
County of Los Angeles													
LC1	Pier 44/Pacific Marina Venture (Lease Parcel 44)	Under Construction	4637 Admiralty Way	Commercial	91,760 GSF	[11]	3,464	53	33	86	168	182	350
				Marina	141 Berths	[12]	326	3	7	10	18	12	30
TOTAL							1,278	(36)	188	152	187	117	304

[1] Source: City of Los Angeles Department of Transportation Related Projects List, City of Culver City Active Projects Map, and County of Los Angeles Related Projects List.
[2] Trips are one-way traffic movements, entering or leaving.
[3] Source: Memorandum for the 4040 Del Rey Avenue Apartment Project, prepared by Gibson Transportation Consulting, Inc., Revised March 30, 2016.
[4] Source: Traffic Impact Study for the Inclave Mixed-Use Project, prepared by Linscott, Law & Greenspan, Engineers, November 4, 2016.
[5] Source: Technical Memorandum for the Thatcher Yard Residential Project, prepared by Linscott, Law & Greenspan, Engineers, February 19, 2019.
[6] Source: Transportation Assessment for the Cedars-Sinai Marina del Rey Replacement Hospital Project, prepared by Linscott, Law & Greenspan, Engineers, March 12, 2020.
[7] ITE Land Use Code 857 (Discount Club) trip generation average rates.
[8] ITE Land Use Code 944 (Gasoline/Service Station) trip generation average rates.
[9] ITE Land Use Code 850 (Supermarket) trip generation average rates.
[10] ITE Land Use Code 220 (Multifamily Housing [Low-Rise]) trip generation average rates.
[11] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
[12] ITE Land Use Code 420 (Marina) trip generation average rates.

N

NOT TO SCALE

MAP SOURCE: GOOGLE MAPS
★ PROJECT SITE
● RELATED PROJECT

FIGURE 3-14
LOCATION OF RELATED PROJECTS

LINSCOTT, LAW & GREENSPAN, engineers

PASEO MARINA PROJECT

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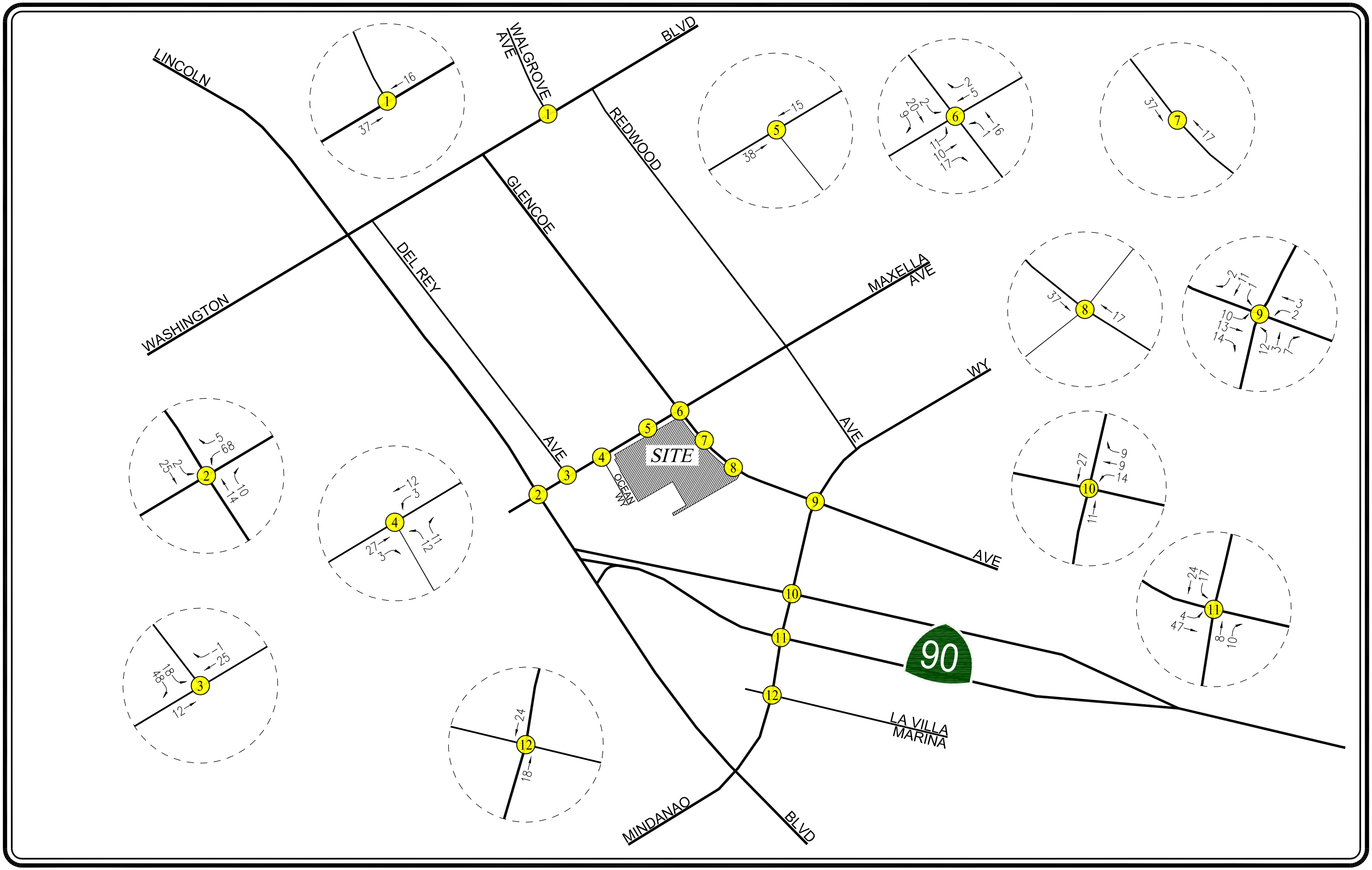

▨ PROJECT SITE

ⓧ STUDY INTERSECTION

NOT TO SCALE

FIGURE 3-15

RELATED PROJECTS TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

PASEO MARINA PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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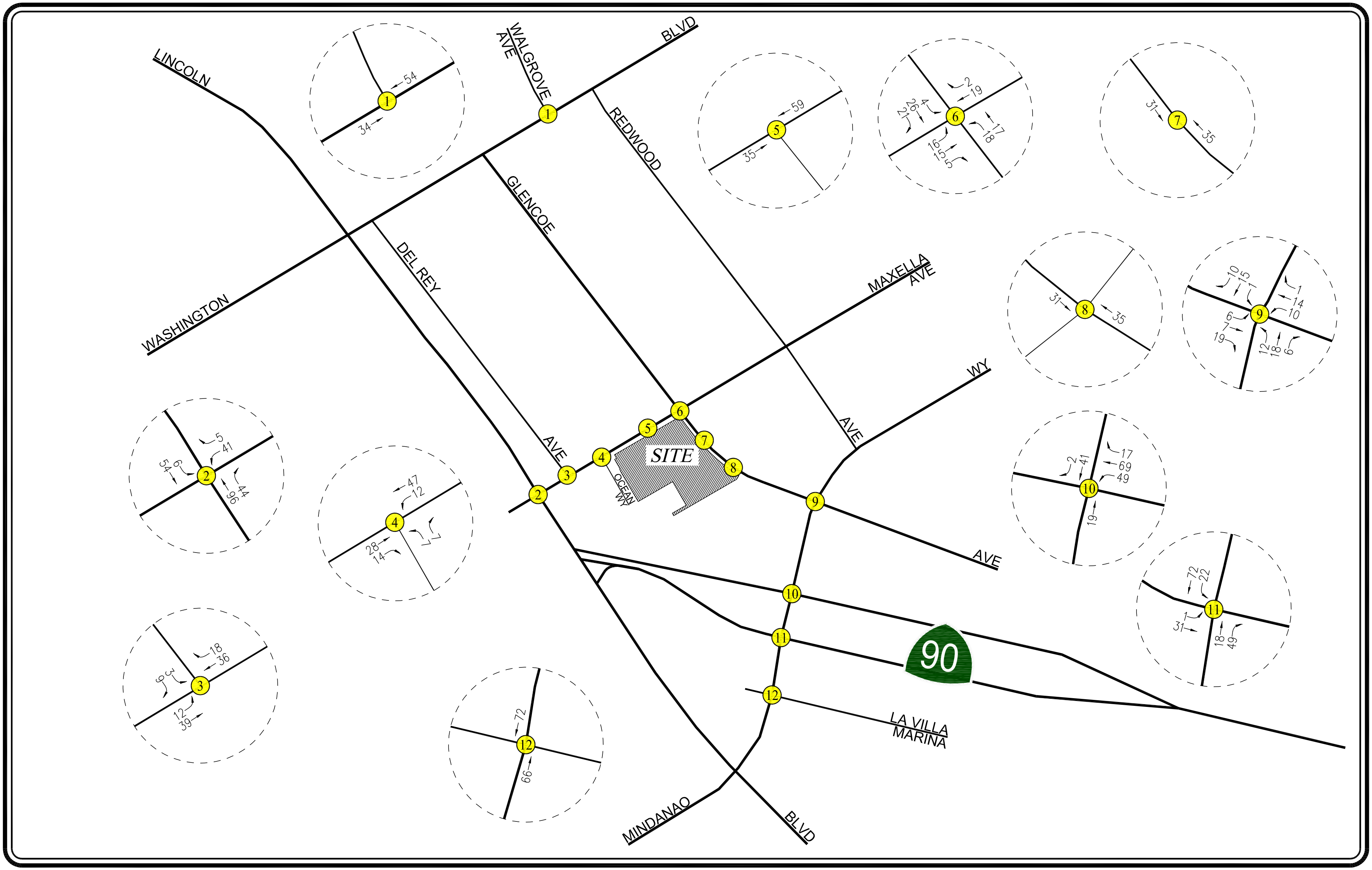

▨ PROJECT SITE

● STUDY INTERSECTION

NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 3-16
RELATED PROJECTS TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR
PASEO MARINA PROJECT

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("CMP manual") and determined in consultation with LADOT staff. It is noted that based on review of the general traffic growth factors provided in the CMP manual for the Project Site area (i.e., Regional Statistical Area [RSA] 16, Santa Monica, which includes the Project Site), it is anticipated that the existing traffic volumes are expected to increase at an annual rate of approximately 0.23% per year between the years 2015 and 2026. Thus, application of an annual growth factor of 1.0% annual growth results in a highly conservative forecast of future traffic volumes in the area as it substantially exceeds the annual traffic growth rate published in the CMP manual. Furthermore, the CMP manual's traffic growth rate is intended to anticipate future traffic generated by development projects in the Project Site vicinity. Thus, the inclusion in this traffic analysis of a forecast of traffic generated by known related projects plus the use of an ambient growth traffic factor based on CMP traffic model data results in an even more conservative estimate of future traffic volumes at the study intersections.

4.0 CEQA ANALYSIS OF TRANSPORTATION IMPACTS

4.1 Conflicting with Plans, Programs, Ordinances, or Policies (Threshold T-1)

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

As stated in Section 2.1.1 of the TAG, proposed projects shall be analyzed to identify potential conflicts with adopted City plans and policies and, if there is a conflict, improvements that prioritize access for and improve the comfort of people walking, bicycling, and riding transit in order to provide safe and convenient streets for all users should be identified. Projects designed to encourage sustainable travel help to reduce vehicle miles traveled. This section provides a review of the screening criteria and a summary of the consistency of the Project with the City's adopted plans and policies.

4.1.1 *Screening Criteria*

Per Section 2.1.2 of the TAG, if the project requires a discretionary action, and the answer is yes to any of the following questions, further analysis is required to assess whether the Project would conflict with adopted City plans, programs, ordinances, or policies that establish the transportation planning framework for all travel modes:

- Does the project require a discretionary action that requires the decision maker to find that the decision substantially conforms to the purpose, intent, and provisions of the General Plan?
  - Yes, both Option A and Option B will require 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?
  - No, neither Option A nor Option B are known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety.
- 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.)?
  - Yes, a three-foot street dedication is required for Maxella Avenue and Glencoe Avenue along the Project Site.

As the answer is "yes" to two of the three screening criteria questions in the TAG, further analysis is required to assess whether Option A or Option B would conflict with adopted City plans, programs, ordinances, or policies.

4.1.2 *Impact Criteria and Methodology*

The impact criteria set forth in Appendix G to the State CEQA Guidelines, as well as Section 2.1.3 of the City's TAG, regarding conflicts with plans, programs, ordinances, or policies (referred to as Threshold T-1 in the TAG) are as follows:

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

The threshold test is to assess whether a project would conflict with an adopted program, policy, plan, or ordinance that is adopted to protect the environment. In general, transportation policies or standards adopted to protect the environment are those that support multimodal transportation options and a reduction in VMT. Conversely, a project would not always have a significant impact merely based on whether or not it would implement a particular transportation-related 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.

The methodology for determining a project's transportation impact associated with conflicts with plans, programs, ordinances, or policies is describe in the TAG as follows:

- A project that generally conforms with and does not obstruct the City's development policies and standards will generally be considered to be consistent. The Applicant should review the documents and ordinances identified in the TAG (refer to Table 2.1-1 on Page 2-3) for City plans, policies, programs, ordinances and standards relevant to determining project consistency. TAG Attachment D: Plan Consistency Worksheet provides questions that must 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 TAG Attachment D, the 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 require 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 Mobility Plan 2035, transportation specific plan, or other planned improvement in the future.

Per Section 2.1.4 of the TAG, the analysis of cumulative impacts may be quantitative or qualitative. Each of the plans, ordinances, and policies reviewed to assess potential conflicts with proposed projects should be reviewed to assess cumulative impacts that may result from the proposed project in combination with other development projects in the study area. In addition, the cumulative analysis should also consider planned transportation system improvements within the study area as identified in consultation with LADOT.

Related projects to be considered in the cumulative analysis are known development projects located within a one-half mile radius of the Project Site. Please refer to the list of related projects identified in *Table 3–4* and *Figure 3–14* for the location of the related projects in relation to the Project Site.

4.1.3 *Review of Project Consistency*

This section provides a summary of the consistency review that compares the characteristics of the Project and site design features (i.e., including the site access and circulation scheme) with the City's relevant plans and policies. ***Appendix G*** provides the Plans, Policies, and Programs Worksheet from the TAG, and provide additional detail regarding the plans, programs, ordinances, and policies review for Option A. As confirmed in *Appendix G*, Option A has been found to be generally consistent with the relevant City plans, policies and programs and does not include any features that would preclude the City from completing and complying with these guiding documents and policy objectives. Therefore, Option A does not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities, and the impact would therefore be "less than significant".

Appendix H provides the Plans, Policies, and Programs Worksheet from the TAG, and provide additional detail regarding the plans, programs, ordinances, and policies review for Option B. As confirmed in *Appendix H*, Option B been found to be generally consistent with the relevant City plans, policies and programs and does not include any features that would preclude the City from completing and complying with these guiding documents and policy objectives. Therefore, Option B does not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities, and the impact would therefore be "less than significant".

Furthermore, the Applicant will comply with existing applicable City ordinances (e.g., the City's existing TDM Ordinance, referred to in the LAMC Section 12.26.J) and the other requirements per the City's Municipal Code, as well as the TDM requirements of the Coastal Transportation Corridor Specific Plan.

4.1.4 *Review of Cumulative Consistency*

Per Section 2.1.4 of the TAG, the analysis of cumulative consistency requires consultation and confirmation with City of Los Angeles Department of Planning and Transportation (i.e., with LADCP and LADOT).

As with Option A and Option B, the related projects would include adequate bicycle facilities and include high density urban uses in proximity to the nearby multimodal transportation facilities. Furthermore, the Stella Phase 2 project, located adjacent to the Project Site at 13488 Maxella Avenue, has been completed. The related projects, as with Option A and Option B, would not conflict with adjacent street designations and classifications. No street widenings would be necessary for these projects. Accordingly, there would be no significant cumulative impacts to which Option A and Option B, as well as other nearby related projects contribute to regarding transportation policies or standards adopted to protect the environment and support multimodal transportation options and a reduction in VMT.

Based on the discussion and conclusion in the preceding Section 4.1.3, the guiding language contained in the City's TAG, and review of related projects in the Project vicinity, this documentation is sufficient to demonstrate that there is also no cumulative inconsistency with the City's plans, policies, ordinances and programs, and therefore, the cumulative impacts of Option A and Option B would be less than significant. In addition, since neither Option A nor Option B include any features that would preclude the City from completing and complying with these guiding documents and policy objectives, there is no cumulative inconsistency that can be determined.

4.2 VMT Analysis (Threshold T-2.1)

The California Office of Planning and Research (OPR) issued proposed updates to the State CEQA Guidelines in November 2017 and an accompanying technical advisory guidance in April 2018 (*OPR Technical Advisory*) that amended one of the Appendix G significance thresholds for transportation impacts to delete reference to vehicle delay and level of service and instead refer to Section 15064.3 (b)(1) of the State CEQA Guidelines to ask if the project would result in a substantial increase in vehicle miles traveled (VMT). Section 15064.3(b)(1) states as follows:

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

The California Natural Resources Agency adopted this change to the CEQA Guidelines in December 2018, and it is now in effect. Accordingly, the City has adopted a significance criterion for transportation impacts based on VMT for land use projects and plans that closely tracks the amended Appendix G question:

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

The City has developed the following screening and impact criteria to address this question. The criteria below are based on the OPR technical advisory but reflects local considerations.

Per Section 2.2.2 of the TAG, if the project requires discretionary action, and the answer is no to either T-2.1-1 or T-2.1-2, further analysis will not be required for CEQA Threshold T-2.1, and a "no impact" determination can be made:

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

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

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

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

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

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

4.2.1 *Impact Criteria and Methodology*

A development project will have a potential VMT impact if the project meets the following criteria stated in Section 2.2.3 of the TAG:

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

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

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

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

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

The City's TAG establishes different VMT significance thresholds for each of the seven Area Planning Commission (APC) areas as the characteristics of each are distinct in terms of land use, density, transit availability, employment, etc. The City's significance thresholds (i.e., based on a Daily Household VMT per Capita basis and a Daily Work VMT per Employee) for each of the APC areas are presented in ***Table 4–1***. As the Project Site is located within the area governed by the West Los Angeles APC, the VMT significant impact criterion (i.e., 15% below the APC average) applicable to the Project is 7.4 Daily Household VMT per Capita and 11.1 Daily Work VMT per Employee.

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

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

It is important to note that since the restaurant and retail components of both Option A and Option B are local-serving and are below 50,000 square feet (i.e., the proposed restaurant and retail space for Option A and Option B totals 27,300 square feet and 40,000 square feet, respectively), the restaurant and retail components are assumed to have a less than significant VMT impact based on the screening criteria contained in the City's TAG.

4.2.2 *Summary of Project VMT Analysis*

The daily vehicle trips and VMT expected to be generated by the Project were forecast using Version 1.3 of the City's VMT Calculator tool. Copies of the detailed City of Los Angeles VMT Calculator worksheets for Option A and Option B are contained in *Appendix D* and *Appendix E*, respectively. As indicated in the summary VMT Calculator worksheet, the Project is forecast to generate the following:

- Option A is estimated to generate a total of 4,974 daily vehicle trips and 1,379 net new daily vehicle trips.

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

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

[1] Source: *LADOT Transportation Assessment Guidelines,* July 2020.

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

- The estimated Daily Household VMT per Capita for Option A is 6.9 Daily Household VMT per Capita, which is less than the West Los Angeles APC significance threshold of 7.4 Daily Household VMT per Capita.

- Option B, prior to the consideration of the TDM measures described in Section 2.9, is estimated to generate a total of 5,574 daily vehicle trips and 1,979 net new daily vehicle trips.

- Prior to the consideration of the TDM measures described in Section 2.9, the estimated Daily Household VMT per Capita for Option B is 6.8, which is less than the West Los Angeles APC significance threshold of 7.4 Daily Household VMT per Capita.

- Prior to the consideration of the TDM measures described in Section 2.9, the estimated Daily Work VMT per Employee for Option B is 14.5, which is greater than the West Los Angeles APC significance threshold of 11.1 Daily Work VMT per Employee.

- Taking the TDM measures described in Section 2.9 into consideration, the estimated Daily Household VMT per Capita for Option B is reduced to 5.4 Daily Household VMT per Capita, which further below the West Los Angeles APC significance threshold of 7.4 Daily Household VMT per Capita. The estimated Daily Work VMT per Employee for Option B is reduced to 11.6 Daily Work VMT per Employee, which is greater than the West Los Angeles APC significance threshold of 11.1 Daily Work VMT per Employee.

While the Option B Daily Work VMT per Employee is greater than the West Los Angeles APC significance threshold of 11.1 Daily Work VMT per Employee, LLG has identified that the total VMT related to the residential and commercial components would fall below the total VMT that would be calculated using the applicable thresholds of significance for Option B based on the data provided in LADOT's VMT Calculator. A memorandum detailing the methodology for determining the less than significant impact was submitted to LADOT staff and was approved by LADOT on April 1, 2021.[12] The approved memorandum is attached in ***Appendix I***.

As stated above, the Daily Household VMT per Capita for the residential component of Option B is calculated to be 5.4 Daily Household VMT per Capita with implementation of the recommended mitigation measures, which is well below the threshold for the West Los Angeles APC of 7.4 Daily Household VMT per Capita. For the office component of Option B, the Daily Work VMT per Employee value is calculated to be reduced from 14.5 to 11.6 with consideration of TDM measures. While the Daily Work VMT per Employee value after application of TDM measures is greater than the threshold of 11.1 Daily Work VMT per Employee, a finding of a less than significant impact is made related to the Daily Work VMT per Employee for Option B in consideration of the "excess" mitigation provided by the TDM measures recommended for Option B. For example, as shown in VMT Calculator output provided in *Appendix E*, prior to consideration of TDM measures, the Daily Household VMT per Capita associated with the residential component of Option B is 6.8 VMT, which is below the threshold of significance of

7.4 VMT. Implementation of the following TDM measures previously described in Section 2.9, while not required, will further reduce the Option B Daily Household VMT per Capita: Transit Subsidies for Project residents; Promotions and Marketing; Bike Parking per the LAMC; Secure Bicycle Parking and Showers; and Pedestrian Network Improvements. The resulting Daily Household VMT per Capita for the residential component is with implementation of the non-required TDM measures is calculated to be reduced to 5.4 VMT, which is substantially less than the threshold of significance for the West Los Angeles APC (7.4 VMT) and therefore is deemed to offset the unmitigated portion of the Daily Work VMT per Employee related to the office component. This is demonstrated through the calculation of total VMT, as further described in the memorandum provided in *Appendix I*.

4.2.3 *Summary of Cumulative VMT Analysis*

As stated in the City's TAG (refer to Section 2.2.4 thereof), analyses should consider both short-term and long-term project effects on VMT. Short-term effects are evaluated in the detailed Project-level VMT analysis summarized above. Long-term, or cumulative, effects are determined through a consistency check with the 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, as discussed in the TAG, for projects that do not demonstrate a significant impact based on an efficiency-based significance threshold (i.e., VMT per Capita or VMT per Employee), the determination that the project would individually have a less-than-significant VMT impact is sufficient to demonstrate there would be no cumulatively significant VMT impact associated with the project and the relevant related projects. This is because projects that fall under the City's efficiency-based impact thresholds are already shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS.

Based on the Option A VMT analysis and conclusion in Section 4.2.2, above (i.e., which conclude that Option A falls under the City's efficiency-based significant impact thresholds and thus are already shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS), no cumulative VMT impact is anticipated. Therefore, the Option A cumulative VMT impact would be less than significant.

Based on the Option B VMT analysis and conclusion in Section 4.2.2, above (i.e., which conclude that the excess TDM mitigation provided for the residential component of Option B will offset the unmitigated Daily Work VMT per Employee impact of the office component), no cumulative VMT impact is anticipated. Therefore, the Option B cumulative VMT impact would be less than significant.

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[12] Per email with Eddie Guerrero, LADOT Senior Transportation Engineer on April 1, 2021.

4.3 Geometric Design (Threshold T-3)

As stated in the City's TAG (refer to Section 2.4.1 thereof), impacts regarding the potential increase of hazards due to a geometric design feature generally relate to the design of access points to and from the project site, and may include safety, operational, or capacity impacts. Impacts can be related to vehicle/vehicle, vehicle/bicycle, or vehicle/pedestrian conflicts as well as to operational delays caused by vehicles slowing and/or queuing to access a project site. These conflicts may be created by the driveway configuration or through the placement of project driveway(s) in areas of inadequate visibility, adjacent to bicycle or pedestrian facilities, or too close to busy or congested intersections. Evaluation of access impacts require details relative to project land use, size, design, location of access points, etc. These impacts are typically evaluated for permanent conditions after project completion but can also be evaluated for temporary conditions during project construction. Project access can be analyzed in qualitative and/or quantitative terms, and in conjunction with the review of internal site circulation and access to parking areas. All proposed site access points should be evaluated.

4.3.1 *Screening Criteria*

Per Section 2.4.2 of the TAG, if the project requires a discretionary action, and the answer is "yes" to either of the following questions, further analysis will be required to assess whether the project would result in impacts due to geometric design hazards or incompatible uses:

- Is the project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way?
    - Yes, Option A proposes to shift the existing driveway along the Project Site's Maxella Avenue frontage approximately 101 feet east of the existing driveway. Additionally, Option A proposes a new driveway along the Project Site's Glencoe Avenue frontage, approximately 113 feet south of the existing driveway. Option B proposes to shift the existing driveway along the Project Site's Maxella Avenue frontage approximately two feet west of the existing driveway.

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

    As stated in the City's TAG (refer to Section 2.4.2 thereof), for the purpose of the screening for projects that include physical changes to the public right-of-way, the street designation and improvement standard for any project frontage along streets classified as an Avenue or Boulevard (as designated in the City's General Plan) must first be determined using Mobility Plan 2035 or NavigateLA. If any street fronting the project site is an Avenue or Boulevard and it is determined that additional dedication, or physical modifications to the public right-of-way are proposed or required, the answer to this question is yes. For projects not subject to dedication and improvement requirements under the LAMC, but the project nonetheless includes dedications or physical modifications to the public right-of-way, the answer to this question is yes. Based on a review of the proposed project, the following answer is provided:

  - Yes, a three-foot street dedication is required for Maxella Avenue and Glencoe Avenue along the Project Site.

As the answer is “yes” to all of the screening criteria questions, further analysis is required to assess whether the Project would result in impacts due to geometric design hazards or incompatible uses.

4.3.2 *Impact Criteria and Methodology*

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

- Threshold T-3: Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
  - No, neither Option A nor Option B would substantially increase hazards due to a geometric design feature.

As set forth in Section 2.4.3 of the TAG, in making this determination, 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.

With respect to vehicle, bicycle and pedestrian safety impacts, the TAG (refer to Section 2.4.4 thereof) indicates that a review of all project access points, internal circulation, and parking access from an operational and safety perspective (for example, turning radii, driveway queuing, line of sight for turns into and out of project driveway[s]) should be conducted. Where project driveways would cross pedestrian facilities or bicycle facilities (bike lanes or bike paths), operational and safety issues related to the potential for vehicle/pedestrian and vehicle/bicycle conflicts and the severity of consequences that could result should be considered. In areas with moderate to high levels of pedestrian or bicycle activity, the collection of pedestrian or bicycle count data may be required.

4.3.3 *Qualitative Review of Site Access Points*

As discussed in Section 3.3.3 herein, the Project Site has frontage along Maxella Avenue, an Avenue III with a posted speed limit of 25 miles per hour, and Glencoe Avenue, a Collector with a posted speed limit of 25 miles per hour. Option A and Option B will enhance the pedestrian experience along these corridors, including at the Project Site access points, which will enhance connections to and from the numerous pedestrian destinations in the direct vicinity of the Project Site. As previously noted, Option A and Option B will be required to provide a 3-foot dedication along the Project Site, thereby providing opportunities for wider sidewalks and/or parkway areas on Maxella Avenue and Glencoe Avenue and also reduces the potential for vehicle/pedestrian conflicts at driveways. Excellent line of sight is provided for all modes of travel (motorists, pedestrians, and bicyclists) at the Project Site driveways under Option A and Option B. Sidewalks are provided along both the Project Site's Maxella Avenue and Glencoe Avenue frontages, and signalized crossings within convenient walking distance to the Project Site. Neither Option A nor Option B will add site access points along the Project Site's Maxella Avenue frontage. Option A will remove one site vehicular site access point along the Project Site's Glencoe Avenue frontage and shift the existing northerly driveway along Glencoe Avenue 113 feet south, increasing the distance between the driveway and the Glencoe Avenue / Maxella Avenue intersection. Option B will reduce the number of curb cuts along the Project Site's Glencoe Avenue frontage from three to one, with the southerly Glencoe Avenue Driveway to remain. The Project Site and surrounding area are in good physical condition and located on flat terrain. The physical condition of the Project Site and proposed entry/exit points would be improved by both Option A and Option B, therefore, the potential for vehicle/pedestrian, vehicle/bicycle, or vehicle/vehicle impacts would be reduced. Neither Maxella Avenue nor Glencoe Avenue are noted in the City's HIN. Given the existing physical conditions of the Project Site and planned reduction of curb cuts along Glencoe Avenue, no safety concerns related to geometric design are noted. The driveways would be designed to comply with LADOT standards. The driveways would not require the removal or relocation of existing passenger transit stops and would be designed and configured to avoid or minimize potential conflicts with transit services and pedestrian traffic. No security gates or other parking control features are proposed along the Project Site driveways in close proximity to the public right-of-way under Option A or Option B. As discussed in a following section, no excessive vehicle queuing is anticipated at the Project Site driveways under Option A or Option B. Project Site driveways will be designed and constructed to City standards to ensure adequate maneuvering by vehicles entering and exiting the Project Site. Therefore, it can be determined that neither Option A nor Option B would not substantially increase hazards due to a geometric design feature or incompatible use, and a less than significant impact determination can be reached.

4.4 Freeway Safety Analysis

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

- Does the land use project add 25 or more trips to any nearby freeway off-ramp serving the project site in either the morning or afternoon peak-hour?

    - No, the Project does not add 25 or more trips to any nearby freeway off-ramp serving the Project Site in either the morning or afternoon peak hour. SR-90 is an at-grade roadway in the immediate Project Site vicinity. As SR-90 is an at-grade roadway, the Mindanao Way / SR-90 Westbound and Mindanao Way / SR-90 Eastbound intersections are not considered to be freeway off-ramps. As there are no freeway off-ramps located in the immediate Project Site area, neither Option A nor Option B will add 25 or more trips to any nearby freeway off-ramps.

As the answer is "no" to the screening criteria question (i.e., Option A and Option B will not add 25 or more trips to nearby freeway off-ramps serving the Project Site during either the AM of PM peak hour), a freeway safety analysis is not required, and both Option A and Option B would cause a less than significant freeway safety impact.

4.5 CEQA Transportation Measures

4.5.1 *Transportation Demand Management*

The Applicant will comply with existing applicable City ordinances (e.g., the City's existing TDM Ordinance, referred to in the LAMC Section 12.26.J) and the other requirements per the City's Municipal Code, as well as the TDM requirements of the Coastal Transportation Corridor Specific Plan. Beyond the requirements in the TDM ordinance and Coastal Transportation Corridor Specific Plan, Option B includes six TDM strategies to be implemented as mitigation measures and are described in detail in Section 2.9 above. The TDM strategies include:

- Transit Subsidies;

- Promotions and Marketing;

- Alternative Work Schedules and Telecommuting;

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

- Include Bicycle Parking per LAMC;
- Include Secure Bicycle Parking and Showers; and
- Pedestrian Network Improvements.

4.5.2 *CEQA Transportation Summary*

Based on the analysis and findings above, Option A would not conflict with City plans, policies, ordinances and programs, would not result in a significant VMT impact, would not substantially increase hazards due to a geometric design feature, and would not result in a freeway safety impact. Therefore, for CEQA purposes, the transportation impacts of Option A would be less than significant.

Based on the analysis and findings above, Option B would not conflict with City plans, policies, ordinances and programs, would not result in a significant VMT impact, would not substantially increase hazards due to a geometric design feature, and would not result in a freeway safety impact. Therefore, for CEQA purposes, the transportation impacts of Option B would be less than significant.

5.0 NON-CEQA ANALYSIS

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

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

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

5.1 Pedestrian, Bicycle, and Transit Access

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

5.1.1 *Screening Criteria*

Per Section 3.2.2 of the TAG, if the answer is yes to all of the following questions, further analysis is 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?
    - Yes, Option A and Option B involve 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?
    - Yes, Option A proposes the construction of 592 market-rate residential apartment dwelling units and 66 affordable housing dwelling units. Additionally, Option A proposes the construction of 27,300 square feet of non-residential space, including 13,650 square feet of restaurant floor area and 13,650 square feet of commercial floor area. Option B proposes the construction of 382 market-rate residential apartment

dwelling units, 43 affordable housing dwelling units, and 130,000 square feet of non-residential space, including 20,000 square feet of restaurant floor area, 20,000 square feet of commercial floor area, and 90,000 square feet of office floor area.

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

    - Yes, both Option A and Option B will generate a net increase of 1,000 daily vehicle trips. As indicated on the Screening Tab of the City's VMT Calculator (Page 1 of *Appendix D*), Option A would generate a net increase of 1,379 daily vehicle trips. As indicated on the Screening Tab of the City's VMT Calculator (Page 1 of *Appendix E*), Option B would generate net increase of 1,979 daily vehicle trips. The Project Site's frontage along Maxella Avenue, which is designated as an Avenue III, is approximately 505 linear feet. The Project Site's frontage along Glencoe Avenue, which is designated as a Collector, is approximately 555 linear feet. The Project Site's frontage along Maxella Avenue or the Glencoe Avenue does not include an entire block.

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

5.1.2 *Evaluation Criteria*

Per Section 3.2.2 of the TAG, factors to consider when assessing a project's potential effect on pedestrian, bicycle and transit facilities, include, but are not limited to, the following:

- Would a project directly or indirectly result in a permanent removal or modification that would lead to the degradation of pedestrian, bicycle, or transit facilities, such as:

    - Removal or degradation of existing sidewalks, crosswalks, pedestrian refuge islands, and/or curb extensions/bulbouts.

    - Removal or degradation of existing bikeways and/or supporting facilities (e.g., bikeshare stations, on-street bike racks/parking, bike corrals, etc.).

    - Removal or degradation of existing transit and/or local circulator facilities including stop, bench, shelter, concrete pad, bus lane, or other amenities.

    - Removal of other existing transportation system elements supporting sustainable mobility.

    - Increase street crossing distance for pedestrians; increase in number of travel/turning lanes; increase in turning radius or turning speeds.

    - Removal, degradation, or narrowing of an existing sidewalk, path, crossing, or pedestrian access way.

    - Removal or narrowing of existing sidewalk-street buffering elements (e.g., curb extension, parkway, planting strip, street trees, etc.).

- Would a project intensify use of existing pedestrian, bicycle, or transit facilities, such as:

    - Increase in pedestrian or vehicle volume, and thereby increase the need or attraction to cross a street at unmarked pedestrian crossings or unsignalized or uncontrolled intersections where a crossing is not available without significant rerouting. Refer to the Guidelines for Marked Crosswalks Across Uncontrolled Locations, in LADOT's Manual of Policies and Procedures (MPP) Section 344, or Guidelines for Traffic Signals in MPP Section 353 to determine approval and warrant criteria for an additional crossing.

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

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

The locations and descriptions of pedestrian, bicycle and transit facilities in the Project vicinity that could be affected by Project-related traffic or by users traveling between the Project Site and nearby destinations is presented in Section 3.0 (Project Context) herein. Potential pedestrian destinations located within an approximately one-quarter mile (i.e., 1,320 feet) from the Project Site (as stated in Section 3.2.4 of the TAG) are noted in *Figure 3–1*. Pedestrian facilities currently located near the Project Site also are provided in *Figure 3–2*. The location of the City's Bicycle Network within the immediate Project Site vicinity and in the surrounding area is shown in *Figure 3–5*.

5.1.3 *Results of Qualitative Access Review*

Table 5–1 summarizes the City's criteria associated with the two guiding questions regarding the pedestrian, bicycle, and transit access assessment and the determination of potential Project-related effect on the subject facilities in the Project vicinity. The determination is based on whether the Project would create deficiencies that could be physical (through removal, modification, or degradation of facilities) or demand-based (by adding pedestrian or bicycle demand to inadequate facilities). As indicated in *Table 5–1*, the Project does not include any features that would permanently remove, adversely modify, or degrade pedestrian, bicycle, and transit facilities in the Project vicinity. As also noted in *Table 5–1*, it is possible that the Project may nominally intensify use of pedestrian, bicycle, and transit facilities in the Project vicinity. However, such nominally intensified use is not expected to result in a deficient condition. As

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

14-Dec-20

CRITERIA	PROJECT RESPONSE	FURTHER QUANTITATIVE ASSESSMENT?
PERMANENT REMOVAL OR MODIFICATION OF FACILITIES		
Removal or degradation of existing sidewalks, crosswalks, pedestrian refuge islands, and/or curb extensions/bulbouts.	**No**	**No**
Removal or degradation of existing bikeways and/or supporting facilities (e.g., bikeshare stations, on-street bike racks/parking, bike corrals, etc.).	**No**	**No**
Removal or degradation of existing transit and/or local circulator facilities including stop, bench, shelter, concrete pad, bus lane, or other amenities.	**No**	**No**
Removal of other existing transportation system elements supporting sustainable mobility.	**No**	**No**
Increase street crossing distance for pedestrians; increase in number of travel/turning lanes; increase in turning radius or turning speeds.	**No**	**No**
Removal, degradation, or narrowing of an existing sidewalk, path, crossing, or pedestrian access way.	**No**	**No**
Removal or narrowing of existing sidewalk-street buffering elements (e.g., curb extension, parkway, planting strip, street trees, etc.).	**No**	**No**
INTENSIFY USE OF FACILITIES		
Increase in pedestrian or vehicle volume, and thereby increase the need or attraction to cross a street at unmarked pedestrian crossings or unsignalized or uncontrolled intersections where a crossing is not available without significant rerouting. Refer to the Guidelines for Marked Crosswalks Across Uncontrolled Locations, in LADOT's Manual of Policies and Procedures (MPP) Section 344, or Guidelines for Traffic Signals in MPP Section 353 to determine approval and warrant criteria for an additional crossing.	**The Project may nominally increase pedestrians attempting to cross Maxella Avenue and/or Glencoe Avenue. Existing signalized crossings are available along the Project Site's frontage midblock at Maxella Avenue and at the Glencoe Avenue Maxella Avenue intersection. Futher, the Project proposes to shift the existing midblock crossing on Maxella Avenue 100 feet to the west and provide signalized crossings in conjunction with the signalization of the Ocean Way / Maxella Avenue intersection. Therefore, the need for a marked crosswalk is not warranted per LADOT MPP Section 344.**	**No**
Result in new pedestrian demand between project site entries/exits and major destinations or transit stops expected to serve the development where there are missing pedestrian facilities (e.g., gaps in the sidewalk network) or substandard pedestrian facilities (e.g., narrow or uneven sidewalks, no crosswalks at intersections or mid-block, no marked crossing, or push button crossing rather than actuated, etc.).	**The Project may nominally increase pedestrians walking to local destinations and/or transit stops. The intersections along Maxella Avenue and Glencoe Avenue provides crosswalks and pedestrian phasing.**	**No**
Increase transit demand at bus stops that lack marked crossings, with insufficient sidewalks, or are in isolated, unshaded, or unlit areas.	**The Project may nominally increase pedestrians walking to local transit stops. Transit stops for BBB Rapid 3, BBB Route 16, and CCB Route 7 are provided at the Lincoln Boulevard / Marina Pointe Drive - Maxella Avenue intersection. Transit stops for BBB Route 16 are provided at the Glencoe Avenue / Maxella Avenue intersection. These intersections are signalized and provide crosswalks with pedestrian phasing.**	**No**

also shown in *Table 5–1*, the Project has the potential to nominally increase pedestrian activity to an existing unmarked crossing (e.g., across Maxella Avenue and/or Glencoe Avenue), but this is not expected to result in a deficient condition.

It is noted that the Project Site is located in close proximity to roadways (e.g., Lincoln Boulevard) included on the HIN. As such, it is understood that LADOT staff may coordinate internal review with the Vision Zero Programs Bureau to determine if safety-related measures are needed to support safe access to and/or from the development site for vulnerable road users (i.e., pedestrians and bicyclists).

Based on this analysis, no specific actions or improvements are recommended relating to pedestrian, bicycle, and transit access for both Option A and Option B.

5.2 Project Access and Circulation Review

Project access and circulation constraints relate to the provision of access to and from the project site, and may include safety, operational, or capacity constraints. Constraints can be related to vehicular/vehicular, vehicular/bicycle, or vehicular/pedestrian constraints as well as to operational delays. These conflicts may be created by the driveway configuration or through the placement of Project driveway(s) in areas of inadequate visibility, adjacent to bicycle or pedestrian facilities, or too close to an intersection or crosswalk. The Project access and circulation has been evaluated for permanent conditions after Project completion. ***Tables 5–2*** and ***5–3*** summarize the vehicle queuing analysis prepared for each of the study locations for the representative intersection traffic movements for the weekday AM and PM peak hours, for Option A and Option B, respectively. ***Appendix J*** and ***Appendix K*** contain the analysis data worksheets for the study intersections for Option A and Option B, respectively.

5.2.1 *Screening Criteria*

For land use projects, if the answer is yes to all of the following questions (refer to Section 3.3.2 of the TAG), further analysis will be required to assess whether the project would negatively affect project access and circulation:

- Does the land use project involve a discretionary action that would be under review by the Department of City Planning?
    - Yes, the Project will require a discretionary action that would be under review by the Department of City Planning.

- Would the land use project generate a net increase of 250 or more daily vehicle trips?
    - Yes, both Option A and Option B will generate a net increase of 250 or more daily vehicle trips. As indicated on the Screening Tab of the City's VMT Calculator (Page 1 of *Appendix D*), Option A would generate a net increase of 1,379 daily vehicle trips. As indicated on the Screening Tab of the City's VMT Calculator (Page 1 of *Appendix E*), Option B would generate net increase of 1,979 daily vehicle trips.

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

13-Apr-21

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2020 EXISTING			YEAR 2020 EXISTING W/ PROJECT			YEAR 2026 FUTURE W/O PROJECT			YEAR 2026 FUTURE W/ PROJECT			YEAR 2026 FUTURE W/ PROJECT + IMPROVEMENTS		
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]
1	Walgrove Avenue / Washington Boulevard (Unsignalized)	SB Left/Right	AM	64.4	F	215.0	68.2	F	222.5	138.1	F	335.0	149.2	F	347.5	--	--	--
			PM	155.5	F	430.0	160.8	F	435.0	291.2	F	610.0	300.0	F	620.0	--	--	--
		EB Left	AM	25.0	C	112.5	25.6	D	117.5	33.9	D	157.5	35.1	E	162.5	--	--	--
			PM	18.1	C	67.5	18.4	C	70.0	23.0	C	95.0	23.5	C	95.0	--	--	--
2	Lincoln Boulevard / Marina Pointe Drive - Maxella Avenue (Signalized)	NB Left	AM	44.6	D	73.9	44.6	D	73.9	46.0	D	78.4	46.0	D	78.4	--	--	--
			PM	47.2	D	122.9	47.2	D	122.9	47.8	D	130.4	47.8	D	130.4	--	--	--
		NB Through	AM	140.5	F	1225.2	140.5	F	1225.2	176.2	F	1459.9	176.2	F	1459.9	--	--	--
			PM	76.7	F	814.0	76.7	F	814.0	123.0	F	1111.2	123.0	F	1111.2	--	--	--
		NB Right	AM	22.2	C	234.3	22.6	C	245.9	22.9	C	257.0	23.3	C	268.8	--	--	--
			PM	24.0	C	293.7	24.4	C	306.5	26.0	C	355.3	26.5	C	369.4	--	--	--
		SB Left	AM	33.8	C	62.7	33.8	C	65.4	33.9	C	68.0	33.9	C	70.8	--	--	--
			PM	33.6	C	53.2	33.7	C	55.8	33.7	C	59.5	33.8	C	62.2	--	--	--
		SB Through	AM	40.2	D	493.7	40.2	D	493.7	42.1	D	540.5	42.1	D	540.5	--	--	--
			PM	45.0	D	598.6	45.0	D	598.6	51.1	D	684.3	51.1	D	684.3	--	--	--
		SB Right	AM	45.3	D	511.9	45.3	D	511.9	48.7	D	564.8	48.7	D	564.8	--	--	--
			PM	54.3	D	627.2	54.3	D	627.2	64.6	E	732.8	64.6	E	732.8	--	--	--
		EB Left	AM	45.6	D	99.3	45.6	D	99.3	45.8	D	106.2	45.8	D	106.2	--	--	--
			PM	45.9	D	113.1	45.9	D	113.1	46.1	D	120.0	46.1	D	120.0	--	--	--
		EB Through	AM	45.6	D	104.4	45.6	D	104.4	45.7	D	111.3	45.7	D	111.3	--	--	--
			PM	45.1	D	84.0	45.1	D	84.0	45.2	D	89.5	45.2	D	89.5	--	--	--
		EB Right	AM	7.1	A	140.9	7.1	A	140.9	7.2	A	150.2	7.2	A	150.2	--	--	--
			PM	6.5	A	71.9	6.5	A	71.9	6.5	A	76.2	6.5	A	76.2	--	--	--
		WB Left	AM	52.3	D	175.0	52.8	D	187.8	59.6	E	254.3	61.7	E	268.1	--	--	--
			PM	74.1	E	332.5	73.7	E	330.8	108.8	F	457.8	108.1	F	455.2	--	--	--
		WB Through	AM	51.1	D	139.2	51.3	D	145.1	52.5	D	182.3	52.7	D	188.5	--	--	--
			PM	66.4	E	302.4	66.3	E	301.8	79.8	E	363.3	79.6	E	362.5	--	--	--
		WB Right	AM	35.7	D	141.0	36.1	D	156.2	36.1	D	157.5	36.4	D	172.9	--	--	--
			PM	37.8	D	223.3	37.8	D	222.1	38.4	D	241.4	38.3	D	240.3	--	--	--
3	Del Rey Avenue / Maxella Avenue (Unsignalized)	SB Left/Right	AM	11.8	B	15.0	12.0	B	17.5	13.4	B	32.5	13.6	B	32.5	--	--	--
			PM	17.0	C	70.0	17.0	C	70.0	21.4	C	100.0	21.5	C	102.5	--	--	--
		EB Left	AM	8.5	A	10.0	8.6	A	12.5	8.7	A	12.5	8.8	A	12.5	--	--	--
			PM	8.9	A	7.5	8.9	A	7.5	9.3	A	10.0	9.3	A	10.0	--	--	--

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

13-Apr-21

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2020 EXISTING			YEAR 2020 EXISTING W/ PROJECT			YEAR 2026 FUTURE W/O PROJECT			YEAR 2026 FUTURE W/ PROJECT			YEAR 2026 FUTURE W/ PROJECT + IMPROVEMENTS		
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]
4	Ocean Way / Maxella Avenue (Unsignalized w/o Project; Signalized w/ Project)	NB Left	AM	14.3	B	10.0	11.0	B	28.5	16.2	C	15.0	10.9	B	31.7	--	--	--
			PM	20.5	C	20.0	10.9	B	23.9	27.2	D	35.0	11.0	B	28.3	--	--	--
		NB Right	AM	9.8	A	7.5	11.4	B	34.1	10.1	B	7.5	11.0	B	36.8	--	--	--
			PM	10.4	B	5.0	10.8	B	18.3	10.8	B	7.5	10.9	B	22.2	--	--	--
		EB Through	AM	--	--	--	12.3	B	78.5	--	--	--	12.7	B	91.5	--	--	--
			PM	--	--	--	13.6	B	125.1	--	--	--	14.2	B	147.4	--	--	--
		EB Right	AM	--	--	--	12.4	B	76.3	--	--	--	12.8	B	88.8	--	--	--
			PM	--	--	--	13.7	B	119.0	--	--	--	14.4	B	139.4	--	--	--
		WB Left	AM	8.2	A	2.5	13.8	B	16.9	8.3	A	2.5	14.5	B	19.9	--	--	--
			PM	8.8	A	5.0	16.3	B	27.0	9.1	A	5.0	18.1	B	37.5	--	--	--
		WB Through	AM	--	--	--	11.5	B	54.2	--	--	--	11.7	B	60.5	--	--	--
			PM	--	--	--	12.1	B	77.7	--	--	--	12.5	B	94.3	--	--	--
5	Maxella Avenue Driveway / Maxella Avenue (Unsignalized)	NB Right	AM	9.4	A	0.0	9.5	A	0.0	9.6	A	0.0	9.8	A	0.0	--	--	--
			PM	9.9	A	0.0	9.9	A	0.0	10.2	B	0.0	10.2	B	0.0	--	--	--
6	Glencoe Avenue / Maxella Avenue (Signalized)	NB Left	AM	17.9	B	59.4	18.2	B	60.2	19.3	B	67.2	19.7	B	68.1	--	--	--
			PM	22.4	C	77.2	22.9	C	78.2	30.5	C	116.9	31.7	C	119.3	--	--	--
		NB Through	AM	18.6	B	280.9	20.2	C	304.6	21.9	C	327.0	24.7	C	359.7	--	--	--
			PM	13.0	B	151.8	13.0	B	150.5	13.5	B	174.9	13.5	B	173.3	--	--	--
		NB Right	AM	10.7	B	19.5	10.7	B	19.5	10.7	B	20.6	10.7	B	20.6	--	--	--
			PM	10.8	B	25.9	10.8	B	25.9	10.8	B	27.4	10.8	B	27.4	--	--	--
		SB Left	AM	24.1	C	44.2	25.3	C	45.5	26.7	C	51.1	28.1	C	53.0	--	--	--
			PM	16.8	B	22.7	16.8	B	22.7	18.0	B	27.4	17.9	B	27.3	--	--	--
		SB Through	AM	12.5	B	128.1	12.6	B	132.9	12.9	B	145.6	13.0	B	150.6	--	--	--
			PM	13.9	B	189.4	14.1	B	194.3	15.1	B	218.0	15.4	B	224.0	--	--	--
		SB Right	AM	12.6	B	122.7	12.6	B	127.4	12.9	B	139.3	13.0	B	144.2	--	--	--
			PM	14.0	B	180.2	14.2	B	186.5	15.2	B	208.9	15.5	B	214.8	--	--	--
		EB Left	AM	13.4	B	47.9	13.8	B	57.2	14.0	B	57.6	14.4	B	67.3	--	--	--
			PM	15.4	B	72.3	15.4	B	72.0	16.8	B	90.4	16.8	B	89.9	--	--	--
		EB Through	AM	11.3	B	38.6	11.3	B	41.1	11.4	B	45.3	11.5	B	47.9	--	--	--
			PM	11.8	B	57.2	11.7	B	56.8	12.0	B	68.3	12.0	B	67.7	--	--	--
		EB Right	AM	12.0	B	55.2	12.2	B	59.0	12.4	B	66.9	12.5	B	70.8	--	--	--
			PM	12.9	B	81.0	12.9	B	81.0	13.2	B	89.5	13.2	B	89.5	--	--	--
		WB Left	AM	12.5	B	27.5	12.6	B	27.6	12.9	B	29.6	13.0	B	29.9	--	--	--
			PM	13.9	B	44.7	13.9	B	44.5	14.5	B	48.9	14.5	B	48.9	--	--	--
		WB Through	AM	11.1	B	31.7	11.1	B	32.9	11.2	B	35.7	11.2	B	37.0	--	--	--
			PM	11.6	B	52.6	11.6	B	53.3	11.8	B	61.0	11.9	B	61.7	--	--	--
		WB Right	AM	11.3	B	32.5	11.3	B	32.5	11.4	B	35.4	11.4	B	35.5	--	--	--
			PM	11.8	B	50.1	11.8	B	50.7	12.0	B	57.8	12.1	B	58.6	--	--	--
7	Glencoe Avenue / Glencoe Avenue Northerly Driveway (Unsignalized)	NB Left	AM	--	--	--	9.7	A	2.5	--	--	--	10.0	B	2.5	--	--	--
			PM	--	--	--	10.9	B	5.0	--	--	--	11.5	B	5.0	--	--	--
		EB Right	AM	--	--	--	11.8	B	7.5	--	--	--	12.3	B	7.5	--	--	--
			PM	--	--	--	12.9	B	5.0	--	--	--	13.6	B	7.5	--	--	--

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

13-Apr-21

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2020 EXISTING			YEAR 2020 EXISTING W/ PROJECT			YEAR 2026 FUTURE W/O PROJECT			YEAR 2026 FUTURE W/ PROJECT			YEAR 2026 FUTURE W/ PROJECT + IMPROVEMENTS		
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]
8	Glencoe Avenue / Glencoe Avenue Southerly Driveway - Villa Velletri Driveway (Unsignalized; Signalized w/ Improvements)	NB Left	AM	9.5	A	2.5	9.8	A	2.5	9.9	A	2.5	10.2	B	2.5	9.1	A	8.9
			PM	10.9	B	5.0	10.9	B	5.0	11.5	B	7.5	11.5	B	5.0	11.8	B	23.0
		NB Through	AM	--	--	--	--	--	--	--	--	--	--	--	--	6.9	A	145.5
			PM	--	--	--	--	--	--	--	--	--	--	--	--	6.2	A	96.3
		NB Right	AM	--	--	--	--	--	--	--	--	--	--	--	--	6.9	A	145.3
			PM	--	--	--	--	--	--	--	--	--	--	--	--	6.2	A	95.8
		SB Left	AM	9.4	A	0.0	9.5	A	0.0	9.6	A	0.0	9.7	A	0.0	8.1	A	1.3
			PM	8.5	A	0.0	8.6	A	0.0	8.8	A	0.0	8.8	A	0.0	7.0	A	4.2
		SB Through	AM	--	--	--	--	--	--	--	--	--	--	--	--	7.3	A	165.6
			PM	--	--	--	--	--	--	--	--	--	--	--	--	8.1	A	212.7
		SB Right	AM	--	--	--	--	--	--	--	--	--	--	--	--	7.3	A	163.9
			PM	--	--	--	--	--	--	--	--	--	--	--	--	8.1	A	209.4
		EB Left/Right	AM	28.3	D	10.0	42.3	E	50.0	35.3	E	12.5	59.8	F	67.5	28.8	C	60.0
			PM	118.5	F	142.5	116.7	F	137.5	230.9	F	200.0	227.0	F	192.5	29.8	C	95.1
		WB Left/Right	AM	23.2	C	7.5	25.8	D	10.0	27.3	D	10.0	30.8	D	12.5	27.9	C	18.5
			PM	21.4	C	5.0	21.9	C	5.0	25.5	D	5.0	26.1	D	5.0	27.7	D	10.0
9	Mindanao Way/ Glencoe Avenue (Signalized)	NB Left	AM	195.5	F	892.7	216.5	F	970.9	283.1	F	1182.0	306.7	F	1264.2	22.1	C	303.4
			PM	54.1	D	276.3	64.1	E	309.6	101.4	F	397.3	120.5	F	453.8	23.3	C	187.2
		NB Through	AM	20.9	C	233.0	20.9	C	233.0	21.4	C	251.8	21.4	C	251.8	15.1	B	211.3
			PM	19.1	B	133.3	19.1	B	133.3	19.4	B	152.4	19.4	B	152.4	17.4	B	142.5
		NB Right	AM	21.0	C	225.5	21.0	C	225.5	21.5	C	243.0	21.5	B	243.0	15.2	B	204.0
			PM	19.1	B	129.9	19.1	B	129.9	19.4	B	147.9	19.4	B	147.9	17.4	B	138.3
		SB Left	AM	25.9	C	6.1	25.9	C	6.1	26.9	C	7.0	26.9	C	7.0	29.3	C	7.4
			PM	21.7	C	7.0	21.7	C	7.0	22.4	C	8.6	22.4	C	8.6	26.6	C	9.5
		SB Through	AM	19.7	B	171.2	19.7	B	173.5	20.0	B	189.3	20.0	C	191.2	35.2	D	249.0
			PM	20.6	C	218.4	20.7	C	220.3	21.1	C	240.8	21.2	C	242.9	34.1	C	305.0
		SB Right	AM	19.7	B	161.9	19.8	B	163.7	20.0	C	178.3	20.1	C	180.1	35.5	D	237.5
			PM	20.6	C	210.0	20.7	C	211.4	21.2	C	230.8	21.2	C	232.5	34.3	C	291.8
		EB Left	AM	14.3	B	42.5	14.5	B	50.1	14.7	B	51.8	15.0	B	59.9	21.4	C	74.3
			PM	16.0	B	86.1	16.1	B	85.5	16.8	B	98.6	16.9	B	98.1	19.1	B	105.9
		EB Through	AM	12.7	B	73.6	12.8	B	78.3	13.0	B	86.0	13.0	B	90.8	18.6	B	113.0
			PM	13.6	B	122.1	13.6	B	122.1	13.9	B	135.4	13.9	B	135.4	15.7	B	146.7
		EB Right	AM	19.4	B	295.3	21.4	C	341.4	20.9	C	330.7	23.3	C	381.3	11.2	B	259.1
			PM	28.6	C	473.9	28.3	C	469.8	35.3	D	567.3	35.0	D	561.7	17.7	B	398.8
		WB Left	AM	14.1	B	25.8	14.3	B	26.0	14.6	B	29.3	14.7	B	29.4	20.9	C	36.5
			PM	17.5	B	83.0	17.5	B	83.0	18.5	B	99.3	18.5	B	99.3	21.1	C	107.3
		WB Through	AM	12.4	B	57.0	12.5	B	58.0	12.5	B	61.6	12.5	B	62.4	17.8	B	77.7
			PM	12.6	B	66.0	12.6	B	67.1	12.8	B	74.8	12.8	B	76.1	14.5	B	82.2
		WB Right	AM	12.5	B	56.7	12.5	B	57.5	12.5	B	61.0	12.6	B	62.0	17.8	B	77.2
			PM	12.6	B	64.9	12.7	B	66.2	12.8	B	73.7	12.8	B	74.8	14.5	B	81.0

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

13-Apr-21

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2020 EXISTING			YEAR 2020 EXISTING W/ PROJECT			YEAR 2026 FUTURE W/O PROJECT			YEAR 2026 FUTURE W/ PROJECT			YEAR 2026 FUTURE W/ PROJECT + IMPROVEMENTS		
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]
10	Mindanao Way/ SR-90 Westbound (Signalized)	NB Left	AM	31.5	C	6.2	31.5	C	6.2	31.5	C	6.2	31.5	C	6.2	--	--	--
			PM	31.7	C	14.6	31.7	C	14.6	31.7	C	15.4	31.7	C	15.4	--	--	--
		NB Through	AM	14.0	B	158.0	14.1	B	159.6	14.3	B	174.0	14.3	B	175.2	--	--	--
			PM	13.4	B	120.6	13.4	B	121.7	13.8	B	136.9	13.8	B	138.1	--	--	--
		SB Through	AM	31.0	C	257.8	31.8	C	274.1	32.2	C	282.9	33.2	C	300.2	--	--	--
			PM	51.3	D	478.2	51.0	D	476.1	73.0	F	607.0	72.4	F	603.5	--	--	--
		SB Right	AM	33.7	C	267.8	34.9	C	286.2	35.6	D	295.5	37.0	D	315.1	--	--	--
			PM	62.4	E	520.3	62.0	E	518.0	84.7	F	650.1	84.1	F	646.8	--	--	--
		WB Left	AM	26.8	C	330.0	26.8	C	330.0	29.4	C	369.5	29.4	C	369.5	--	--	--
			PM	23.1	C	251.9	23.1	C	251.9	25.1	C	297.5	25.1	C	297.5	--	--	--
		WB Through	AM	97.0	F	969.8	99.7	F	990.5	130.4	F	1222.9	133.3	F	1246.0	--	--	--
			PM	31.6	C	442.1	32.1	C	449.0	47.2	D	594.9	48.9	D	609.9	--	--	--
		WB Right	AM	160.0	F	1250.5	166.8	F	1296.3	200.3	F	1525.8	207.2	F	1573.6	--	--	--
			PM	23.8	C	243.7	24.3	C	252.5	25.6	C	277.0	26.2	C	286.4	--	--	--
11	Mindanao Way/ SR-90 Eastbound (Signalized)	NB Through	AM	197.8	F	760.8	200.6	F	770.1	241.2	F	902.7	244.0	F	912.2	--	--	--
			PM	144.4	F	587.7	146.3	F	594.2	200.4	F	768.5	202.5	F	775.4	--	--	--
		NB Right	AM	474.9	F	1498.1	474.9	F	1498.1	539.1	F	1683.9	539.1	F	1683.9	--	--	--
			PM	394.0	F	1261.5	394.0	F	1261.5	497.8	F	1564.6	497.8	F	1564.6	--	--	--
		SB Left	AM	27.7	C	197.3	28.4	C	214.8	28.4	C	215.8	29.2	C	233.9	--	--	--
			PM	33.3	C	303.4	33.2	C	302.5	36.8	D	343.2	36.7	D	341.7	--	--	--
		SB Through	AM	17.5	B	304.5	17.6	B	307.3	18.4	B	336.3	18.5	B	339.2	--	--	--
			PM	18.7	B	344.5	18.7	B	344.5	20.6	C	403.2	20.6	C	403.2	--	--	--
		EB Left	AM	17.9	B	17.3	17.9	B	17.3	18.0	B	20.9	18.0	B	20.9	--	--	--
			PM	17.8	B	10.3	17.8	B	10.3	17.8	B	11.5	17.8	B	11.5	--	--	--
		EB Through	AM	40.1	D	518.7	40.1	D	518.7	57.4	E	668.3	57.4	E	668.3	--	--	--
			PM	35.9	D	474.6	35.9	D	474.6	46.2	D	574.1	46.2	D	574.1	--	--	--
		EB Right	AM	40.3	D	517.7	40.3	D	517.7	57.8	D	668.1	57.8	E	668.1	--	--	--
			PM	35.9	D	473.0	35.9	D	473.0	46.3	D	573.4	46.3	D	573.4	--	--	--

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

13-Apr-21

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2020 EXISTING			YEAR 2020 EXISTING W/ PROJECT			YEAR 2026 FUTURE W/O PROJECT			YEAR 2026 FUTURE W/ PROJECT			YEAR 2026 FUTURE W/ PROJECT + IMPROVEMENTS		
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]
12	Mindanao Way/ La Villa Marina (Signalized)	NB Left	AM	9.3	A	10.6	9.3	A	10.6	9.4	A	11.2	9.4	A	11.2	--	--	--
			PM	9.5	A	12.3	9.5	A	12.3	9.7	A	13.6	9.7	A	13.6	--	--	--
		NB Through	AM	14.7	B	302.9	14.7	B	303.8	15.5	B	332.4	15.5	B	333.9	--	--	--
			PM	13.5	B	258.9	13.5	B	260.0	14.5	B	297.6	14.5	B	298.8	--	--	--
		NB Right	AM	14.7	B	299.3	14.7	B	300.7	15.6	B	328.7	15.6	B	330.2	--	--	--
			PM	13.5	B	254.6	13.5	B	255.7	14.6	B	293.1	14.6	B	294.3	--	--	--
		SB Left	AM	6.9	A	14.1	6.9	A	14.1	7.6	A	15.1	7.6	A	15.1	--	--	--
			PM	6.6	A	30.1	6.6	A	30.1	7.6	A	32.1	7.6	A	32.1	--	--	--
		SB Through	AM	5.3	A	139.4	5.4	A	140.7	5.6	A	156.3	5.6	A	158.4	--	--	--
			PM	5.6	A	153.7	5.6	A	153.7	6.0	A	183.4	6.0	A	183.4	--	--	--
		SB Right	AM	5.3	A	138.1	5.4	A	139.5	5.6	A	155.0	5.6	A	157.1	--	--	--
			PM	5.6	A	153.1	5.6	A	153.1	6.0	A	182.8	6.0	A	183.4	--	--	--
		EB Left/Through/Right	AM	32.1	C	24.6	32.1	C	24.6	32.1	C	26.4	32.1	C	26.4	--	--	--
			PM	32.7	C	49.3	32.7	C	49.3	32.8	C	52.0	32.8	C	52.0	--	--	--
		WB Left/Through/Right	AM	45.0	D	236.9	45.0	D	236.9	49.2	D	260.0	49.2	D	260.0	--	--	--
			PM	34.4	C	112.5	34.4	C	112.5	34.6	C	119.6	34.6	C	119.6	--	--	--

[1] Pursuant to *LADOT Transportation Assessment Guidelines,* July 2020, the Highway Capacity Manual (HCM) methodology for signalized and unsignalized intersections was utilized to calculate vehicle queuing.

[2] Control delay reported in seconds per vehicle.

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

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

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

Table 5-3
SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING [1]
WEEKDAY AM AND PM PEAK HOURS
OPTION B

13-Apr-21

				YEAR 2020 EXISTING			YEAR 2020 EXISTING W/ OPTION B			YEAR 2026 FUTURE W/O OPTION B			YEAR 2026 FUTURE W/ OPTION B			YEAR 2026 FUTURE W/ OPTION B + IMPROVEMENTS		
NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]
1	Walgrove Avenue / Washington Boulevard (Unsignalized)	SB Left/Right	AM	64.4	F	215.0	70.7	F	227.5	138.1	F	335.0	156.3	F	355.0	--	--	--
			PM	155.5	F	430.0	158.9	F	432.5	291.2	F	610.0	296.8	F	615.0	--	--	--
		EB Left	AM	25.0	C	112.5	26.2	D	120.0	33.9	D	157.5	36.1	E	165.0	--	--	--
			PM	18.1	C	67.5	18.3	C	67.5	23.0	C	95.0	23.2	C	95.0	--	--	--
2	Lincoln Boulevard / Marina Pointe Drive - Maxella Avenue (Signalized)	NB Left	AM	44.6	D	73.9	44.6	D	73.9	46.0	D	78.4	46.0	D	78.4	--	--	--
			PM	47.2	D	122.9	47.2	D	122.9	47.8	D	130.4	47.8	D	130.4	--	--	--
		NB Through	AM	140.5	F	1225.2	140.5	F	1225.2	176.2	F	1459.9	176.2	F	1459.9	--	--	--
			PM	76.7	F	814.0	76.7	F	814.0	123.0	F	1111.2	123.0	F	1111.2	--	--	--
		NB Right	AM	22.2	C	234.3	22.9	C	256.0	22.9	C	257.0	23.6	C	279.5	--	--	--
			PM	24.0	C	293.7	24.2	C	301.1	26.0	C	355.3	26.3	C	363.3	--	--	--
		SB Left	AM	33.8	C	62.7	33.9	C	67.5	33.9	C	68.0	34.0	C	72.9	--	--	--
			PM	33.6	C	53.2	33.6	C	54.7	33.7	C	59.5	33.8	C	61.1	--	--	--
		SB Through	AM	40.2	D	493.7	40.2	D	493.7	42.1	D	540.5	42.1	D	540.5	--	--	--
			PM	45.0	D	598.6	45.0	D	598.6	51.1	D	684.3	51.1	D	684.3	--	--	--
		SB Right	AM	45.3	D	511.9	45.3	D	511.9	48.7	D	564.8	48.7	D	564.8	--	--	--
			PM	54.3	D	627.2	54.3	D	627.2	64.6	E	732.8	64.6	E	732.8	--	--	--
		EB Left	AM	45.6	D	99.3	45.6	D	99.3	45.8	D	106.2	45.8	D	106.2	--	--	--
			PM	45.9	D	113.1	45.9	D	113.1	46.1	D	120.0	46.1	D	120.0	--	--	--
		EB Through	AM	45.6	D	104.4	45.6	D	104.4	45.7	D	111.3	45.7	D	111.3	--	--	--
			PM	45.1	D	84.0	45.1	D	84.0	45.2	D	89.5	45.2	D	89.5	--	--	--
		EB Right	AM	7.1	A	140.9	7.1	A	140.9	7.2	A	150.2	7.2	A	150.2	--	--	--
			PM	6.5	A	71.9	6.5	A	71.9	6.5	A	76.2	6.5	A	76.2	--	--	--
		WB Left	AM	52.3	D	175.0	52.6	D	184.5	59.6	E	254.3	61.1	E	264.5	--	--	--
			PM	74.1	E	332.5	74.5	E	334.0	108.8	F	457.8	109.6	F	460.2	--	--	--
		WB Through	AM	51.1	D	139.2	51.2	D	143.7	52.5	D	182.3	52.6	E	187.0	--	--	--
			PM	66.4	E	302.4	66.6	E	303.1	79.8	E	363.3	80.0	F	364.2	--	--	--
		WB Right	AM	35.7	D	141.0	36.0	D	152.3	36.1	D	157.5	36.4	D	169.0	--	--	--
			PM	37.8	D	223.3	37.9	D	224.4	38.4	D	241.4	38.4	D	242.3	--	--	--
3	Del Rey Avenue / Maxella Avenue (Unsignalized)	SB Left/Right	AM	11.8	B	15.0	12.0	B	17.5	13.4	B	32.5	13.6	B	32.5	--	--	--
			PM	17.0	C	70.0	17.1	C	70.0	21.4	C	100.0	21.6	C	102.5	--	--	--
		EB Left	AM	8.5	A	10.0	8.6	A	12.5	8.7	A	12.5	8.8	A	12.5	--	--	--
			PM	8.9	A	7.5	8.9	A	7.5	9.3	A	10.0	9.4	A	10.0	--	--	--

Table 5-3 (Continued)
SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING [1]
WEEKDAY AM AND PM PEAK HOURS
OPTION B

13-Apr-21

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2020 EXISTING			YEAR 2020 EXISTING W/ OPTION B			YEAR 2026 FUTURE W/O OPTION B			YEAR 2026 FUTURE W/ OPTION B			YEAR 2026 FUTURE W/ OPTION B + IMPROVEMENTS		
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]
4	Ocean Way / Maxella Avenue (Unsignalized w/o Project; Signalized w/ Project)	NB Left	AM	14.3	B	10.0	10.9	B	26.5	16.2	C	15.0	10.8	B	29.9	--	--	--
			PM	20.5	C	20.0	10.9	B	25.9	27.2	D	35.0	11.1	B	30.3	--	--	--
		NB Right	AM	9.8	A	7.5	11.2	B	32.0	10.1	B	7.5	11.0	B	34.8	--	--	--
			PM	10.4	B	5.0	10.9	B	20.3	10.8	B	7.5	11.0	B	24.3	--	--	--
		EB Through	AM	--	--	--	12.4	B	82.9	--	--	--	12.8	B	96.2	--	--	--
			PM	--	--	--	13.5	B	122.6	--	--	--	14.2	B	144.7	--	--	--
		EB Right	AM	--	--	--	12.5	B	80.0	--	--	--	12.9	B	92.6	--	--	--
			PM	--	--	--	13.7	B	117.0	--	--	--	14.3	B	137.2	--	--	--
		WB Left	AM	8.2	A	2.5	14.0	B	18.0	8.3	A	2.5	14.7	B	21.1	--	--	--
			PM	8.8	A	5.0	16.1	B	26.3	9.1	A	5.0	17.9	B	36.7	--	--	--
		WB Through	AM	--	--	--	11.5	B	54.2	--	--	--	11.7	B	60.5	--	--	--
			PM	--	--	--	12.1	B	77.7	--	--	--	12.5	B	94.3	--	--	--
5	Maxella Avenue Driveway / Maxella Avenue (Unsignalized)	NB Right	AM	9.4	A	0.0	9.5	A	0.0	9.6	A	0.0	9.7	A	0.0	--	--	--
			PM	9.9	A	0.0	9.9	A	0.0	10.2	B	0.0	10.2	B	0.0	--	--	--
6	Glencoe Avenue / Maxella Avenue (Signalized)	NB Left	AM	17.9	B	59.4	18.5	B	60.7	19.3	B	67.2	20.0	B	68.8	--	--	--
			PM	22.4	C	77.2	22.7	C	77.9	30.5	C	116.9	31.2	C	118.3	--	--	--
		NB Through	AM	18.6	B	280.9	19.8	B	299.1	21.9	C	327.0	24.0	C	352.3	--	--	--
			PM	13.0	B	151.8	13.0	B	154.0	13.5	B	174.9	13.6	B	177.5	--	--	--
		NB Right	AM	10.7	B	19.5	10.7	B	19.5	10.7	B	20.6	10.7	B	20.6	--	--	--
			PM	10.8	B	25.9	10.8	B	25.9	10.8	B	27.4	10.8	B	27.4	--	--	--
		SB Left	AM	24.1	C	44.2	25.1	C	45.3	26.7	C	51.1	27.8	C	52.5	--	--	--
			PM	16.8	B	22.7	16.9	B	22.8	18.0	B	27.4	18.1	B	27.5	--	--	--
		SB Through	AM	12.5	B	128.1	12.7	B	137.1	12.9	B	145.6	13.0	B	155.0	--	--	--
			PM	13.9	B	189.4	14.0	B	192.1	15.1	B	218.0	15.3	B	221.1	--	--	--
		SB Right	AM	12.6	B	122.7	12.7	B	131.5	12.9	B	139.3	13.1	B	148.0	--	--	--
			PM	14.0	B	180.2	14.1	B	183.8	15.2	B	208.9	15.4	B	211.9	--	--	--
		EB Left	AM	13.4	B	47.9	13.7	B	55.0	14.0	B	57.6	14.3	B	65.2	--	--	--
			PM	15.4	B	72.3	15.5	B	74.5	16.8	B	90.4	17.0	B	92.4	--	--	--
		EB Through	AM	11.3	B	38.6	11.3	B	40.7	11.4	B	45.3	11.5	B	47.1	--	--	--
			PM	11.8	B	57.2	11.8	B	57.8	12.0	B	68.3	12.0	B	68.8	--	--	--
		EB Right	AM	12.0	B	55.2	12.1	B	57.9	12.4	B	66.9	12.5	B	69.7	--	--	--
			PM	12.9	B	81.0	12.9	B	81.5	13.2	B	89.5	13.2	B	89.9	--	--	--
		WB Left	AM	12.5	B	27.5	12.6	B	27.6	12.9	B	29.6	12.9	B	29.8	--	--	--
			PM	13.9	B	44.7	13.9	B	44.7	14.5	B	48.9	14.6	B	49.0	--	--	--
		WB Through	AM	11.1	B	31.7	11.2	B	33.7	11.2	B	35.7	11.2	B	37.4	--	--	--
			PM	11.6	B	52.6	11.6	B	53.1	11.8	B	61.0	11.9	B	61.5	--	--	--
		WB Right	AM	11.3	B	32.5	11.3	B	32.5	11.4	B	35.4	11.4	B	35.9	--	--	--
			PM	11.8	B	50.1	11.8	B	50.5	12.0	B	57.8	12.1	B	58.4	--	--	--
7	Glencoe Avenue / Glencoe Avenue Northerly Driveway (Unsignalized)	NB Left	AM	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
			PM	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
		EB Right	AM	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
			PM	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Table 5-3 (Continued)
SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING [1]
WEEKDAY AM AND PM PEAK HOURS
OPTION B

13-Apr-21

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2020 EXISTING			YEAR 2020 EXISTING W/ OPTION B			YEAR 2026 FUTURE W/O OPTION B			YEAR 2026 FUTURE W/ OPTION B			YEAR 2026 FUTURE W/ OPTION B + IMPROVEMENTS		
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]
8	Glencoe Avenue / Glencoe Avenue Southerly Driveway - Villa Velletri Driveway (Unsignalized; Signalized w/ Improvements)	NB Left	AM	9.5	A	2.5	10.0	A	7.5	9.9	A	2.5	10.4	B	7.5	14.7	B	36.1
			PM	10.9	B	5.0	11.2	B	10.0	11.5	B	7.5	11.8	B	10.0	18.9	B	49.8
		NB Through	AM	--	--	--	--	--	--	--	--	--	--	--	--	9.9	A	183.0
			PM	--	--	--	--	--	--	--	--	--	--	--	--	8.8	A	116.0
		NB Right	AM	--	--	--	--	--	--	--	--	--	--	--	--	9.9	A	182.8
			PM	--	--	--	--	--	--	--	--	--	--	--	--	8.8	A	115.4
		SB Left	AM	9.4	A	0.0	9.4	A	0.0	9.6	A	0.0	9.6	A	0.0	11.6	B	1.6
			PM	8.5	A	0.0	8.5	A	0.0	8.8	A	0.0	8.7	A	0.0	10.0	A	5.3
		SB Through	AM	--	--	--	--	--	--	--	--	--	--	--	--	10.3	B	205.8
			PM	--	--	--	--	--	--	--	--	--	--	--	--	11.6	B	261.7
		SB Right	AM	--	--	--	--	--	--	--	--	--	--	--	--	10.4	B	202.0
			PM	--	--	--	--	--	--	--	--	--	--	--	--	11.7	B	256.0
		EB Left/Right	AM	28.3	D	10.0	35.7	E	60.0	35.3	E	12.5	50.7	F	82.5	24.6	C	79.8
			PM	118.5	F	142.5	162.8	F	222.5	230.9	F	200.0	311.3	F	300.0	25.9	C	132.5
		WB Left/Right	AM	23.2	C	7.5	29.5	D	10.0	27.3	D	10.0	36.0	E	15.0	23.3	C	16.7
			PM	21.4	C	5.0	24.2	C	5.0	25.5	D	5.0	29.5	D	7.5	23.2	C	9.0
9	Mindanao Way/ Glencoe Avenue (Signalized)	NB Left	AM	195.5	F	892.7	234.5	F	1037.7	283.1	F	1182.0	326.7	F	1333.7	22.0	C	308.2
			PM	54.1	D	276.3	59.2	E	293.5	101.4	F	397.3	111.5	F	427.1	23.4	C	183.2
		NB Through	AM	20.9	C	233.0	20.9	C	233.0	21.4	C	251.8	21.4	C	251.8	14.8	B	209.1
			PM	19.1	B	133.3	19.1	B	133.3	19.4	B	152.4	19.4	B	152.4	17.6	B	143.7
		NB Right	AM	21.0	C	225.5	21.0	C	225.5	21.5	C	243.0	21.5	C	243.0	14.8	B	201.8
			PM	19.1	B	129.9	19.1	B	129.9	19.4	B	147.9	19.4	B	147.9	17.6	B	139.5
		SB Left	AM	25.9	C	6.1	25.9	C	6.1	26.9	C	7.0	26.9	C	7.0	29.2	C	7.4
			PM	21.7	C	7.0	21.7	C	7.0	22.4	C	8.6	22.4	C	8.6	26.7	C	9.5
		SB Through	AM	19.7	B	171.2	19.7	B	175.4	20.0	B	189.3	20.0	C	192.7	35.2	D	250.7
			PM	20.6	C	218.4	20.6	C	219.4	21.1	C	240.8	21.1	C	242.2	34.1	C	304.2
		SB Right	AM	19.7	B	161.9	19.8	B	164.8	20.0	C	178.3	20.1	C	181.6	35.4	D	238.7
			PM	20.6	C	210.0	20.7	C	211.0	21.2	C	230.8	21.2	C	231.6	34.3	C	290.9
		EB Left	AM	14.3	B	42.5	14.5	B	48.2	14.7	B	51.8	15.0	B	57.9	21.8	C	72.7
			PM	16.0	B	86.1	16.1	B	87.0	16.8	B	98.6	16.9	B	99.3	19.0	B	106.7
		EB Through	AM	12.7	B	73.6	12.8	B	77.0	13.0	B	86.0	13.0	B	89.5	18.9	B	112.8
			PM	13.6	B	122.1	13.6	B	122.7	13.9	B	135.4	13.9	B	136.0	15.5	B	146.0
		EB Right	AM	19.4	B	295.3	20.9	C	330.7	20.9	C	330.7	22.7	C	369.6	11.1	B	252.7
			PM	28.6	C	473.9	29.4	C	485.7	35.3	D	567.3	36.9	D	583.1	18.1	B	409.3
		WB Left	AM	14.1	B	25.8	14.2	B	25.9	14.6	B	29.3	14.7	B	29.4	21.3	C	36.9
			PM	17.5	B	83.0	17.5	B	83.0	18.5	B	99.3	18.6	B	99.3	20.8	C	106.6
		WB Through	AM	12.4	B	57.0	12.5	B	58.5	12.5	B	61.6	12.5	B	63.1	18.1	B	79.4
			PM	12.6	B	66.0	12.6	B	66.5	12.8	B	74.8	12.8	B	75.6	14.3	B	81.0
		WB Right	AM	12.5	B	56.7	12.5	B	58.0	12.5	B	61.0	12.6	B	62.5	18.2	B	78.9
			PM	12.6	B	64.9	12.6	B	65.6	12.8	B	73.7	12.8	B	74.2	14.3	B	79.6

Table 5-3 (Continued)
SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING [1]
WEEKDAY AM AND PM PEAK HOURS
OPTION B

13-Apr-21

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2020 EXISTING			YEAR 2020 EXISTING W/ OPTION B			YEAR 2026 FUTURE W/O OPTION B			YEAR 2026 FUTURE W/ OPTION B			YEAR 2026 FUTURE W/ OPTION B + IMPROVEMENTS		
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]
10	Mindanao Way/ SR-90 Westbound (Signalized)	NB Left	AM	31.5	C	6.2	31.5	C	6.2	31.5	C	6.2	31.5	C	6.2	--	--	--
			PM	31.7	C	14.6	31.7	C	14.6	31.7	C	15.4	31.7	C	15.4	--	--	--
		NB Through	AM	14.0	B	158.0	14.1	B	160.4	14.3	B	174.0	14.4	B	176.5	--	--	--
			PM	13.4	B	120.6	13.4	B	121.1	13.8	B	136.9	13.8	B	137.5	--	--	--
		SB Through	AM	31.0	C	257.8	31.6	C	270.7	32.2	C	282.9	33.0	C	296.2	--	--	--
			PM	51.3	D	478.2	52.3	D	484.8	73.0	F	607.0	74.7	F	616.3	--	--	--
		SB Right	AM	33.7	C	267.8	34.6	C	282.1	35.6	D	295.5	36.7	D	310.6	--	--	--
			PM	62.4	E	520.3	63.5	E	527.4	84.7	F	650.1	86.3	F	659.2	--	--	--
		WB Left	AM	26.8	C	330.0	26.8	C	330.0	29.4	C	369.5	29.4	C	369.5	--	--	--
			PM	23.1	C	251.9	23.1	C	251.9	25.1	C	297.5	25.1	C	297.5	--	--	--
		WB Through	AM	97.0	F	969.8	102.2	F	1009.1	130.4	F	1222.9	135.9	F	1265.3	--	--	--
			PM	31.6	C	442.1	31.9	C	446.8	47.2	D	594.9	48.2	D	603.6	--	--	--
		WB Right	AM	160.0	F	1250.5	172.8	F	1337.4	200.3	F	1525.8	213.4	F	1616.4	--	--	--
			PM	23.8	C	243.7	24.1	C	248.7	25.6	C	277.0	26.0	C	282.6	--	--	--
11	Mindanao Way/ SR-90 Eastbound (Signalized)	NB Through	AM	197.8	F	760.8	202.7	F	777.0	241.2	F	902.7	246.2	F	919.4	--	--	--
			PM	144.4	F	587.7	145.7	F	592.0	200.4	F	768.5	201.8	F	773.1	--	--	--
		NB Right	AM	474.9	F	1498.1	474.9	F	1498.1	539.1	F	1683.9	539.1	F	1683.9	--	--	--
			PM	394.0	F	1261.5	394.0	F	1261.5	497.8	F	1564.6	497.8	F	1564.6	--	--	--
		SB Left	AM	27.7	C	197.3	28.2	C	211.2	28.4	C	215.8	29.0	C	230.2	--	--	--
			PM	33.3	C	303.4	33.6	C	307.3	36.8	D	343.2	37.3	D	348.0	--	--	--
		SB Through	AM	17.5	B	304.5	17.6	B	306.8	18.4	B	336.3	18.5	B	338.6	--	--	--
			PM	18.7	B	344.5	18.7	B	345.5	20.6	C	403.2	20.6	C	404.4	--	--	--
		EB Left	AM	17.9	B	17.3	17.9	B	17.3	18.0	B	20.9	18.0	B	20.9	--	--	--
			PM	17.8	B	10.3	17.8	B	10.3	17.8	B	11.5	17.8	B	11.5	--	--	--
		EB Through	AM	40.1	D	518.7	40.1	D	518.7	57.4	E	668.3	57.4	E	668.3	--	--	--
			PM	35.9	D	474.6	35.9	D	474.6	46.2	D	574.1	46.2	D	574.1	--	--	--
		EB Right	AM	40.3	D	517.7	40.3	D	517.7	57.8	D	668.1	57.8	E	668.1	--	--	--
			PM	35.9	D	473.0	35.9	D	473.0	46.3	D	573.4	46.3	D	573.4	--	--	--

Table 5-3 (Continued)
SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING [1]
WEEKDAY AM AND PM PEAK HOURS
OPTION B

13-Apr-21

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2020 EXISTING			YEAR 2020 EXISTING W/ OPTION B			YEAR 2026 FUTURE W/O OPTION B			YEAR 2026 FUTURE W/ OPTION B			YEAR 2026 FUTURE W/ OPTION B + IMPROVEMENTS		
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]
12	Mindanao Way/ La Villa Marina (Signalized)	NB Left	AM	9.3	A	10.6	9.3	A	10.6	9.4	A	11.2	9.4	A	11.2	--	--	--
			PM	9.5	A	12.3	9.5	A	12.3	9.7	A	13.6	9.7	A	13.6	--	--	--
		NB Through	AM	14.7	B	302.9	14.7	B	305.1	15.5	B	332.4	15.6	B	334.7	--	--	--
			PM	13.5	B	258.9	13.5	B	259.3	14.5	B	297.6	14.5	B	298.0	--	--	--
		NB Right	AM	14.7	B	299.3	14.8	B	301.5	15.6	B	328.7	15.6	B	331.6	--	--	--
			PM	13.5	B	254.6	13.5	B	255.5	14.6	B	293.1	14.6	B	294.1	--	--	--
		SB Left	AM	6.9	A	14.1	6.9	A	14.1	7.6	A	15.1	7.6	A	15.1	--	--	--
			PM	6.6	A	30.1	6.6	A	30.1	7.6	A	32.1	7.6	A	32.1	--	--	--
		SB Through	AM	5.3	A	139.4	5.3	A	140.4	5.6	A	156.3	5.6	A	158.1	--	--	--
			PM	5.6	A	153.7	5.6	A	154.0	6.0	A	183.4	6.0	A	183.7	--	--	--
		SB Right	AM	5.3	A	138.1	5.4	A	139.2	5.6	A	155.0	5.6	A	156.7	--	--	--
			PM	5.6	A	153.1	5.6	A	153.4	6.0	A	182.8	6.0	A	183.1	--	--	--
		EB Left/Through/Right	AM	32.1	C	24.6	32.1	C	24.6	32.1	C	26.4	32.1	C	26.4	--	--	--
			PM	32.7	C	49.3	32.7	C	49.3	32.8	C	52.0	32.8	C	52.0	--	--	--
		WB Left/Through/Right	AM	45.0	D	236.9	45.0	D	236.9	49.2	D	260.0	49.2	D	260.0	--	--	--
			PM	34.4	C	112.5	34.4	C	112.5	34.6	C	119.6	34.6	C	119.6	--	--	--

[1] Pursuant to *LADOT Transportation Assessment Guidelines,* July 2020, the Highway Capacity Manual (HCM) methodology for signalized and unsignalized intersections was utilized to calculate vehicle queuing.

[2] Control delay reported in seconds per vehicle.

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

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

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

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

5.2.2 *Evaluation Criteria*

For operational evaluation of land use projects, the City’s TAG (Section 3.3.3 thereof) requires a quantitative evaluation of the Project’s expected access and circulation operations. Project access is considered constrained if the Project’s traffic would contribute to unacceptable queuing on an Avenue or Boulevard (as designated in the Mobility Plan 2035) at Project driveway(s) or would cause or substantially extend queuing at nearby signalized intersections. Unacceptable or extended queuing may be defined as follows:

- Spillover 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 TAG acknowledges that demand for curbside space has substantially increased due to the continued expansion of driver-for-hire transportation network companies (TNCs) and shared mobility services. As such, the TAG states that a transportation assessment should characterize the onsite loading demand of the project frontage and answer the following questions:

- Would the project result in passenger loading demand that could not be accommodated within any proposed onsite passenger loading facility?
    - No, as discussed in Section 2.7, passenger loading and unloading for Option A would occur within the westerly residential building’s parking garage. Passenger loading and unloading for Option B would occur in the drop-off/pick-up zone located on the westerly portion of the Project Site. While passenger loading and unloading will occur internally to the Project Site, some intermittent curbside loading/unloading may occur along the Project Site’s Maxella Avenue and Glencoe Avenue frontages.
- Would accommodating the passenger loading demand create pedestrian or bicycle conflicts? Which curbside management options should be explored to better address passenger loading needs in the public right-of-way?
    - No pedestrian or bicycle conflicts due to potential loading/unloading activities are anticipated to occur because activity will occur internal to the Project Site, minimizing the need to utilize the curbside surrounding the Project Site for loading and unloading. For any curbside loading/unloading zones that may be proposed by the Applicant, the City would require the Applicant to install appropriate signage and

pavement/curb markings. Any installations that fall within the City's (public) right-of-way would require prior review and approval by LADOT.

5.2.3 *Project Operational and Passenger Loading Evaluation Methodology*

Based on coordination with LADOT staff and as presented in the transportation assessment MOU for Option A and Option B, the following 12 study intersections were identified for operational evaluation of whether the Project's traffic would contribute to unacceptable queuing on an Avenue or Boulevard:

1. Walgrove Avenue / Washington Boulevard (Unsignalized) [City of Culver City]
2. Lincoln Boulevard / Marina Pointe Drive – Maxella Avenue
3. Del Rey Avenue / Maxella Avenue (Unsignalized)
4. Ocean Way / Maxella Avenue (Unsignalized without Project; Signalized with Project)
5. Maxella Avenue Driveway / Maxella Avenue
6. Glencoe Avenue / Maxella Avenue
7. Glencoe Avenue / Glencoe Avenue Northerly Driveway[14] (Unsignalized)
8. Glencoe Avenue / Glencoe Avenue Southerly Driveway – Villa Velletri Driveway (Unsignalized)
9. Mindanao Way / Glencoe Avenue
10. Mindanao Way / SR-90 (Marina Expressway) Westbound
11. Mindanao Way / SR-90 (Marina Expressway) Eastbound
12. Mindanao Way / La Villa Marina

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

The analysis was prepared based on the *Highway Capacity Manual*[15] (HCM) operational analysis methodology pursuant to the City's TAG. Intersection analyses were prepared utilizing the *HCS7* software package, which implements the Highway Capacity Manual operational methods. In addition, specifics such as traffic volume data, lane configurations, available vehicle storage lengths, crosswalk locations, posted speed limits, traffic signal timing and phasing for signalized

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[14] As stated in Section 3.3.2, Option B does not propose a northerly driveway along Glencoe Avenue. However, for consistency purposes, the intersection is included as a study intersection for both Option A and Option B.

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

locations, etc., were coded in the *HCS7* software. The operational analysis was prepared utilizing the following data previously presented herein:

- Project Peak Hour Traffic Generation: Refer to Subsection 2.8.1
- Project Trip Distribution and Assignment: Refer to Subsection 2.8.2
- Existing Vehicle Network: Refer to Subsection 3.3
- Existing Weekday AM and PM Hour Traffic Count Data: Refer to Subsection 3.4
- Related Projects (i.e., within a 0.75-mile radius) and Ambient Traffic Growth: Refer to Subsection 3.5

LADOT confirmed the appropriateness of the above data in the transportation assessment MOU it approved for Option A and Option B. The transportation assessment MOU prepared by LLG for both the Option A and Option B are attached to this report in *Appendix A*.

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

(a) Existing (2020) conditions.

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

(c) Condition (a) plus 1.0% annual ambient traffic growth through year 2026 and with completion and occupancy of the related projects (i.e., future cumulative baseline)

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

(e) Condition (d) with Project improvements, if necessary.

Pursuant to the City's TAG, the HCM methodology for signalized and unsignalized intersections was utilized to calculate vehicle queuing. The operation analysis reports the control delay (in seconds), Levels of Service (LOS), and 95th percentile queues (in feet) for all approaches for the signalized intersections and the minor street approaches for the unsignalized intersections. The 95th percentile queue is the maximum back of queue with 95th percentile traffic volumes. The HCM 6th Edition methodology worksheets report queues in number of vehicles. As such, an average vehicle length of 25 feet, which includes the length of the vehicle and spacing between vehicles, was assumed for analysis purposes. The reported queues therefore represent the calculated maximum back of queue in feet. The summary of the operational analysis of the study intersections is provided in *Tables 5–2* and *5–3* for Option A and Option B, respectively. *Appendix J* and *Appendix K* contain the HCM methodology worksheets for the study intersections for the Option A and Option B, respectively.

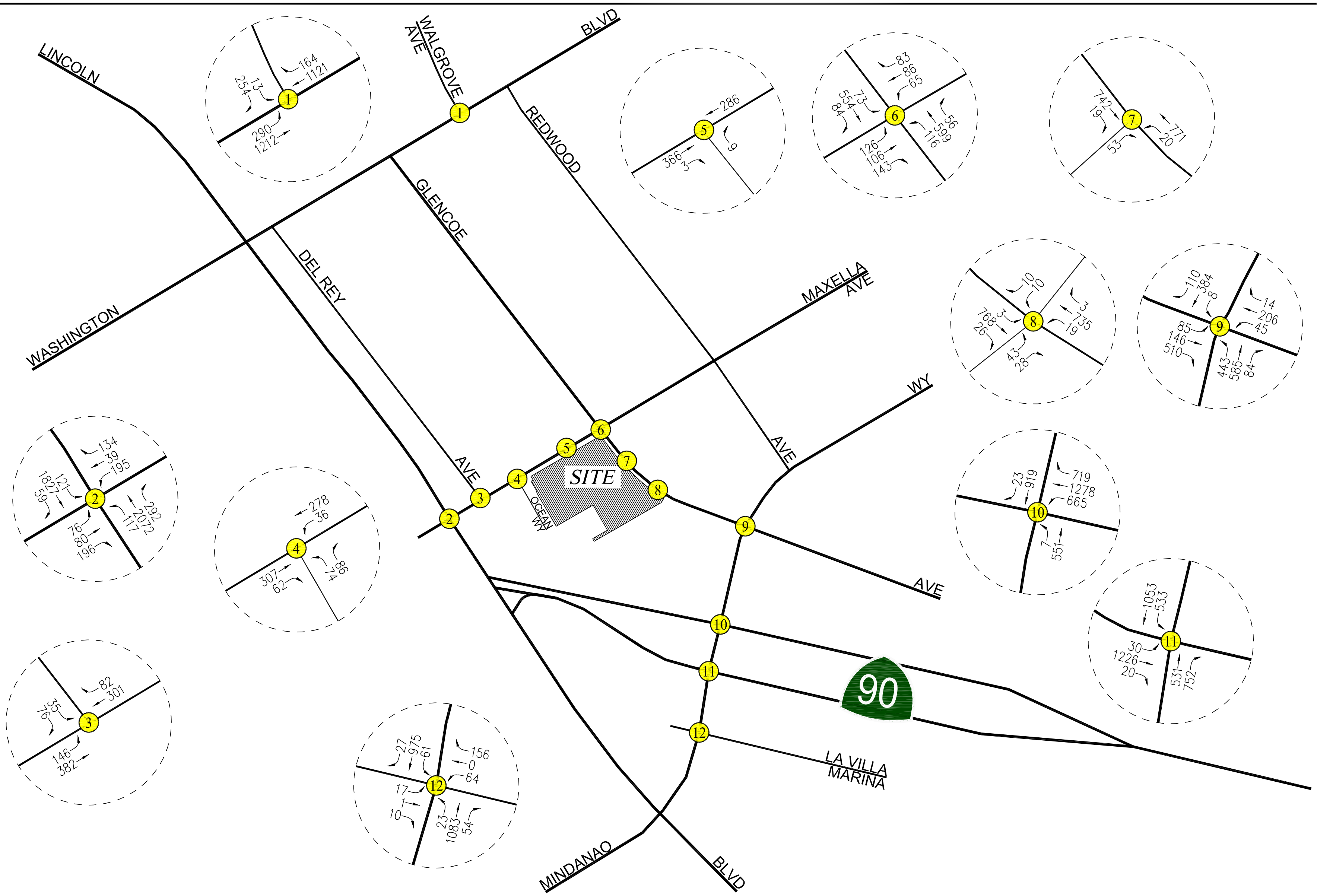
The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are displayed in *Figures 3–12* and *3–13*, respectively. The "Existing with Option A" traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figures 5–1*** and ***5–2***, respectively. The "Existing with Option B" traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figures 5–3*** and ***5–4***, respectively. The "Future Cumulative Baseline" (existing, ambient growth and related projects) traffic volumes at the study intersections during the weekday AM and PM peak hours are presented in ***Figures 5–5*** and ***5–6***, respectively. The "Future Cumulative with Option A" (existing, ambient growth, related projects, and Option A) traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figures 5–7*** and ***5–8***, respectively. The "Future Cumulative with Option B" (existing, ambient growth, related projects, and Option B) traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figures 5–9*** and ***5–10***, respectively.

As presented in *Table 5–2*, Option A would not cause or substantially extend vehicle queuing at 10 of the 12 study intersections during the weekday AM and PM peak hours. At these intersections, the change in queue length associated with Option A ranges from a slight decrease in queue length to a maximum of 47.8 feet (i.e., just less than two vehicles). Option A would result in unacceptable queuing and/or operational deficiencies at the following intersections:

- Glencoe Avenue / Glencoe Avenue Southerly Driveway – Villa Velletri Driveway
    - The change in queue length associated with Option A at the eastbound left/right approach under Future Cumulative with Option A conditions increases by 55.0 feet (i.e., just greater than two vehicles) during the weekday AM peak hour. During the weekday PM peak hour, the overall queue length is expected to be 192.5 feet (i.e., just less than eight vehicles) under Future Cumulative with Option A conditions.
- Mindanao Way / Glencoe Avenue
    - The change in queue length at the northbound left-turn approach under Future Cumulative with Option A conditions increases by 82.2 feet (i.e., greater than three vehicles) and 56.5 feet (i.e., greater than two vehicles) during the weekday AM and PM peak hours, respectively.
    - The reported back of queue length at the eastbound right-turn approach is expected to be 381.3 feet during the weekday AM peak hour and 561.7 feet during the weekday PM peak hour under Future Cumulative with Option A conditions.

Improvements to these intersections have been identified and are summarized in the following sections:

- Glencoe Avenue / Glencoe Avenue Southerly Driveway – Villa Velletri Driveway
    - The recommended improvements consist of shifting the existing signalized Glencoe Avenue midblock crossing to the north to align with the Glencoe Avenue Southerly Driveway intersection. The resulting lane configuration on the northbound and southbound approaches of Glencoe Avenue would provide one left-turn lane, one through lane, and one shared through/right-turn lane. No changes to the eastbound



▨ PROJECT SITE
● STUDY INTERSECTION

NOT TO SCALE

FIGURE 5-1
EXISTING WITH OPTION A TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR
PASEO MARINA PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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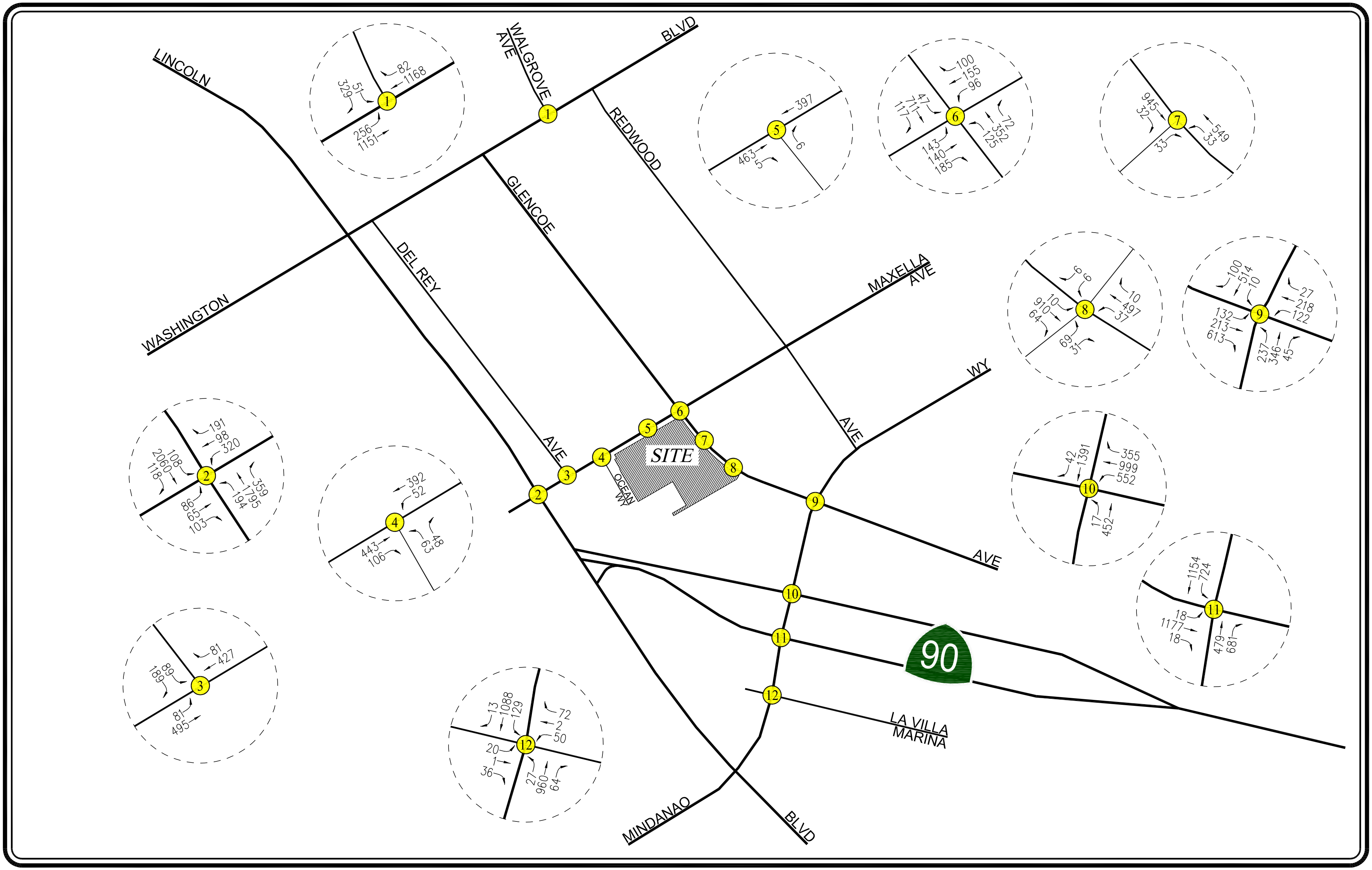

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FIGURE 5-2

EXISTING WITH OPTION A TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

PASEO MARINA PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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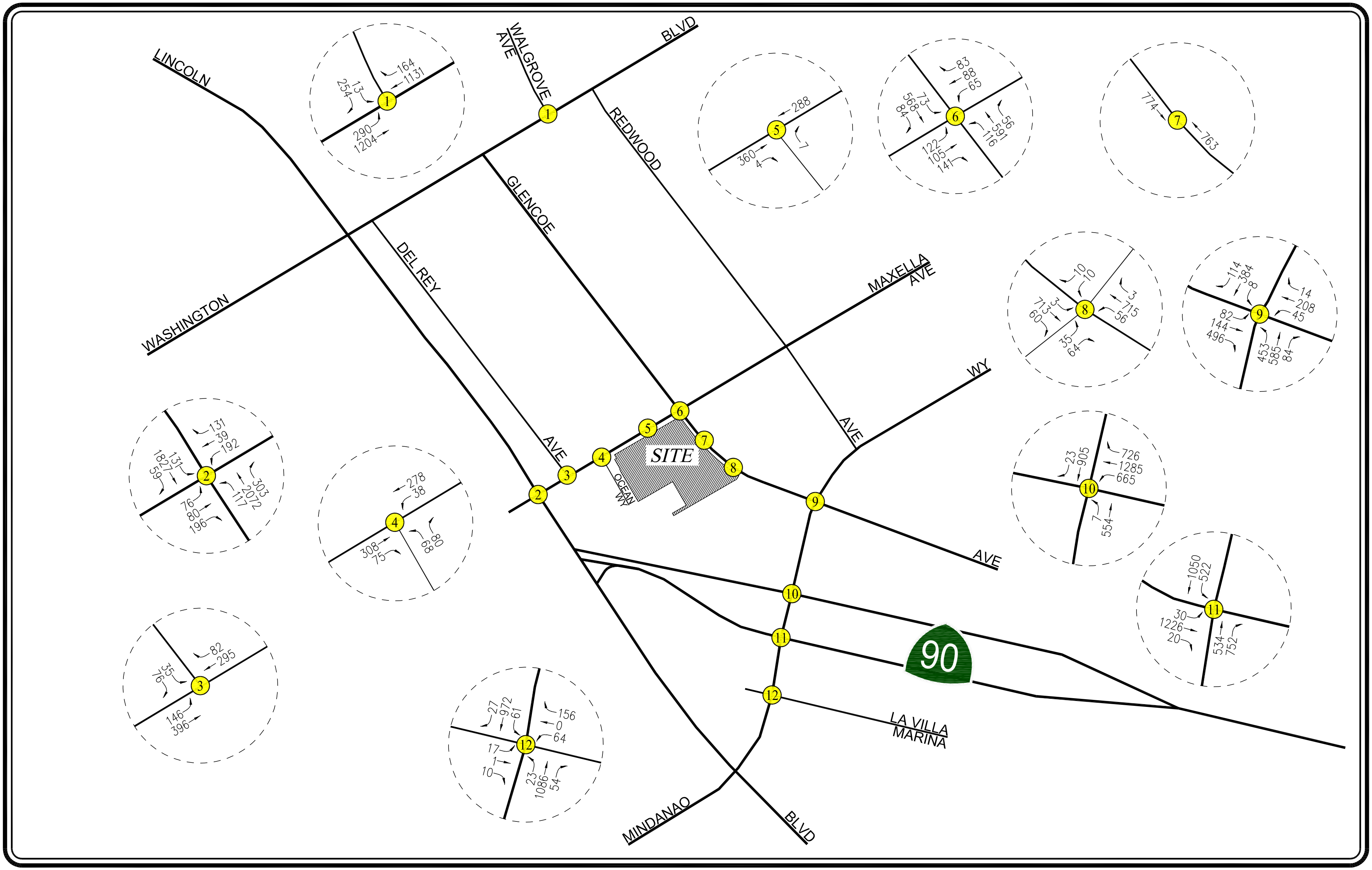

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FIGURE 5-3

EXISTING WITH OPTION B TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

PASEO MARINA PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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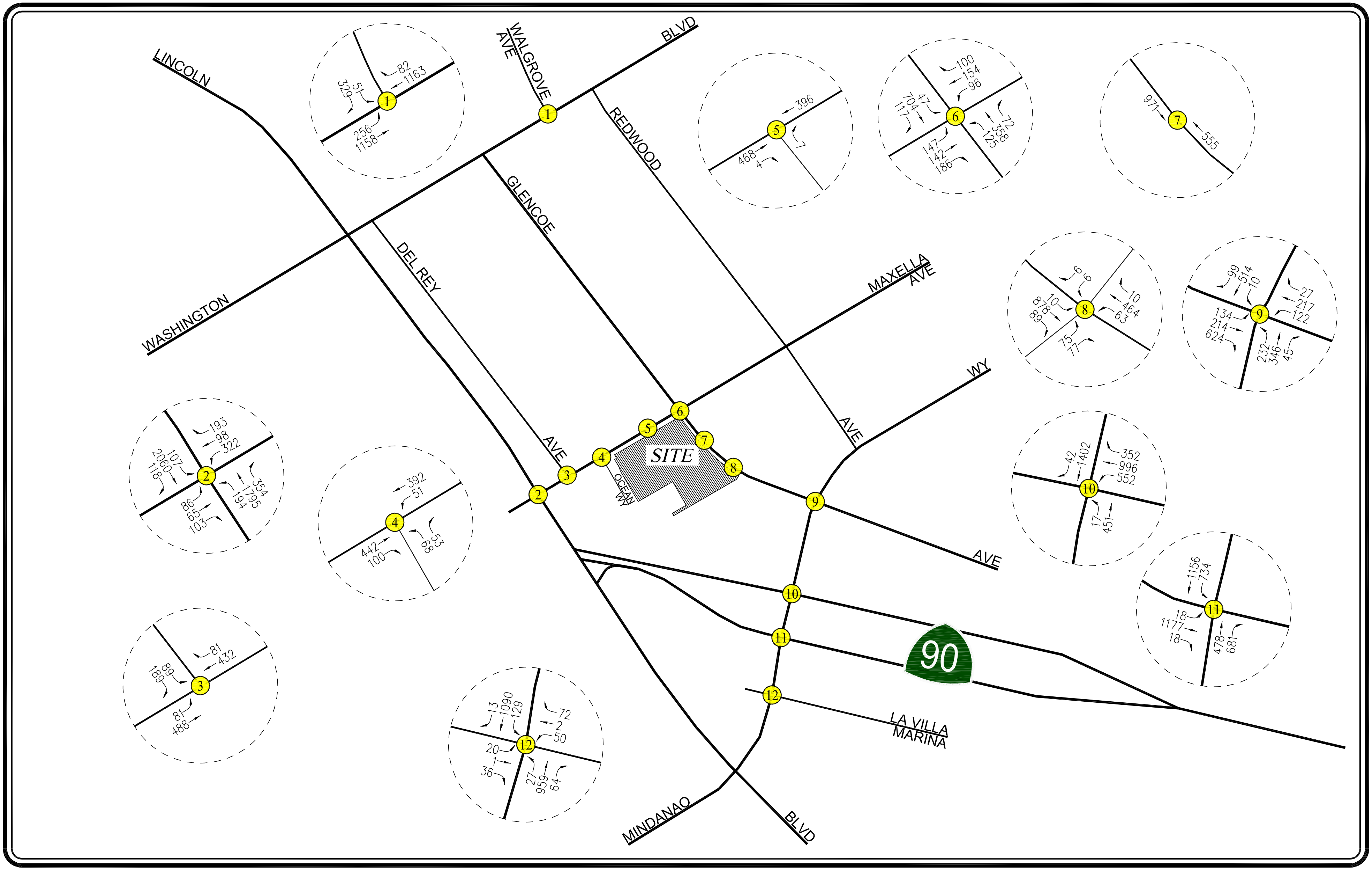

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FIGURE 5-4

EXISTING WITH OPTION B TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

PASEO MARINA PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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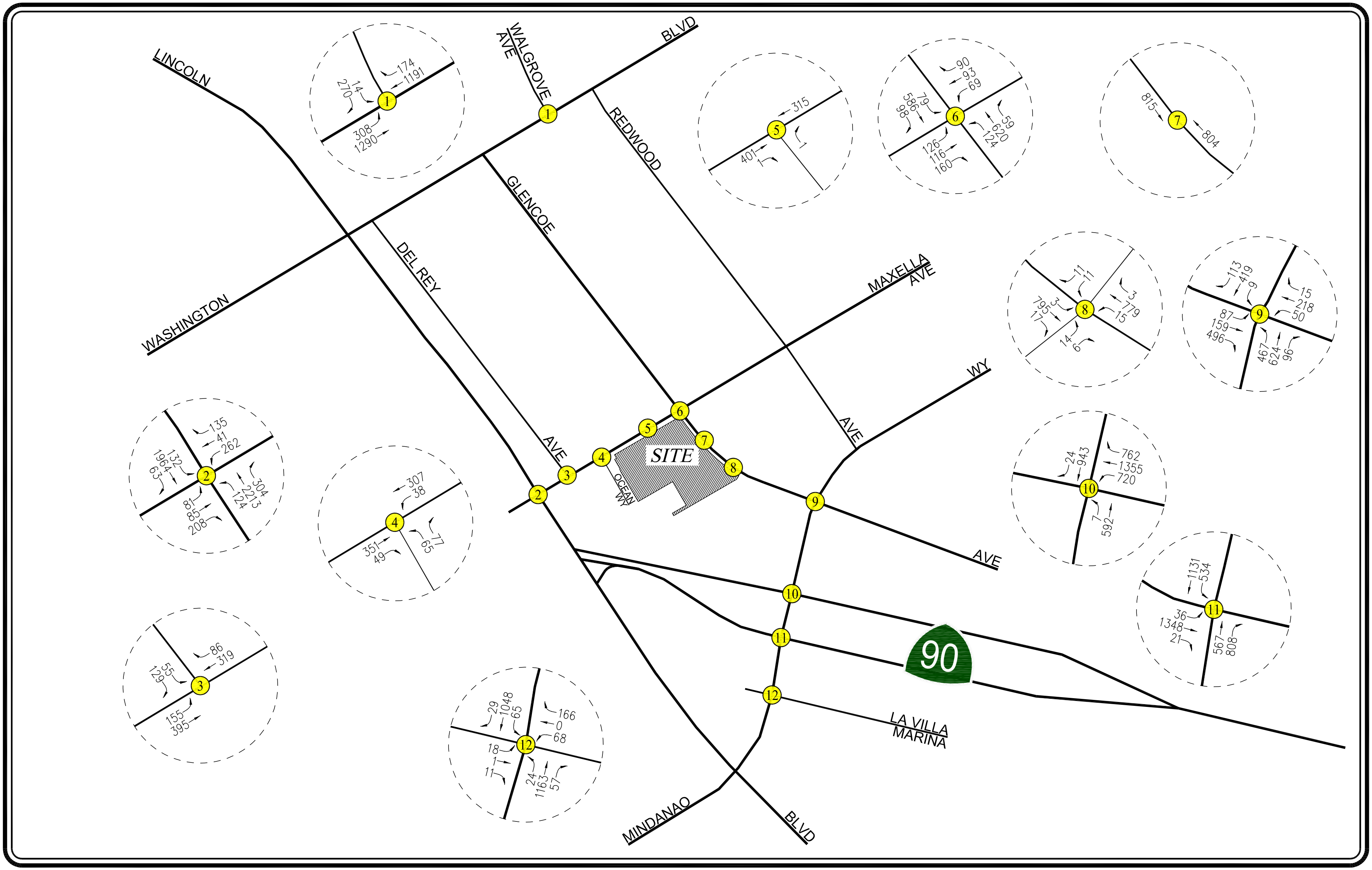

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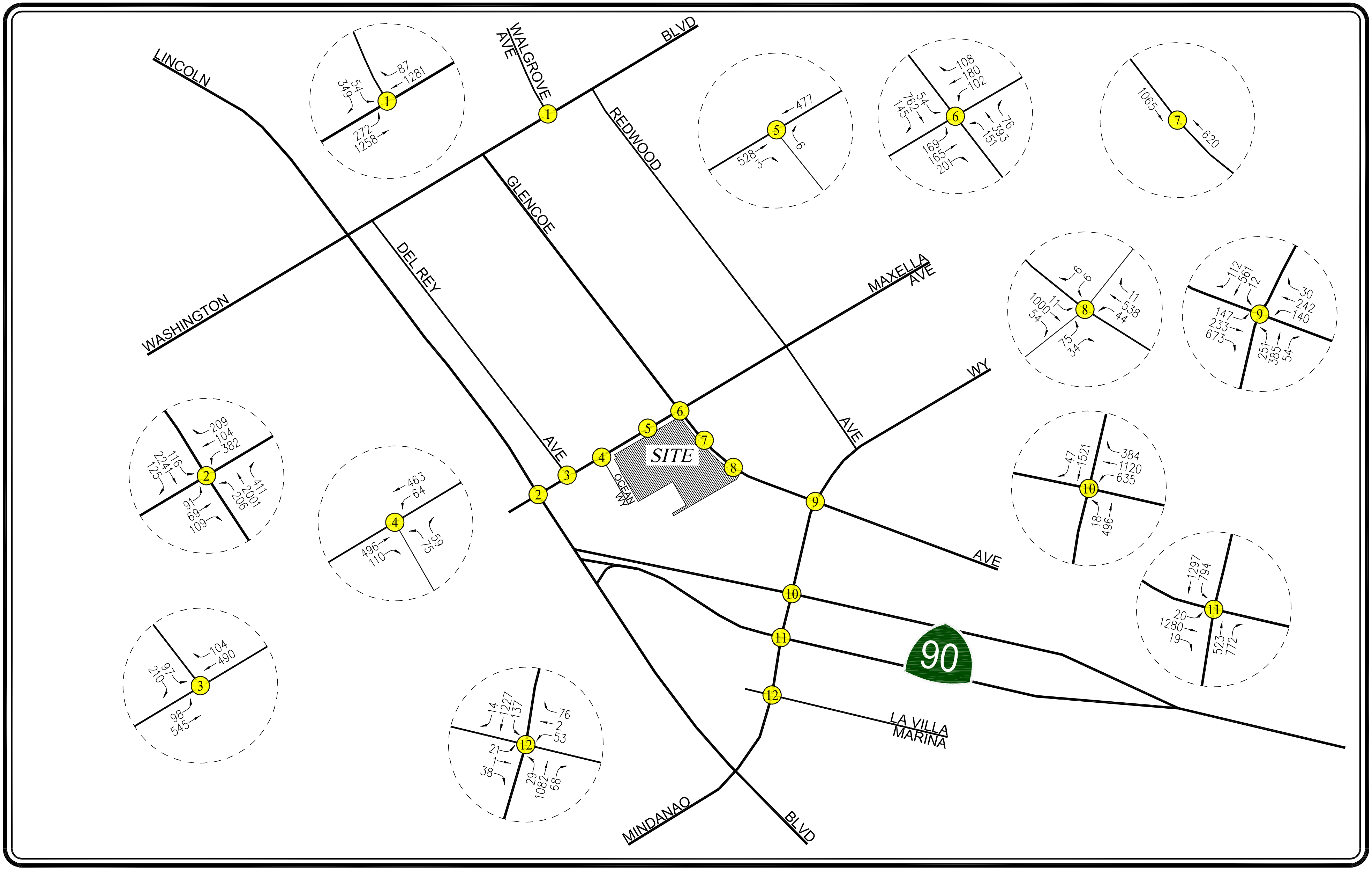
FIGURE 5-5
FUTURE CUMULATIVE BASELINE TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR
PASEO MARINA PROJECT

LINSCOTT, LAW & GREENSPAN, engineers



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● STUDY INTERSECTION

FIGURE 5-6
FUTURE CUMULATIVE BASELINE TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR
PASEO MARINA PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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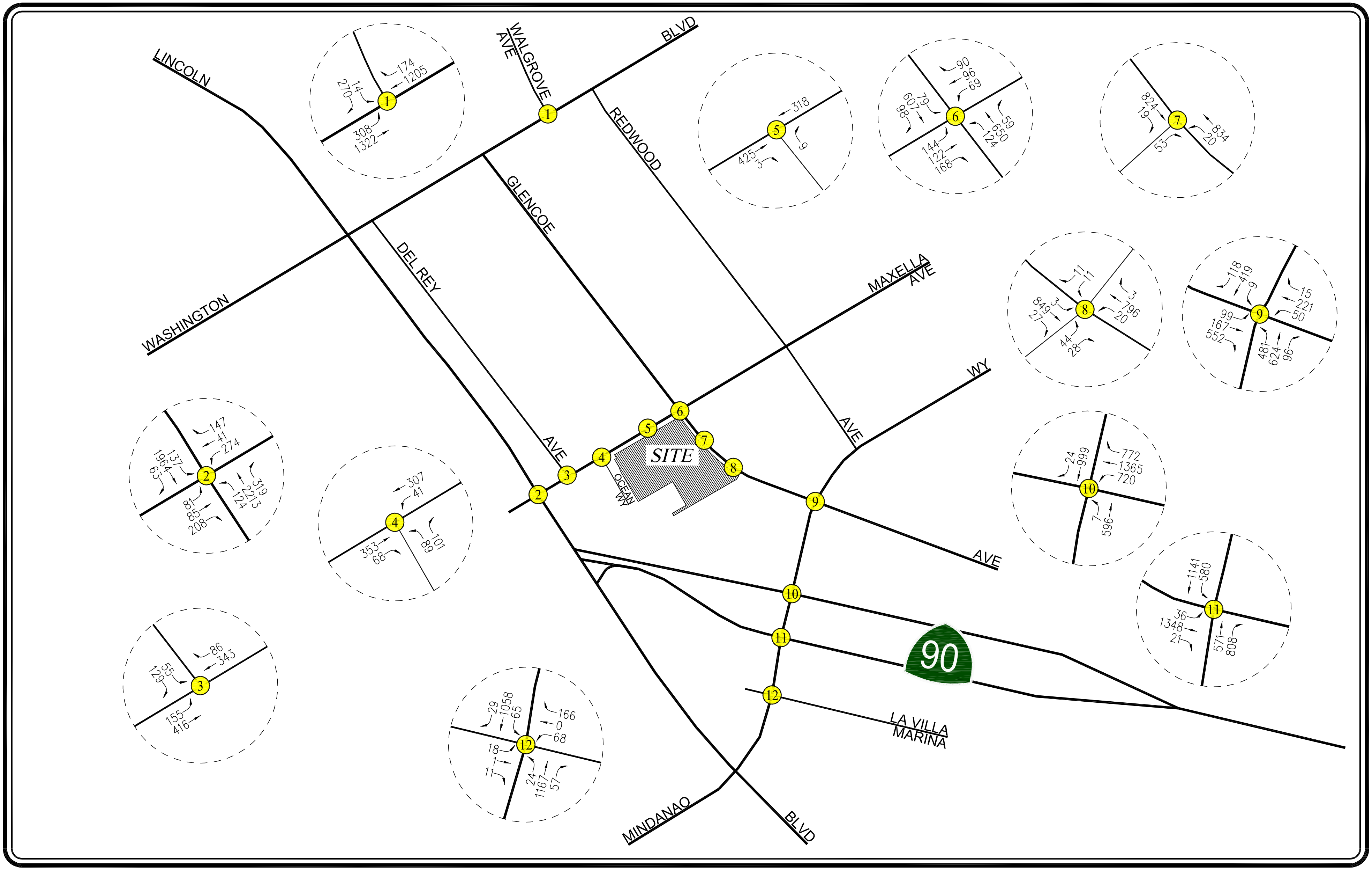

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● STUDY INTERSECTION

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 5-7
FUTURE CUMULATIVE WITH OPTION A TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR
PASEO MARINA PROJECT

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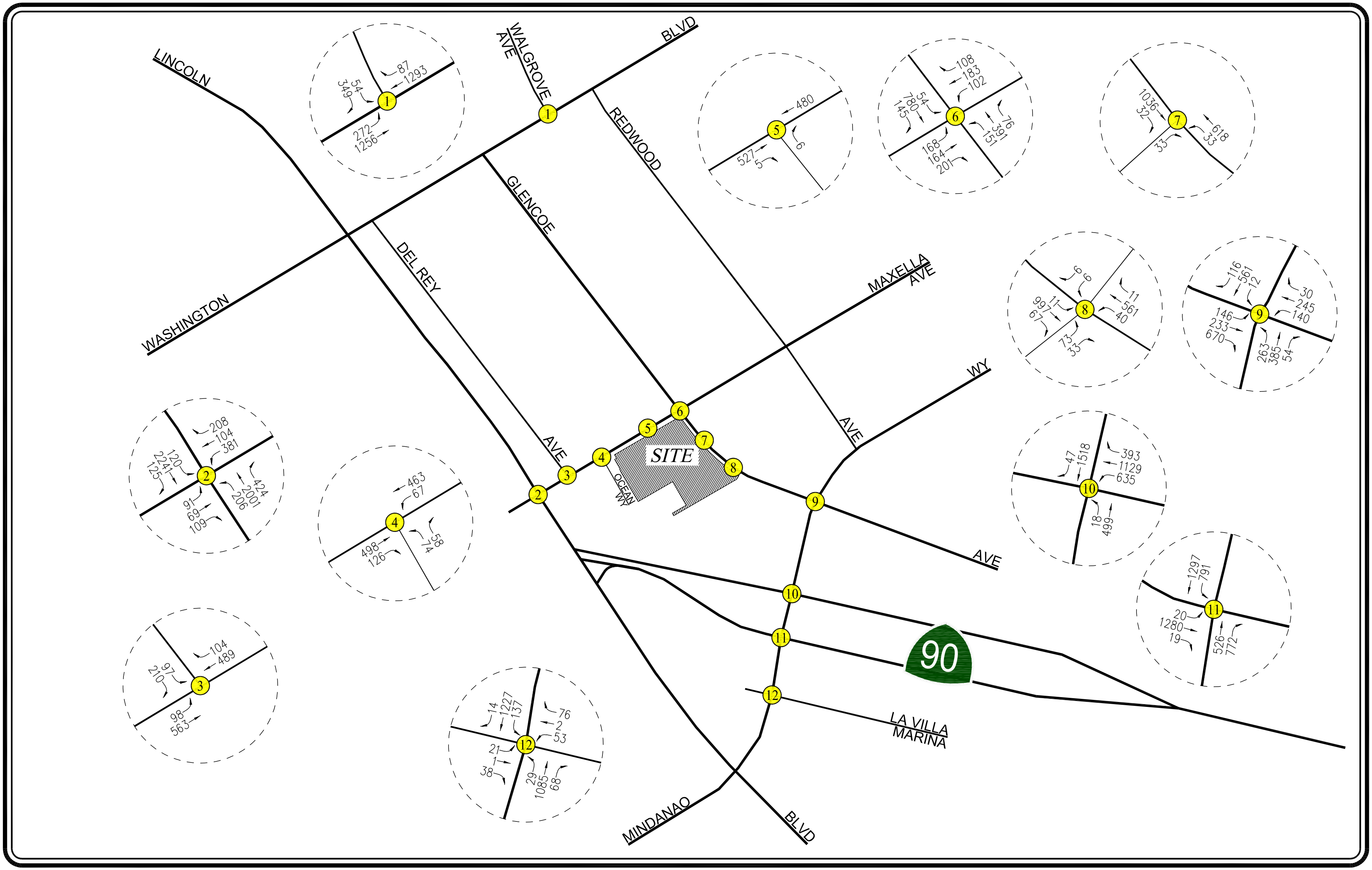

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FIGURE 5-8
FUTURE CUMULATIVE WITH OPTION A TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR
PASEO MARINA PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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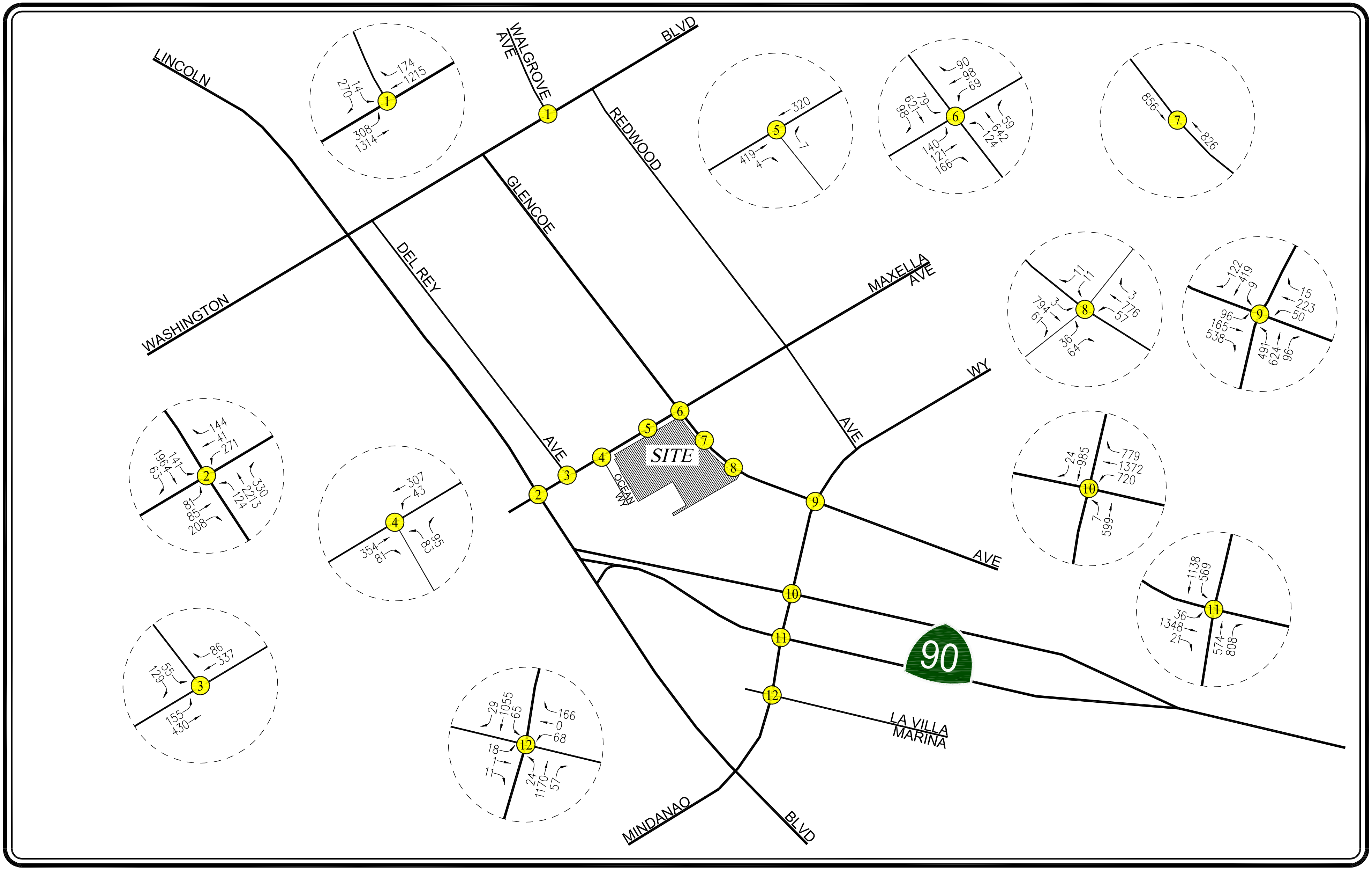

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FIGURE 5-9
FUTURE CUMULATIVE WITH OPTION B TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR
PASEO MARINA PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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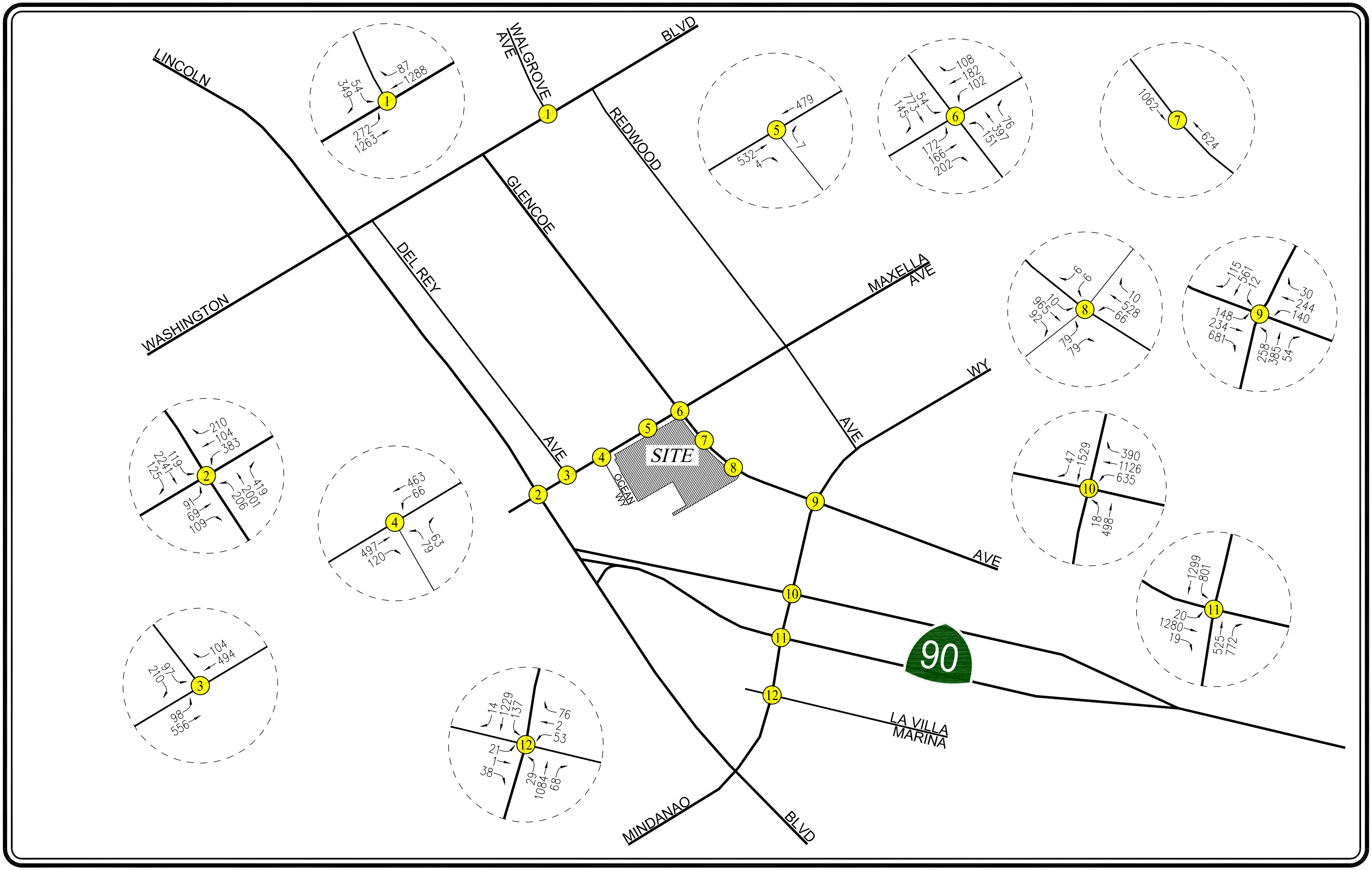

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● STUDY INTERSECTION

FIGURE 5-10

FUTURE CUMULATIVE WITH OPTION B TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

PASEO MARINA PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

    Glencoe Avenue Southerly Driveway and westbound Villa Velletri approaches are proposed. Changes to the existing traffic signal equipment needed in conjunction with the recommended improvements would also be implemented as part of the improvement. Crosswalks would be installed on both the northbound and southbound Glencoe Avenue approaches.

- Mindanao Way / Glencoe Avenue
    - The recommended improvements consist of changing the existing traffic signal equipment to provide a northbound protected/permissive left-turn phase, as well as an eastbound overlap right-turn phase. No striping changes would be needed as part of the improvement.

As presented in *Table 5–2*, the proposed improvements to the intersections would significantly reduce the effects of the cumulative and Option A-related traffic at the intersection. A summary of the effects of the improvements at each of the intersections is provided below.

- Glencoe Avenue / Glencoe Avenue Southerly Driveway – Villa Velletri Driveway
    - With the proposed improvements, the overall queue length at the eastbound approach under Future Cumulative with Option A conditions is reduced by 7.5 feet during the weekday AM peak hour. During the weekday PM peak hour, the overall queue length at the eastbound approach under Future Cumulative with Option A conditions is reduced by 97.4 feet (i.e., just less than four vehicles).
- Mindanao Way / Glencoe Avenue
    - With the proposed improvements, the overall queue length at the northbound left-turn approach under Future Cumulative with Option A conditions is reduced by 960.8 feet (i.e., greater than 38 vehicles) and 266.6 feet (i.e., less than 11 vehicles) during the weekday AM and PM peak hours, respectively.
    - With the proposed improvements, the overall queue length at the eastbound right-turn approach under Future Cumulative with Option A conditions is reduced by 122.2 feet (i.e., just less than five vehicles) and 162.9 feet (i.e., less than seven vehicles) during the weekday AM and PM peak hours, respectively.

It is noted that there are delays and extended vehicle queuing on the southbound Walgrove Avenue approach to its intersection with Washington Boulevard as noted in *Table 5–2* during the existing AM and PM peak hours. These delays and vehicle queuing are expected to incrementally increase with the addition of traffic from the related projects, ambient growth and Option A. It is noted that the intersection is located within the City of Culver City and thus, any improvements to the intersection are outside the control of the City of Los Angeles.

It is likely that existing traffic volumes would satisfy standard warrants for installation of a traffic signal at the Walgrove Avenue / Washington Boulevard intersection. Further, the City of

Culver City would likely review whether the installation of a traffic signal at the Walgrove Avenue / Washington Boulevard may induce additional regional vehicle trips on Walgrove Avenue north of Washington Boulevard, which is primarily residential in nature. Accordingly, it is beyond the scope of this transportation analysis to identify and evaluate potential changes to traffic control at the Walgrove Avenue / Washington Boulevard intersection.

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

5.2.4 *Option B Project Operational and Passenger Loading Evaluation Methodology*

Based on coordination with LADOT staff and as presented in the transportation assessment MOU for Option B, the 12 study intersections identified in Subsection 5.2.3 herein were identified for operational evaluation of whether Option B traffic would contribute to unacceptable queuing on an Avenue or Boulevard.

The analysis was prepared based on the HCM operational analysis methodology pursuant to the City's TAG, and intersection analyses were prepared utilizing the *HCS7* software package. LADOT confirmed the appropriateness of the data coded in the *HCS7* software when it entered into a transportation assessment MOU for Option B. The transportation assessment MOU prepared for the screening criteria set forth in the TAG is in *Appendix A*. The operational analysis of vehicle queuing at the study intersections was prepared for the conditions identified in Subsection 5.2.3 herein.

As presented in *Table 5–3*, Option B would not cause or substantially extend vehicle queuing at 10 of the 12 study intersections during the weekday AM and PM peak hours. At these intersections, the change in queue length associated with Option B ranges from a slight decrease in queue length to a maximum of 90.6 feet (i.e., greater than three vehicles). Option B would result in unacceptable queuing and/or operational deficiencies at the following intersections:

- Glencoe Avenue / Glencoe Avenue Southerly Driveway – Villa Velletri Driveway
    - The change in queue length associated with Option B at the eastbound left/right approach increases by 70.0 feet (i.e., just less than three vehicles) and 100 feet (i.e., four vehicles) during the weekday AM and PM peak hours, respectively under Future Cumulative with Option B conditions. During the weekday AM peak hour, the overall queue length is expected to be 82.5 feet (i.e., just greater than three vehicles) under Future Cumulative with Option B conditions. During the weekday PM peak

hour, the overall queue length is expected to be 300 feet (i.e., 12 vehicles) under Future Cumulative with Option B conditions.

- Mindanao Way / Glencoe Avenue
    - The change in queue length at the northbound left-turn approach queue increases by 151.7 feet (i.e., just greater than six vehicles) during the weekday AM peak hour under Future Cumulative with Option B conditions.
    - The reported back of queue length at the eastbound right-turn approach is expected to be 369.6 feet during the weekday AM peak hour and 583.1 feet during the weekday PM peak hour under Future Cumulative with Option B conditions.

Improvements to these intersections have been identified and are summarized in Section 5.2.3 above. As presented in *Table 5–3*, the proposed improvements to the intersections would significantly reduce the effects of cumulative and Option B-related traffic at the intersection. A summary of the effects of the improvements at each of the intersections is provided below.

- Glencoe Avenue / Glencoe Avenue Southerly Driveway – Villa Velletri Driveway
    - With the proposed improvements, the overall queue length at the eastbound approach under Future Cumulative with Option B conditions is reduced by 2.7 feet during the weekday AM peak hour. During the weekday PM peak hour, the overall queue length at the eastbound approach under Future Cumulative with Option B conditions is reduced by 167.5 feet (i.e., just less than seven vehicles).
- Mindanao Way / Glencoe Avenue
    - With the proposed improvements, the overall queue length at the northbound left-turn approach under Future Cumulative with Option B conditions is reduced by 1025.5 feet (i.e., just greater than 41 vehicles) and 243.9 feet (i.e., just less than 10 vehicles) during the weekday AM and PM peak hours, respectively.
    - With the proposed improvements, the overall queue length at the eastbound right-turn approach under Future Cumulative with Option B conditions is reduced by 116.9 feet (i.e., less than five vehicles) and 173.8 feet (i.e., just less than eight vehicles) during the weekday AM and PM peak hours, respectively.

It is envisioned that passenger loading/unloading will occur within the Option B drop-off/pick-up area located along the east side of Ocean Way, along the westerly portion of the Project Site. No pedestrian or bicycle conflicts due to potential loading/unloading activities are anticipated to occur. While not currently proposed, for any future curbside loading/unloading zones that may be proposed by the Applicant, appropriate signage and pavement/curb markings will be required by the City and installed by the Applicant. Any installations that fall within the City's (public) right-of-way will require prior review and approval by LADOT. Thus, it is envisioned that should any curbside loading/unloading zones be proposed by the Applicant, on-street parking along the direct Option B frontages will not be allowed and some or most of the curbside space would be repurposed for loading/unloading operations.

5.3 Project Construction Effect on Nearby Mobility

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

5.3.1 *Screening Criteria*

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

- Would a project that requires construction activities to take place within the right-of-way of a Boulevard or Avenue (as designated in Mobility Plan 2035) which would necessitate temporary lane, alley, or street closures for more than one day (including day and evening hours, and overnight closures if on a residential street)?

    - No.

- Would a project require construction activities to take place within the right-of-way of a Collector or Local Street (as designated in the Mobility Plan 2035) which would necessitate temporary lane, alley, or street closures for more than seven days (including day and evening hours, and including overnight closures if on a residential street)?

    - No.

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

    - Yes. Temporary closures of the sidewalks along the Project Site's Maxella Avenue and Glencoe Avenue frontages may be required during portions of the construction period. However, signs would be posted advising pedestrians of temporary sidewalk closures and providing alternative routes. No bicycle routes/lanes in the Project study area would require temporary closure. Additionally, the Applicant will prepare and implement a Construction Management Plan that will reduce construction-related impacts on the surrounding community, and will minimize potential conflicts between construction activities, street traffic, bicyclists, and pedestrians.

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

    - No.

- Would in-street construction activities result in the temporary loss for more than one day of an existing bus stop or rerouting of a bus route that serves the project site?
    - No.
- Would construction activities result in the temporary removal and/or loss of on-street metered parking for more than 30 days?
    - No.
- Would the project involve a discretionary action to construct new building of more than 1,000 square feet that require access for hauling construction materials and equipment from streets of less than 24-feet wide in a hillside area?
    - No.

As the answer is "yes" to one of the screening criteria questions, further analysis is required to evaluate whether Project construction would negatively affect pedestrian, bicycle, transit, or vehicle circulation.

5.3.2 *Evaluation Criteria and Methodology*

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

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

- Temporary transportation constraints:
    - The length of time of temporary street closures or closures of two or more travel lanes;
    - The classification of the street (major arterial, state highway) affected;
    - The existing congestion levels on the affected street segments and intersections;
    - Whether the affected street directly leads to a freeway on- or off-ramp or other state highway;

    - Potential safety issues involved with street or lane closures; and
    - The presence of emergency services (fire, hospital, etc.) located nearby that regularly use the affected street.

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

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

Descriptions of the Project location and physical setting are provided in Subsection 2.1, Project Site Location, and Section 3.0, Project Context, herein that apply to this analysis. The Project location and Project setting data items such as adjacent street classifications, public bicycle parking, inventory of existing transit lines, bus stops, etc. Per Section 3.4.4 of the TAG, the evaluation of the Project construction includes a review of whether construction activity within the street right-of-way would require any of the following:

- Street, sidewalk, or lane closures.

- Block existing vehicle, bicycle, or pedestrian access along a street or to parcels fronting the street.

- Modification of access to transit stations, stops, or facilities during revenue hours.

- Closure or movement of an existing bus stop or rerouting of an existing bus line.

- Creation of transportation hazards.

The City's TAG notes that a comparison of the results to the evaluation criteria are to be provided in order to determine the level of impact. The summary of the Option A and Option B construction evaluation criteria review in order to determine level of impact is provided in ***Table 5–4***.

As presented in *Table 5–4*, it is concluded that Option A and Option B construction would not result in the closure of two or more travel lanes, would not require relocation of existing bus transit stops or routes, would not result in the loss of regular vehicle, bicycle, or pedestrian access, and would not impede emergency access.

5.3.3 *Recommended Project-Specific Action Items*

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

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

Table 5-4
QUALITATIVE REVIEW OF PROJECT CONSTRUCTION ACTIVITIES

CRITERIA	PROJECT RESPONSE	DESCRIPTION
TEMPORARY TRANSPORTATION CONSTRAINTS		
The length of time of temporary street closures or closures of two or more travel lanes.	**N/A**	**Project construction will not require street closures or closures of two or more travel lanes.**
The classification of the street (major arterial, state highway) affected.	**Avenue III; Collector**	**Maxella Avenue and Glencoe Avenue are classified as an Avenue III and Collector, respectively, by the City of Los Angeles.**
The existing congestion levels on the affected street segments and intersections.	**Acceptable LOS**	
Whether the affected street directly leads to a freeway on- or off-ramp or other state highway.	**N/A**	**N/A**
Potential safety issues involved with street or lane closures.	**N/A**	**While safety issues are not anticipated, the Project Applicant will prepare a Construction Staging and Traffic Management Plan (CSTMP) which would detail any potential safety issues.**
The presence of emergency services (fire, hospital, etc.) located nearby that regularly use the affected street.	**None**	**N/A**
TEMPORARY LOSS OF ACCESS		
The length of time of any loss of pedestrian or bicycle circulation past a construction area.	**Unknown**	**The Project Applicant will prepare a CSTMP which would detail any loss of pedestrian or bicycle circulation past the construction of the Project.**
The length of time of any loss of vehicular, bicycle, or pedestrian access to a parcel fronting the construction area.	**Unknown**	**The Project Applicant will prepare a CSTMP which would detail 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.	**None**	**N/A**
The availability of nearby vehicular or pedestrian access within ¼ mile of the lost access.	**None**	**N/A**
The type of land uses affected, and related safety, convenience, and/or economic issues.	**None**	**Access will be maintained for adjacent parcels in the Project vicinity.**
TEMPORARY LOSS OF BUS STOPS OR REROUTING OF BUS LINES		
The length of time that an existing bus stop would be unavailable or that existing service would be interrupted.	**N/A**	**No relocations proposed.**
The availability of a nearby location (within one quarter-mile) to which the bus stop or route can be temporarily relocated.	**N/A**	**N/A**
The existence of other bus stops or routes with similar routes/destinations within a ¼-mile radius of the affected stops or routes.	**N/A**	**N/A**
Whether the interruption would occur on a weekday, weekend or holiday, and whether the existing bus route typically provides service that/those day(s).	**N/A**	**N/A**

6.0 SUMMARY AND CONCLUSIONS

- ***Project Description*** – Option A consists of the construction of a mixed-use development including 592 market-rate residential apartment dwelling units, 66 affordable housing dwelling units, 13,650 square feet of restaurant floor area, and 13,650 square feet of commercial floor area. Parking for Option A will be provided in two subterranean levels and two above-grade levels of parking within each of the three buildings. Option A proposes to provide a total of 1,217 parking spaces. Construction of Option A would be completed, and occupancy to occur, by the year 2026.

  Option B consists of the construction a mixed-use development including 382 market-rate residential apartment dwelling units, 43 affordable housing dwelling units, 20,000 square feet of restaurant floor area, 20,000 square feet of commercial floor area, and 90,00 square feet of office floor area. Parking for Option B will be provided in an onsite parking garage with one level of at-grade parking and three levels of subterranean parking. Option B proposes to provide a total of 1,287 parking spaces. Construction of Option B would be completed, and occupancy to occur, by the year 2026.

- ***Study Scope*** – This transportation assessment presents (i) a CEQA assessment of whether the Project conflicts or is inconsistent with local transportation-related plans and policies, (ii) a CEQA assessment of Project-related VMT, (iii) a CEQA assessment of whether the Project increases hazards due to a geometric design feature or incompatible use, (iv) a CEQA freeway safety assessment, (v) a non-CEQA assessment of pedestrian, bicycle and transit access, (vi) a non-CEQA evaluation of Project access, safety and circulation, and (vii) a non-CEQA review of Project construction activities. LADOT confirmed the appropriateness of the analysis criteria when it entered into a transportation assessment MOU for both Option A and Option B.

- ***Project Trip Generation*** – Option A is expected to generate 222 net new vehicle trips (67 inbound trips and 155 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, Option A is expected to generate 50 net new vehicle trips (58 inbound trips and -8 outbound trips). Option A is expected to generate 1,379 net new daily vehicle trips. Option B is expected to generate 231 net new vehicle trips (114 inbound trips and 117 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, Option B is expected to generate 59 net new vehicle trips (36 inbound trips and 23 outbound trips). Option B is expected to generate 1,979 net new daily vehicle trips.

- ***CEQA Analysis***

  - *Project Consistency with Local Plans and Policies:* Option A and Option B would be generally consistent with the relevant City transportation plans, policies and programs and does not include any features that would preclude the City from completing and complying with these guiding documents and policy objectives. Therefore, both

Option A and Option B would have a less than significant impact with respect to consistency with transportation plans, policies, and programs.

Furthermore, the Applicant will comply with existing applicable City ordinances (e.g., the City's existing TDM Ordinance) and the other transportation-related requirements pursuant to the LAMC, as well as the TDM requirements of the Coastal Transportation Corridor Specific Plan.

- *VMT Analysis:* Option A would not result in a significant VMT impact. Furthermore, based on the Option A-related VMT analysis and the conclusions discussed in Section 4.2.3 (which demonstrate that Option A falls under the City's efficiency-based impact thresholds and thus are already shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS), no cumulatively significant VMT impacts are anticipated.

  While the Option B Daily Work VMT per Employee is greater than the West Los Angeles APC significance threshold of 11.1 Daily Work VMT per Employee, LLG has proposed an alternative assessment of the VMT impacts for Option B. As stated in Section 4.2.2, the Daily Household VMT per Capita for the residential component of Option B is calculated to be 5.4 Daily Household VMT per Capita with implementation of the recommended mitigation measures, which is well below the threshold for the West Los Angeles APC of 7.4 Daily Household VMT per Capita. For the office component of Option B, the Daily Work VMT per Employee value is calculated to be reduced from 14.5 to 11.6 with consideration of TDM measures. While the Daily Work VMT per Employee value after application of TDM measures is greater than the threshold of 11.1 Daily Work VMT per Employee, a finding of a less than significant impact is made related to the Daily Work VMT per Employee for Option B in consideration of the "excess" mitigation provided by the TDM measures recommended for Option B. The resulting Daily Household VMT per Capita for the residential component is substantially less than the threshold of significance for the West Los Angeles APC and therefore is deemed to offset the unmitigated portion of the Daily Work VMT per Employee related to the office component. This is demonstrated through the calculation of total VMT as detailed in *Appendix I*. Furthermore, no cumulatively significant VMT impacts are anticipated as it relates to Option B.

- *Geometric Design Review:* Given the classification of the roadways along the Project Site's frontage, existing physical condition of the Project Site, surrounding land uses, and planned pedestrian enhancements, no safety concerns related to geometric design are noted. Additionally, it is noted that neither Option A nor Option B will add curb cuts to the Project Site's Maxella Avenue frontage and will reduce the number of curb cuts along the Project Site's Glencoe Avenue frontage from two to one with Option A, and from two to zero with Option B. Therefore, it can be determined that neither Option A nor Option B will not substantially increase hazards due to a geometric design feature or incompatible use, resulting in a less than significant impact determination.

  - *Freeway Safety Analysis:* Neither the Option A nor Option B would add 25 or more trips to a freeway off-ramp. As trips added by Option A and Option B would not result in extended queuing onto a freeway mainline, the freeway safety impact would be less than significant.

- ***Non-CEQA Analysis***

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

  - *Project Access and Circulation Review:* The Project's weekday AM and PM peak hour traffic volumes would not cause or substantially extend vehicle queuing at 10 of the 12 study intersections analyzed (as discussed in Sections 5.2.3 and 5.2.4 herein). Physical improvements to these intersections have been identified and are shown to improve traffic operation at these intersections.

  - *Project Construction Effect on Nearby Mobility:* As construction of Option A or Option B would not result in the closure of two or more travel lanes, would not relocate existing bus transit stops or routes, and would not impede emergency access, it can be concluded that construction of either Option A or Option B would not negatively affect pedestrian, bicycle, transit, or vehicle circulation.

APPENDIX A

APPROVED TRANSPORTATION ASSESSMENT MEMORANDUM OF UNDERSTANDING

LADOT

Transportation Assessment Memorandum of Understanding (MOU)

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

I. PROJECT INFORMATION

Project Name: Paseo Marina

Project Address: 13400 Maxella Avenue

Project Description: Development of 658 residential apartment dwelling units, 13,650 square feet of restaurant floor area, and 13,650 square feet of commercial floor area.

LADOT Project Case Number: CTC20-109212 Project Site Plan attached? *(Required)* ☒ Yes ☐ No

II. TRIP GENERATION

Geographic Distribution: N 20 % S 25 % E 45 % W 10 %

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

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

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

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

	IN	OUT	TOTAL
AM Trips	61	149	210
PM Trips	61	(7)	54

NET Daily Trips 1,295
(From VMT Calculator version 1.2)

III. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2026 Ambient Growth Rate: 1.0 % Per Yr.

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

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

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

1 Walgrove Avenue / Washington Boulevard
2 Lincoln Boulevard / Maxella Avenue
3 Del Rey Avenue / Maxella Avenue
4 Ocean Way / Maxella Avenue
5 Maxella Avenue Driveway / Maxella Avenue
6 Glencoe Avenue / Maxella Avenue
7 Glencoe Avenue / Glencoe Avenue Northerly Driveway
8 Glencoe Avenue / Glencoe Avenue Southerly Driveway
9 Mindanao Way / Glencoe Avenue
10 Mindanao Way / SR-90 Eastbound Ramps
11 Mindanao Way / SR-90 Westbound Ramps
12 Mindanao Way / La Villa Marina

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

IV. ACCESS ASSESSMENT

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

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

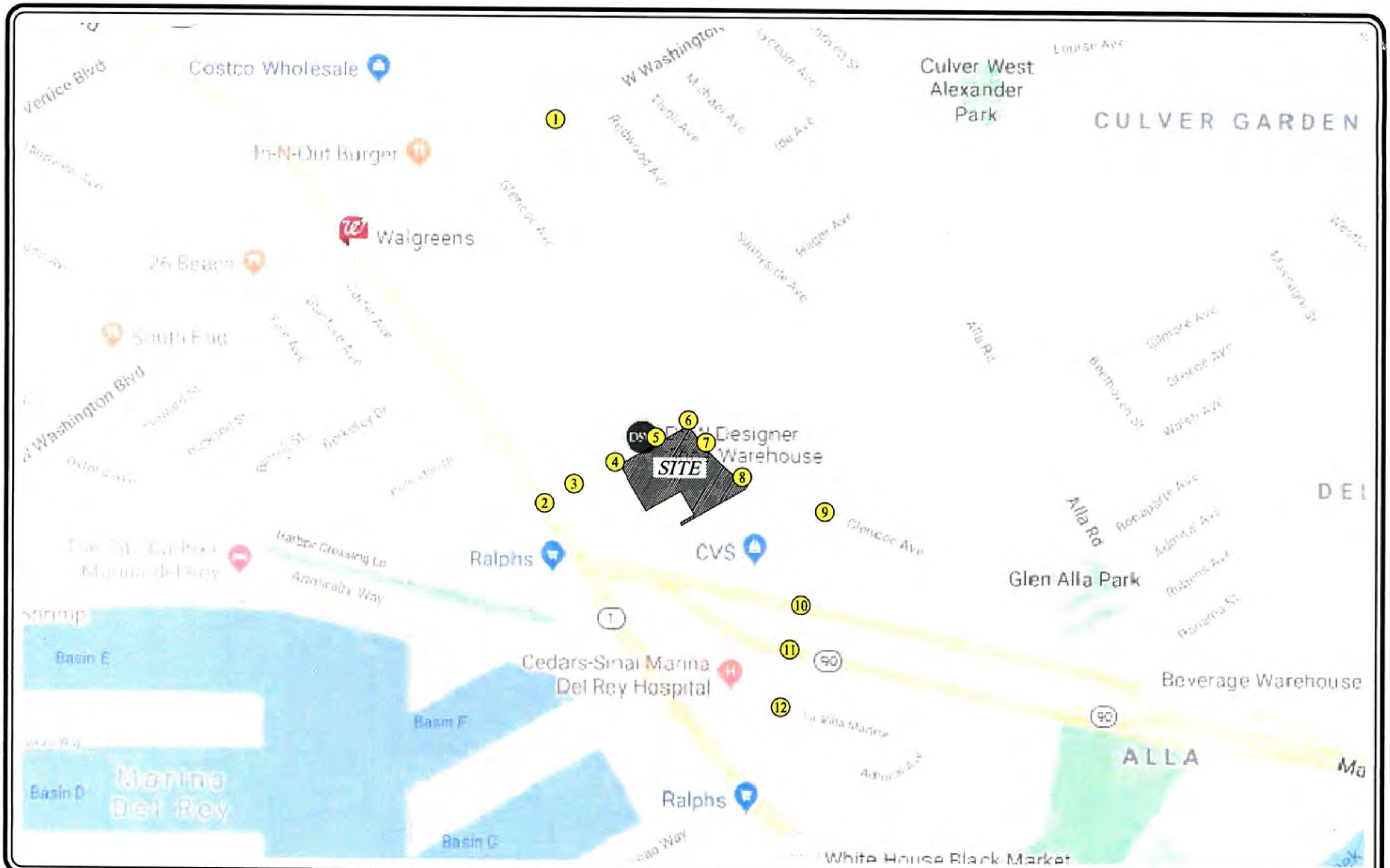
Is the project's building frontage encompassing an entire block along an Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ☒ No

V. CONTACT INFORMATION

	CONSULTANT	DEVELOPER
Name:	Linscott, Law & Greenspan, Engineers	RAR2-Villa Marina Center CA, LLC
Address:	20931 Burbank Boulevard, Suite C Woodland Hills, CA 91367	3501 Jamboree Road, Suite 3000 Newport Beach, CA 92660
Phone Number:	(818) 835-8648	(949) 809-2502
E-Mail:	jshender@llgengineers.com	TGuiteras@Sares-Regis.com

Approved by:	x	3/5/2020	x	3/12/20
	Consultant's Representative	Date	LADOT Representative	*Date

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



N

NOT TO SCALE

MAP SOURCE: GOOGLE MAPS

▨ PROJECT SITE

ⓧ STUDY INTERSECTION

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 1
VICINITY MAP

PASEO MARINA PROJECT

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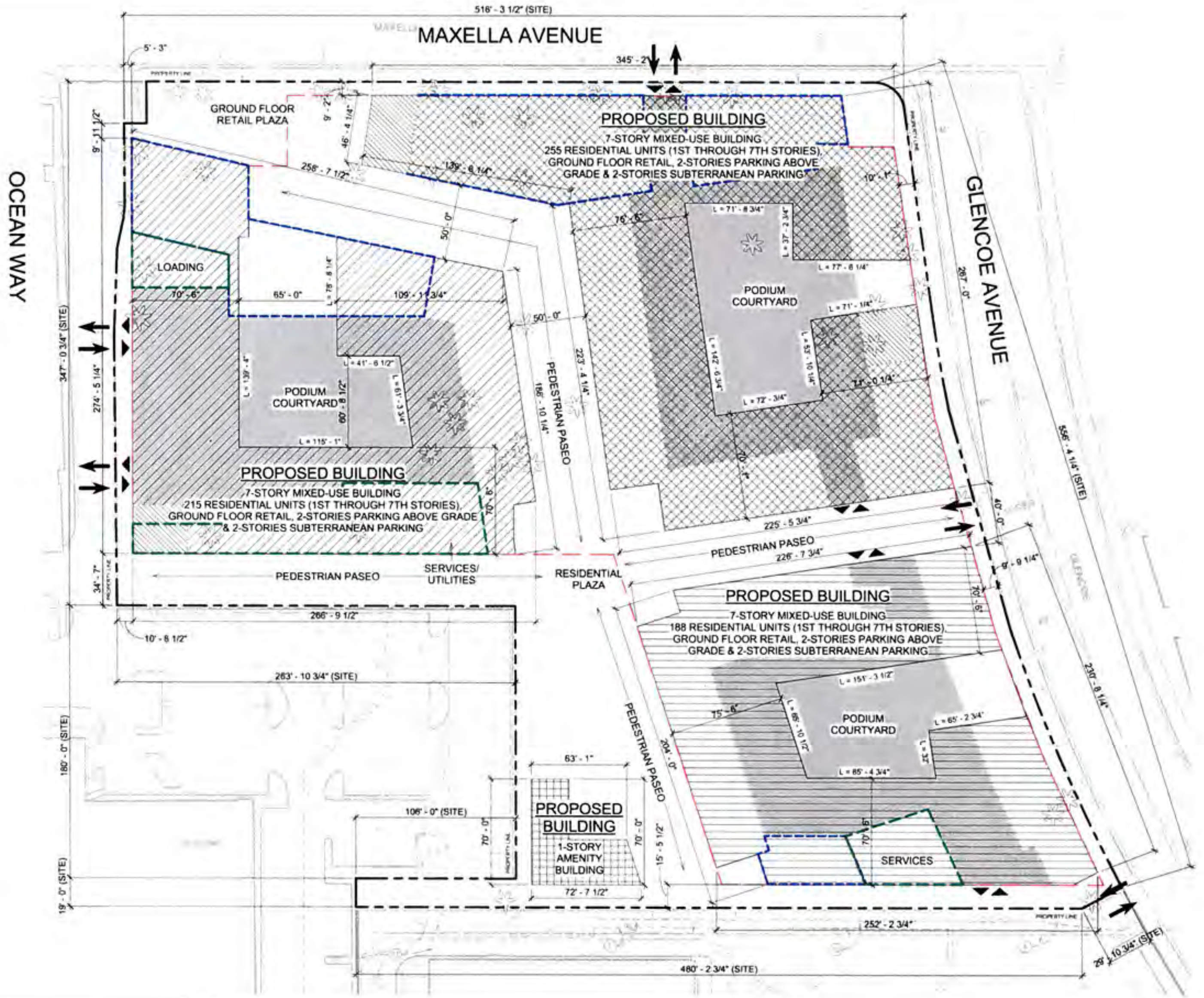

NOT TO SCALE

MAP SOURCE: TCA ARCHITECTS

↓↑ PROJECT DRIVEWAY SITE ACCESS

▼▲ PROJECT BUILDING ACCESS

FIGURE 2
PROJECT SITE PLAN

LINSCOTT, LAW & GREENSPAN, engineers

PASEO MARINA PROJECT

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Table 1
PROJECT TRIP GENERATION [1]

19-Dec-19

		DAILY TRIP ENDS [2]	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
LAND USE	SIZE	VOLUMES	IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project								
Apartments [3]	658 DU	3,580	62	175	237	177	113	290
Restaurant [4]	13,650 GSF	1,531	75	61	136	82	51	133
Commercial [5]	13,650 GLSF	515	8	5	13	25	27	52
Subtotal		5,626	145	241	386	284	191	475
Internal Capture [6], [7]		(900)	(16)	(27)	(43)	(60)	(40)	(100)
Transit Trips (15%) [8]		(709)	(19)	(32)	(51)	(34)	(23)	(57)
Subtotal Project Driveway Trips		**4,017**	**110**	**182**	**292**	**190**	**128**	**318**
Existing Land Use								
Commercial [5]	(100,781) GLSF	(3,804)	(59)	(36)	(95)	(184)	(200)	(384)
Transit Trips [8]								
Commercial (15%)		571	9	5	14	28	30	58
Subtotal Existing Driveway Trips		**(3,233)**	**(50)**	**(31)**	**(81)**	**(156)**	**(170)**	**(326)**
NET INCREASE DRIVEWAY TRIPS		**784**	**60**	**151**	**211**	**34**	**(42)**	**(8)**
Proposed Pass-By Trips [9]								
Restaurant (20%)		(219)	(11)	(9)	(20)	(11)	(7)	(18)
Commercial (50%)		(184)	(3)	(2)	(5)	(9)	(9)	(18)
Subtotal		(403)	(14)	(11)	(25)	(20)	(16)	(36)
Existing Pass-By Trips [9]								
Commercial (30%)		970	15	9	24	47	51	98
NET INCREASE "OFF-SITE" TRIPS		**1,351**	**61**	**149**	**210**	**61**	**(7)**	**54**

[1] Sources: ITE "Trip Generation Manual", 10th Edition, 2017.

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

[3] ITE Land Use Code 221 (Multifamily Housing [Mid-Rise]) trip generation average rates.
- Daily Trip Rate: 5.44 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.36 trips/dwelling unit; 26% inbound/74% outbound
- PM Peak Hour Trip Rate: 0.44 trips/dwelling unit; 61% inbound/39% outbound

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

[5] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
- Daily Trip Rate: 37.75 trips/1,000 SF of leasable area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.94 trips/1,000 SF of leasable area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 3.81 trips/1,000 SF of leasable area; 48% inbound/52% outbound

[6] The internal capture reduction for the residential, restaurant, retail, and office is based on the synergy between all the land uses provided within the project site, and determined via NCHRP 684 Internal Capture Estimation Tool (11% for AM Peak Hour and 21% for PM Peak Hour).

[7] Daily internal capture (16%) determined by averaging internal capture for AM Peak Hour (11%) and PM Peak Hour (21%), per the NCHRP 684 Internal Capture Estimation Tool.

[8] A 15% transit use reduction applied based on the project site being located within 1/4 mile of a Big Blue Bus rapid stop. The trip reduction for transit trips has been applied to the proposed project and existing land uses based on the "LADOT Transportation Assessment Guidelines", July 2019 for developments within a 1/4 mile walking distance of a transit station or a Rapid Bus stop.

[9] Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the site. The trip reduction for pass-by trips has been applied to the restaurant and commercial components of the project based on the "LADOT Transportation Assessment Guidelines", July 2019 for High Turnover Restaurant, Shopping Center less than 50,000 sf, and Shopping Center 100,000 to less than 300,000 sf.

NCHRP 684 Internal Trip Capture Estimation Tool

Project Name:	Paseo Marina	**Organization:**	
Project Location:		**Performed By:**	
Scenario Description:		**Date:**	
Analysis Year:		**Checked By:**	
Analysis Period:	**AM Street Peak Hour**	**Date:**	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips^3		
	ITE LUCs^1	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	820	13,650		13	8	5
Restaurant	932	13,650		136	75	61
Cinema/Entertainment				0		
Residential	221	658		237	62	175
Hotel				0		
All Other Land Uses^2				0		
				386	145	241

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.^{4}	% Transit	% Non-Motorized	Veh. Occ.^{4}	% Transit	% Non-Motorized
Office						
Retail		15%			15%	
Restaurant		15%			15%	
Cinema/Entertainment						
Residential		15%			15%	
Hotel						
All Other Land Uses^2						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		1	0	1	0
Restaurant	0	1		0	2	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	1	15	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	386	145	241
Internal Capture Percentage	11%	14%	9%
External Vehicle-Trips^5	292	105	187
External Transit-Trips^6	52	19	33
External Non-Motorized Trips^6	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	25%	40%
Restaurant	21%	5%
Cinema/Entertainment	N/A	N/A
Residential	5%	9%
Hotel	N/A	N/A

[1] Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2] Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3] Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4] Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

[5] Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

[6] Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	Paseo Marina
Analysis Period:	**AM Street Peak Hour**

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	8	8	1.00	5	5
Restaurant	1.00	75	75	1.00	61	61
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	62	62	1.00	175	175
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	1		1	0	1	0
Restaurant	19	9		0	2	2
Cinema/Entertainment	0	0	0		0	0
Residential	4	2	35	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		3	17	0	0	0
Retail	0		38	0	1	0
Restaurant	0	1		0	3	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	1	15	0		0
Hotel	0	0	5	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	2	6	8	5	1	0
Restaurant	16	59	75	50	9	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	3	59	62	50	9	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	2	3	5	3	0	0
Restaurant	3	58	61	49	9	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	16	159	175	135	24	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1] Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[2] Person-Trips

[3] Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool

Project Name:	Paseo Marina	**Organization:**	
Project Location:		**Performed By:**	
Scenario Description:		**Date:**	
Analysis Year:		**Checked By:**	
Analysis Period:	**PM Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	820	13,650		52	25	27
Restaurant	932	13,650		133	82	51
Cinema/Entertainment				0		
Residential	221	658		290	177	113
Hotel				0		
All Other Land Uses[2]				0		
				475	284	191

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office						
Retail		15%			15%	
Restaurant		15%			15%	
Cinema/Entertainment						
Residential		15%			15%	
Hotel						
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		8	0	7	0
Restaurant	0	13		0	9	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	3	11	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	475	284	191
Internal Capture Percentage	21%	18%	27%
External Vehicle-Trips[5]	318	199	119
External Transit-Trips[6]	55	34	21
External Non-Motorized Trips[6]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	64%	56%
Restaurant	23%	43%
Cinema/Entertainment	N/A	N/A
Residential	9%	12%
Hotel	N/A	N/A

[1] Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2] Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3] Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4] Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made

[5] Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

[6] Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	Paseo Marina
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips				Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*		Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0		1.00	0	0
Retail	1.00	25	25		1.00	27	27
Restaurant	1.00	82	82		1.00	51	51
Cinema/Entertainment	1.00	0	0		1.00	0	0
Residential	1.00	177	177		1.00	113	113
Hotel	1.00	0	0		1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	1		8	1	7	1
Restaurant	2	21		4	9	4
Cinema/Entertainment	0	0	0		0	0
Residential	5	47	24	0		3
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		2	2	0	7	0
Retail	0		24	0	81	0
Restaurant	0	13		0	28	0
Cinema/Entertainment	0	1	2		7	0
Residential	0	3	11	0		0
Hotel	0	1	4	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates				External Trips by Mode*		
	Internal	External	Total		Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0		0	0	0
Retail	16	9	25		8	1	0
Restaurant	19	63	82		54	9	0
Cinema/Entertainment	0	0	0		0	0	0
Residential	16	161	177		137	24	0
Hotel	0	0	0		0	0	0
All Other Land Uses[3]	0	0	0		0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates				External Trips by Mode*		
	Internal	External	Total		Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0		0	0	0
Retail	15	12	27		10	2	0
Restaurant	22	29	51		25	4	0
Cinema/Entertainment	0	0	0		0	0	0
Residential	14	99	113		84	15	0
Hotel	0	0	0		0	0	0
All Other Land Uses[3]	0	0	0		0	0	0

[1] Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

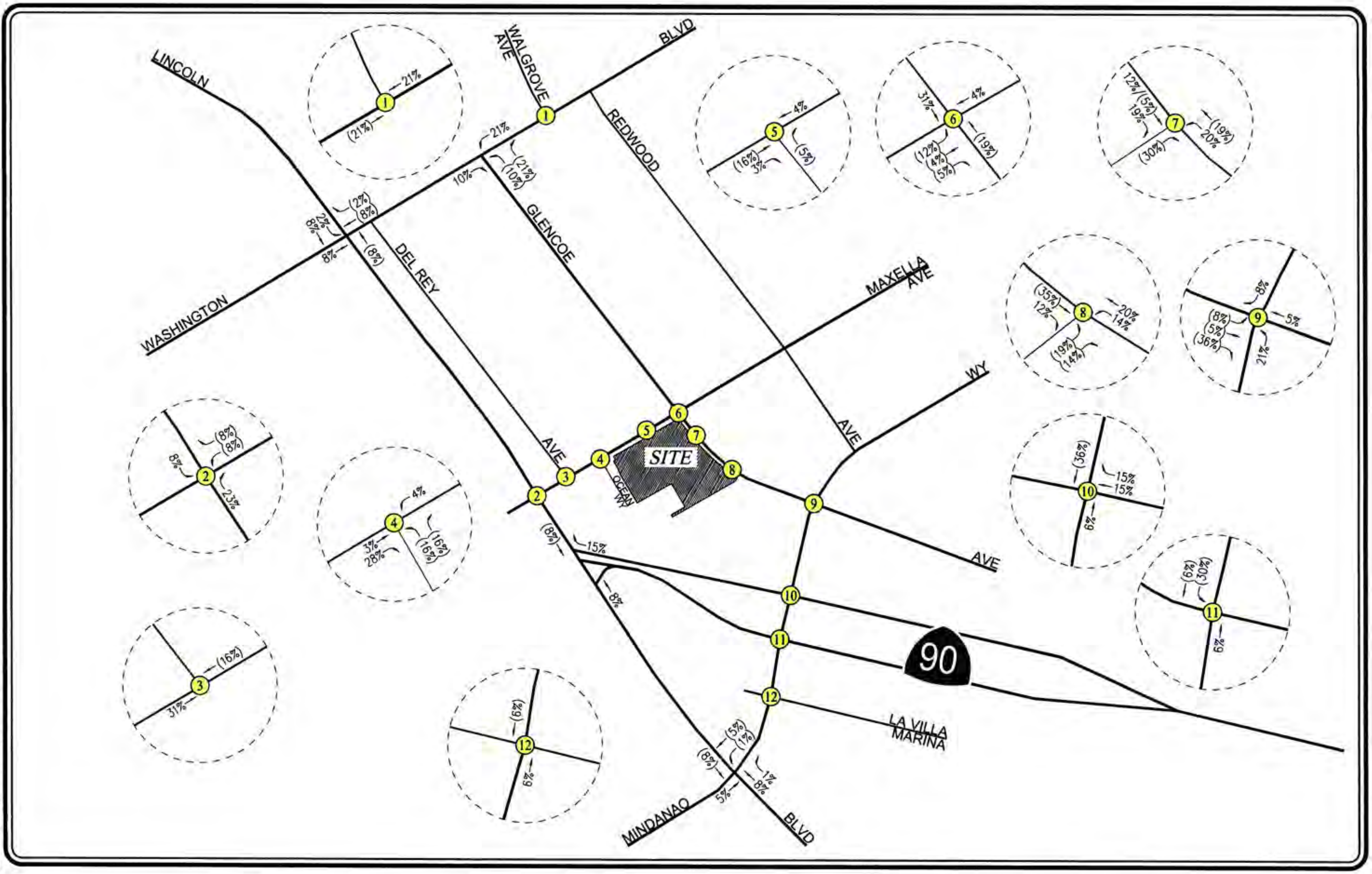
[2] Person-Trips

[3] Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

Table 7.1a Adjusted Internal Trip Capture Rates for Trip Origins within a Multi-Use Development			
Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
From OFFICE	To Office	0.0%	0.0%
	To Retail	28.0%	20.0%
	To Restaurant	63.0%	4.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	1.0%	2.0%
	To Hotel	0.0%	0.0%
From RETAIL	To Office	29.0%	2.0%
	To Retail	0.0%	0.0%
	To Restaurant	13.0%	29.0%
	To Cinema/Entertainment	0.0%	4.0%
	To Residential	14.0%	26.0%
	To Hotel	0.0%	5.0%
From RESTAURANT	To Office	31.0%	3.0%
	To Retail	14.0%	41.0%
	To Restaurant	0.0%	0.0%
	To Cinema/Entertainment	0.0%	8.0%
	To Residential	4.0%	18.0%
	To Hotel	3.0%	7.0%
From CINEMA/ENTERTAINMENT	To Office	0.0%	2.0%
	To Retail	0.0%	21.0%
	To Restaurant	0.0%	31.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	8.0%
	To Hotel	0.0%	2.0%
From RESIDENTIAL	To Office	2.0%	4.0%
	To Retail	1.0%	42.0%
	To Restaurant	20.0%	21.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	0.0%
	To Hotel	0.0%	3.0%
From HOTEL	To Office	75.0%	0.0%
	To Retail	14.0%	16.0%
	To Restaurant	9.0%	68.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	2.0%
	To Hotel	0.0%	0.0%

Table 7.2a Adjusted Internal Trip Capture Rates for Trip Destinations within a Multi-Use Development			
Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
To OFFICE	From Office	0.0%	0.0%
	From Retail	4.0%	31.0%
	From Restaurant	14.0%	30.0%
	From Cinema/Entertainment	0.0%	6.0%
	From Residential	3.0%	57.0%
	From Hotel	3.0%	0.0%
To RETAIL	From Office	32.0%	8.0%
	From Retail	0.0%	0.0%
	From Restaurant	8.0%	50.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	17.0%	10.0%
	From Hotel	4.0%	2.0%
To RESTAURANT	From Office	23.0%	2.0%
	From Retail	50.0%	29.0%
	From Restaurant	0.0%	0.0%
	From Cinema/Entertainment	0.0%	3.0%
	From Residential	20.0%	14.0%
	From Hotel	6.0%	5.0%
To CINEMA/ENTERTAINMENT	From Office	0.0%	1.0%
	From Retail	0.0%	26.0%
	From Restaurant	0.0%	32.0%
	From Cinema/Entertainment	0.0%	0.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To RESIDENTIAL	From Office	0.0%	4.0%
	From Retail	2.0%	46.0%
	From Restaurant	5.0%	16.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To HOTEL	From Office	0.0%	0.0%
	From Retail	0.0%	17.0%
	From Restaurant	4.0%	71.0%
	From Cinema/Entertainment	0.0%	1.0%
	From Residential	0.0%	12.0%
	From Hotel	0.0%	0.0%



▨ PROJECT SITE

ⓧ STUDY INTERSECTION

\## = INBOUND PERCENTAGES

(##) = OUTBOUND PERCENTAGES

N

NOT TO SCALE

FIGURE 3
PROJECT TRIP DISTRIBUTION

LINSCOTT, LAW & GREENSPAN, engineers

PASEO MARINA PROJECT

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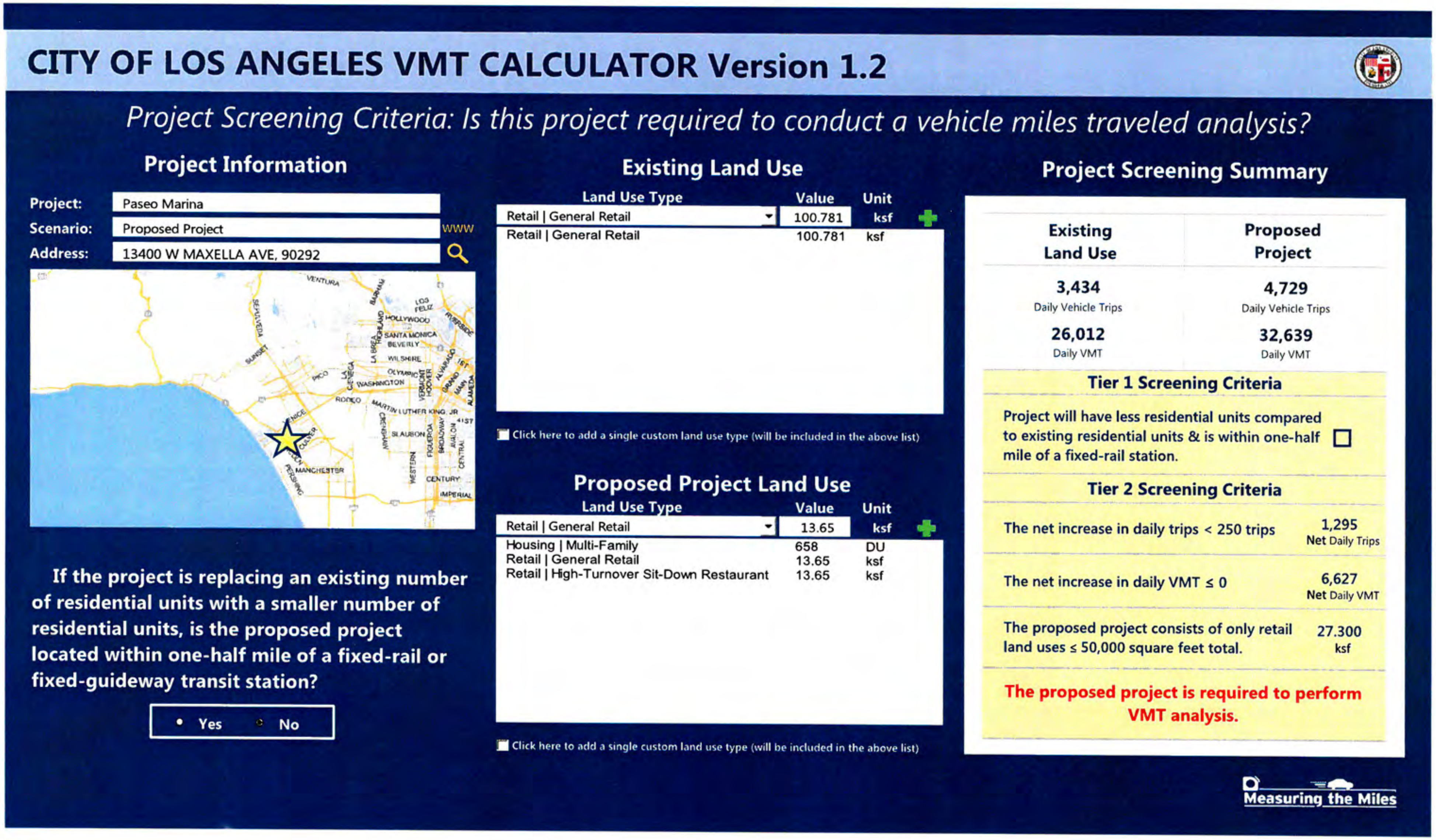


CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

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

Project Information

Project: Paseo Marina
Scenario: Proposed Project
Address: 13400 W MAXELLA AVE, 90292

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

○ Yes ● No

Existing Land Use

Land Use Type	Value	Unit
Retail | General Retail	100.781	ksf
Retail | General Retail	100.781	ksf

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

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | General Retail	13.65	ksf
Housing | Multi-Family	658	DU
Retail | General Retail	13.65	ksf
Retail | High-Turnover Sit-Down Restaurant	13.65	ksf

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

Project Screening Summary

Existing Land Use	Proposed Project
3,434 Daily Vehicle Trips	4,729 Daily Vehicle Trips
26,012 Daily VMT	32,639 Daily VMT

Tier 1 Screening Criteria

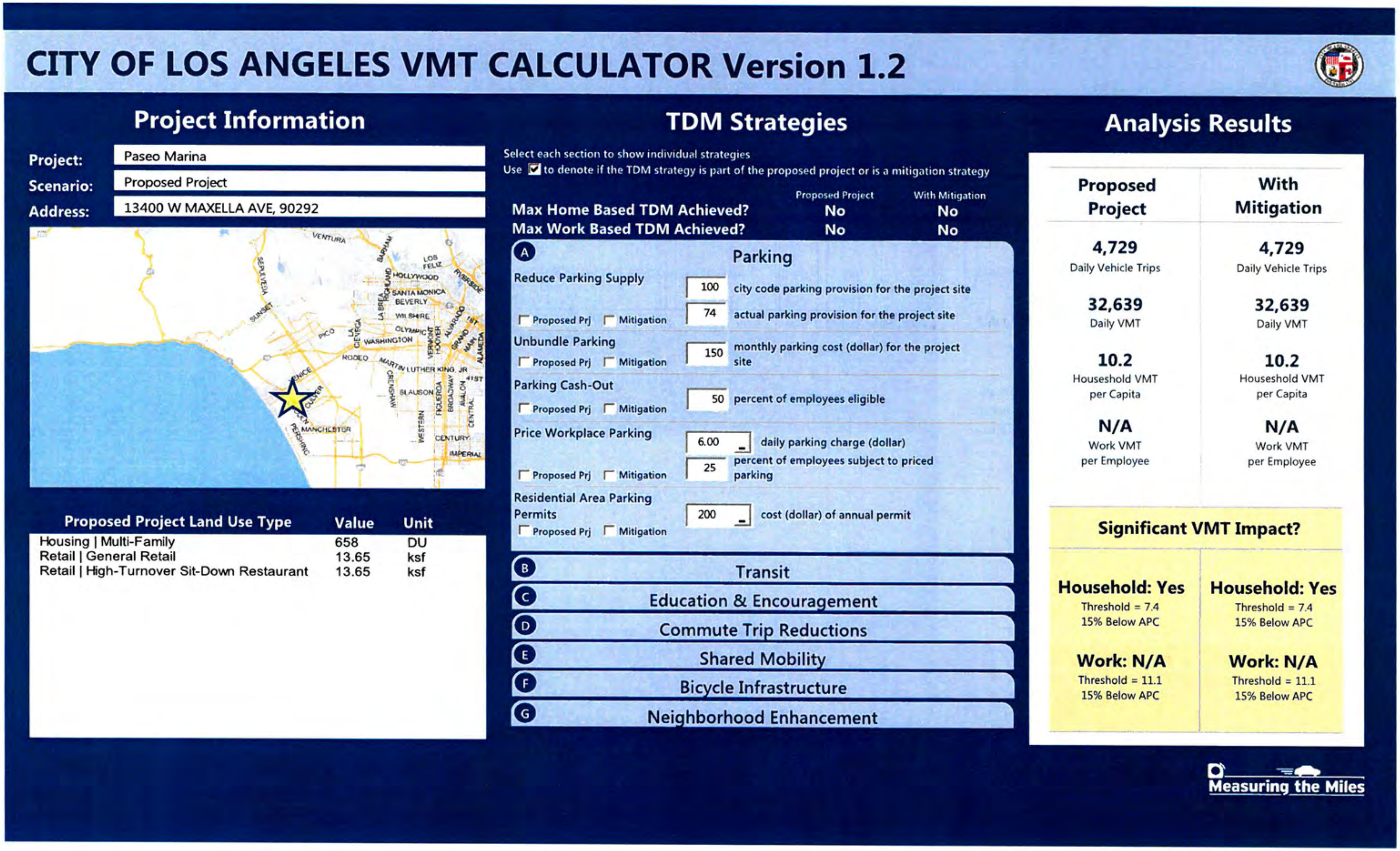
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	1,295 Net Daily Trips
The net increase in daily VMT ≤ 0	6,627 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	27.300 ksf

The proposed project is required to perform VMT analysis.

12/4/2019



CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

Project Information

Project: Paseo Marina

Scenario: Proposed Project

Address: 13400 W MAXELLA AVE, 90292

Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	658	DU
Retail | General Retail	13.65	ksf
Retail | High-Turnover Sit-Down Restaurant	13.65	ksf

TDM Strategies

Select each section to show individual strategies

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

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

Ⓐ Parking

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

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

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

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

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

Ⓑ Transit

Ⓒ Education & Encouragement

Ⓓ Commute Trip Reductions

Ⓔ Shared Mobility

Ⓕ Bicycle Infrastructure

Ⓖ Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
4,729 Daily Vehicle Trips	**4,729** Daily Vehicle Trips
32,639 Daily VMT	**32,639** Daily VMT
10.2 Household VMT per Capita	**10.2** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Household: Yes Threshold = 7.4 15% Below APC	**Household: Yes** Threshold = 7.4 15% Below APC
Work: N/A Threshold = 11.1 15% Below APC	**Work: N/A** Threshold = 11.1 15% Below APC

Measuring the Miles

12/4/2019

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 4, 2019
Project Name: Paseo Marina
Project Scenario: Proposed Project
Project Address: 13400 W MAXELLA AVE, 90292

Version 1.2

Project Information

Land Use Type		Value	Units
Housing	*Single Family*	*0*	*DU*
	Multi Family	**658**	**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**	**13.650**	**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	**13.650**	**ksf**
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 4, 2019
Project Name: Paseo Marina
Project Scenario: Proposed Project
Project Address: 13400 W MAXELLA AVE, 90292

Version 1.2

Analysis Results

Total Employees: 82
Total Population: 1,483

Proposed Project		***With Mitigation***	
4,729	**Daily Vehicle Trips**	**4,729**	**Daily Vehicle Trips**
32,639	**Daily VMT**	**32,639**	**Daily VMT**
10.2	**Household VMT per Capita**	**10.2**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?

APC: West Los Angeles

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

Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 7.4	Yes	Household > 7.4	Yes
Work > 11.1	N/A	Work > 11.1	N/A

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*

TDM Adjustments by Trip Purpose & Strategy

Place type: Suburban Center

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

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Suburban Center

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

Final Combined & Maximum TDM Effect

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

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

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: December 4, 2019
Project Name: Paseo Marina
Project Scenario: Proposed Project
Project Address: 13400 W MAXELLA AVE, 90292

Version 1.2

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	891	-22.4%	691	8.2	7,306	5,666
Home Based Other Production	2,386	-28.9%	1,696	5.6	13,362	9,498
Non-Home Based Other Production	512	-10.5%	458	7.2	3,686	3,298
Home-Based Work Attraction	119	-40.3%	71	11.4	1,357	809
Home-Based Other Attraction	1,607	-29.4%	1,135	6.7	10,767	7,605
Non-Home Based Other Attraction	752	-9.8%	678	8.5	6,392	5,763

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%	691	5,666	0.0%	691	5,666
Home Based Other Production	0.0%	1,696	9,498	0.0%	1,696	9,498
Non-Home Based Other Production	0.0%	458	3,298	0.0%	458	3,298
Home-Based Work Attraction	0.0%	71	809	0.0%	71	809
Home-Based Other Attraction	0.0%	1,135	7,605	0.0%	1,135	7,605
Non-Home Based Other Attraction	0.0%	678	5,763	0.0%	678	5,763

MXD VMT Methodology Per Capita & Per Employee

Total Population: 1,483
Total Employees: 82
APC: West Los Angeles

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**15,164**	**15,164**
Total Home Based Work Attraction VMT	**809**	**809**
Total Home Based VMT Per Capita	**10.2**	**10.2**
Total Work Based VMT Per Employee	**N/A**	**N/A**

VMT Calculator User Agreement

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

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

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

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

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

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

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

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

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

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

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

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

You, the User

By:

Print Name: Jason Shender

Title: Transportation Planner II

Company: Linscott, Law & Greenspan, Engineers

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

Phone: (818) 835-8648

Email Address: jshender@llgengineers.com

Date: 12/4/2019

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: Paseo Marina (Option B)

Project Address: 13400 Maxella Avenue

Project Description: Development of 425 apartment dwelling units, 20,000 square feet of restaurant floor area, 20,000 square feet of commercial floor area, and 90,000 square feet of office floor area.

LADOT Project Case Number: CTC20-109212 Project Site Plan attached? *(Required)* ☒ Yes ☐ No

II. TRIP GENERATION

Geographic Distribution: N 20 % S 25 % E 45 % W 10 %

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

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

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

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

	IN	OUT	TOTAL
AM Trips	108	109	217
PM Trips	38	23	61

NET Daily Trips 1,888
(From VMT Calculator version 1.2)

III. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2026 Ambient Growth Rate: 1.0 % Per Yr.

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

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

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

1 Walgrove Avenue / Washington Boulevard
2 Lincoln Boulevard / Maxella Avenue
3 Del Rey Avenue / Maxella Avenue
4 Ocean Way / Maxella Avenue
5 Maxella Avenue Driveway / Maxella Avenue
6 Glencoe Avenue / Maxella Avenue
7 Glencoe Avenue / Glencoe Avenue Driveway
8 Mindanao Way / Glencoe Avenue
9 Mindanao Way / SR-90 Eastbound Ramps
10 Mindanao Way / SR-90 Westbound Ramps
11 Mindanao Way / La Villa Marina

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

IV. ACCESS ASSESSMENT

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

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

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

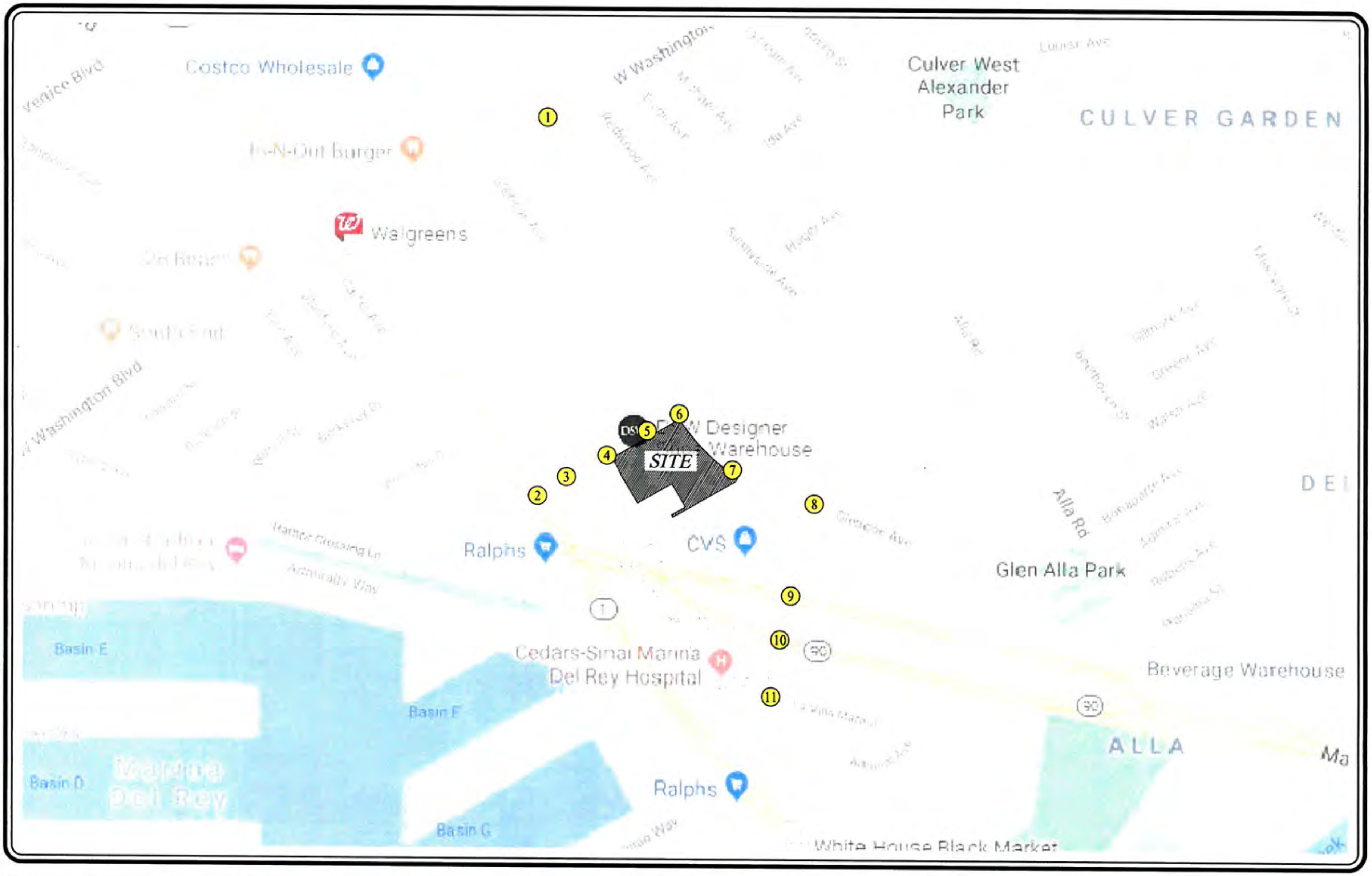
V. CONTACT INFORMATION

	CONSULTANT	DEVELOPER
Name:	Linscott, Law & Greenspan, Engineers	RAR2-Villa Marina Center CA, LLC
Address:	20931 Burbank Boulevard, Suite C	3501 Jamboree Road, Suite 3000
	Woodland Hills, CA 91367	Newport Beach, CA 92660
Phone Number:	(818) 835-8648	(949) 809-2502
E-Mail:	jshender@llgengineers.com	DPowers@Sares-Regis.com

Approved by: x ______ 4/10/2020 x ______ 5/13/202

Consultant's Representative — Date — LADOT Representative — *Date

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



N

NOT TO SCALE

MAP SOURCE: GOOGLE MAPS

▨ PROJECT SITE

ⓧ STUDY INTERSECTION

FIGURE 1
VICINITY MAP - OPTION B

LINSCOTT, LAW & GREENSPAN, engineers

PASEO MARINA PROJECT

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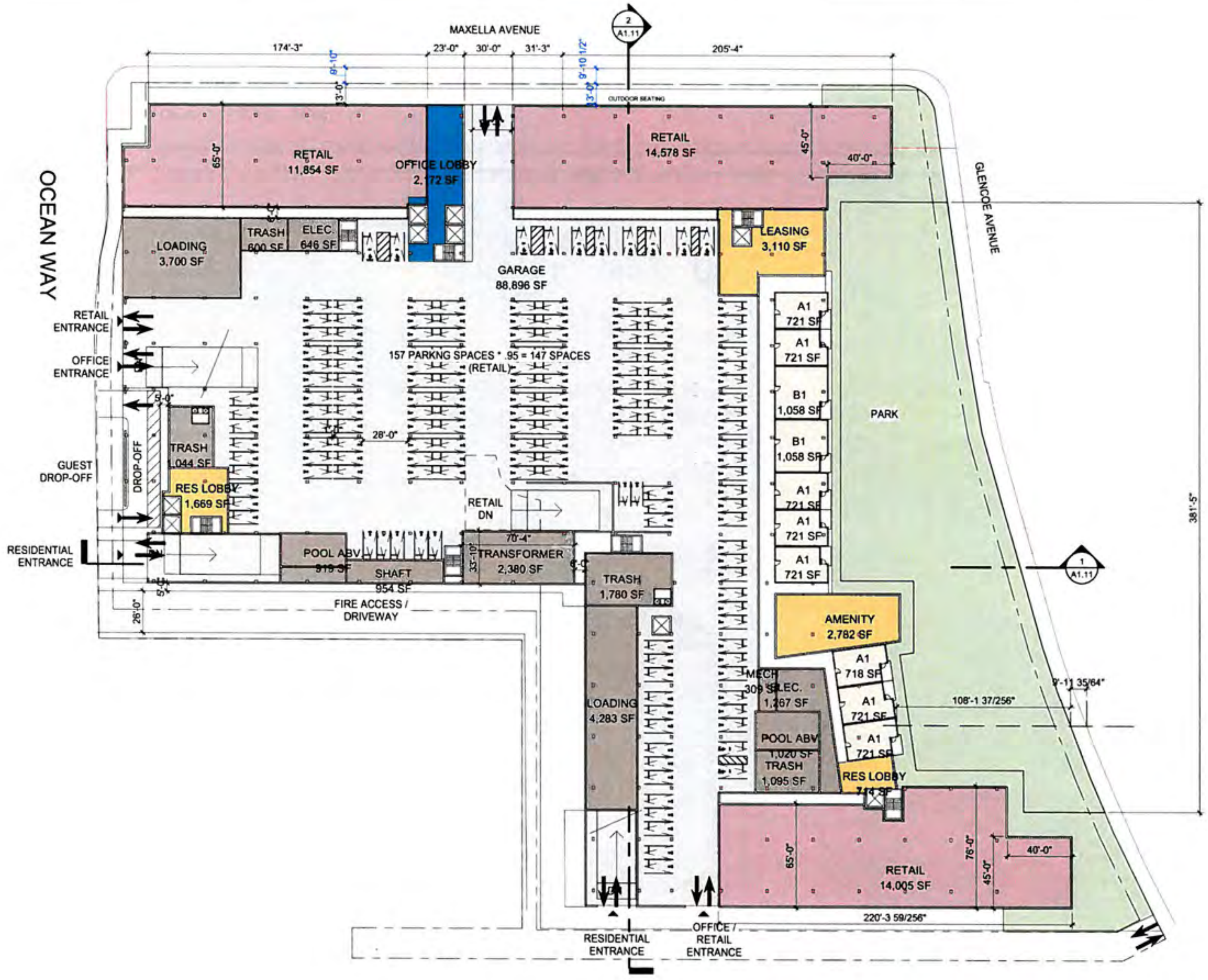

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NOT TO SCALE

MAP SOURCE: TCA ARCHITECTS

↓↑ PROJECT DRIVEWAY SITE ACCESS

▼▲ PROJECT BUILDING ACCESS

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 2

PROJECT SITE PLAN - OPTION B

GROUND FLOOR

PASEO MARINA PROJECT

Table 1
PROJECT TRIP GENERATION [1]
OPTION B PROJECT

10-Apr-20

		AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
LAND USE	**SIZE**	**IN**	**OUT**	**TOTAL**	**IN**	**OUT**	**TOTAL**
Proposed Project							
Apartments [3]	425 DU	40	113	153	114	73	187
Restaurant [4]	20,000 GSF	109	90	199	121	74	195
Commercial [5]	20,000 GLSF	12	7	19	36	40	76
Office [6]	90,000 GLSF	89	15	104	17	87	104
Subtotal		250	225	475	288	274	562
Internal Capture [7]		(60)	(54)	(114)	(86)	(82)	(168)
Transit Trips (15%) [8]		(29)	(26)	(55)	(30)	(29)	(59)
Subtotal Project Driveway Trips		**161**	**145**	**306**	**172**	**163**	**335**
Existing Land Use							
Commercial [5]	(100,781) GLSF	(59)	(36)	(95)	(184)	(200)	(384)
Transit Trips [8]							
Commercial (15%)		9	5	14	28	30	58
Subtotal Existing Driveway Trips		**(50)**	**(31)**	**(81)**	**(156)**	**(170)**	**(326)**
NET INCREASE DRIVEWAY TRIPS		**111**	**114**	**225**	**16**	**(7)**	**9**
Proposed Pass-By Trips [9]							
Restaurant (20%)		(14)	(12)	(26)	(14)	(9)	(23)
Commercial (50%)		(4)	(2)	(6)	(11)	(12)	(23)
Subtotal		(18)	(14)	(32)	(25)	(21)	(46)
Existing Pass-By Trips [9]							
Commercial (30%)		15	9	24	47	51	98
NET INCREASE "OFF-SITE" TRIPS		**108**	**109**	**217**	**38**	**23**	**61**

[1] Sources: ITE *Trip Generation Manual*, 10th Edition, 2017.

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

[3] ITE Land Use Code 221 (Multifamily Housing [Mid-Rise]) trip generation average rates.
- AM Peak Hour Trip Rate: 0.36 trips/dwelling unit; 26% inbound/74% outbound
- PM Peak Hour Trip Rate: 0.44 trips/dwelling unit; 61% inbound/39% outbound

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

[5] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
- AM Peak Hour Trip Rate: 0.94 trips/1,000 SF of leasable area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 3.81 trips/1,000 SF of leasable area; 48% inbound/52% outbound

[6] ITE Land Use Code 710 (General Office Building) trip generation average rates.
- AM Peak Hour Trip Rate: 1.16 trips/1,000 SF of floor area; 86% inbound/14% outbound
- PM Peak Hour Trip Rate: 1.15 trips/1,000 SF of floor area; 16% inbound/84% outbound

[7] The internal capture reduction for the residential, restaurant, retail, and office is based on the synergy between all the land uses provided within the project site, and determined via NCHRP 684 Internal Capture Estimation Tool (24% for AM Peak Hour and 30% for PM Peak Hour).

[8] A 15% transit use reduction applied based on the project site being located within 1/4 mile of a Big Blue Bus rapid stop. The trip reduction for transit trips has been applied to the proposed project and and existing land uses based on the *LADOT Transportation Assessment Guidelines*, July 2019 for developments within a 1/4 mile walking distance of a transit station or a Rapid Bus stop.

[9] Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the site. The trip reduction for pass-by trips has been applied to the restaurant and commercial components of the project based on the *LADOT Transportation Assessment Guidelines*, July 2019 for High Turnover Restaurant, Shopping Center less than 50,000 sf, and Shopping Center 100,000 sf to less than 300,000 sf.

NCHRP 684 Internal Trip Capture Estimation Tool

Project Name:	Paseo Marina (Option B)	**Organization:**	
Project Location:		**Performed By:**	
Scenario Description:		**Date:**	
Analysis Year:		**Checked By:**	
Analysis Period:	**AM Street Peak Hour**	**Date:**	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	710	90,000		104	89	15
Retail	820	20,000		19	12	7
Restaurant	932	20,000		199	109	90
Cinema/Entertainment				0		
Residential	221	425		153	40	113
Hotel				0		
All Other Land Uses[2]				0		
				475	250	225

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office		15%			15%	
Retail		15%			15%	
Restaurant		15%			15%	
Cinema/Entertainment						
Residential		15%			15%	
Hotel						
All Other Land Uses[2]						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		4	9	0	0	0
Retail	2		1	0	1	0
Restaurant	12	1		0	2	0
Cinema/Entertainment	0	0	0		0	0
Residential	2	1	22	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	475	250	225
Internal Capture Percentage	24%	23%	25%
External Vehicle-Trips[5]	307	163	144
External Transit-Trips[6]	54	30	24
External Non-Motorized Trips[6]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	18%	87%
Retail	50%	57%
Restaurant	29%	17%
Cinema/Entertainment	N/A	N/A
Residential	8%	22%
Hotel	N/A	N/A

[1] Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2] Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3] Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4] Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

[5] Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

[6] Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	Paseo Marina (Option B)
Analysis Period:	**AM Street Peak Hour**

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	89	89	1.00	15	15
Retail	1.00	12	12	1.00	7	7
Restaurant	1.00	109	109	1.00	90	90
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	40	40	1.00	113	113
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		4	9	0	0	0
Retail	2		1	0	1	0
Restaurant	28	13		0	4	3
Cinema/Entertainment	0	0	0		0	0
Residential	2	1	23	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		4	25	0	0	0
Retail	4		55	0	1	0
Restaurant	12	1		0	2	0
Cinema/Entertainment	0	0	0		0	0
Residential	3	2	22	0		0
Hotel	3	0	7	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	16	73	89	62	11	0
Retail	6	6	12	5	1	0
Restaurant	32	77	109	65	12	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	3	37	40	31	6	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	13	2	15	2	0	0
Retail	4	3	7	3	0	0
Restaurant	15	75	90	64	11	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	25	88	113	75	13	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1] Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[2] Person-Trips

[3] Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool

Project Name:	Paseo Marina (Option B)		**Organization:**	
Project Location:			**Performed By:**	
Scenario Description:			**Date:**	
Analysis Year:			**Checked By:**	
Analysis Period:	**PM Street Peak Hour**		**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)				Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units		Total	Entering	Exiting
Office	710	90,000			104	17	87
Retail	820	20,000			76	36	40
Restaurant	932	20,000			195	121	74
Cinema/Entertainment					0		
Residential	221	425			187	114	73
Hotel					0		
All Other Land Uses[2]					0		
					562	288	274

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips				Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized		Veh. Occ.[4]	% Transit	% Non-Motorized
Office		15%				15%	
Retail		15%				15%	
Restaurant		15%				15%	
Cinema/Entertainment							
Residential		15%				15%	
Hotel							
All Other Land Uses[2]							

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		3	2	0	2	0
Retail	1		12	0	10	0
Restaurant	2	18		0	13	0
Cinema/Entertainment	0	0	0		0	0
Residential	3	4	15	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	562	288	274
Internal Capture Percentage	30%	30%	31%
External Vehicle-Trips[5]	332	172	160
External Transit-Trips[6]	60	31	29
External Non-Motorized Trips[6]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	35%	8%
Retail	69%	58%
Restaurant	24%	45%
Cinema/Entertainment	N/A	N/A
Residential	22%	30%
Hotel	N/A	N/A

[1] Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2] Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3] Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4] Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be

[5] Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

[6] Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	Paseo Marina (Option B)
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	17	17	1.00	87	87
Retail	1.00	36	36	1.00	40	40
Restaurant	1.00	121	121	1.00	74	74
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	114	114	1.00	73	73
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		17	3	0	2	0
Retail	1		12	2	10	2
Restaurant	2	30		6	13	5
Cinema/Entertainment	0	0	0		0	0
Residential	3	31	15	0		2
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		3	2	0	5	0
Retail	5		35	0	52	0
Restaurant	5	18		0	18	0
Cinema/Entertainment	1	1	4		5	0
Residential	10	4	17	0		0
Hotel	0	1	6	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	6	11	17	9	2	0
Retail	25	11	36	9	2	0
Restaurant	29	92	121	78	14	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	25	89	114	76	13	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	7	80	87	68	12	0
Retail	23	17	40	14	3	0
Restaurant	33	41	74	35	6	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	22	51	73	43	8	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1] Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2] Person-Trips

[3] Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

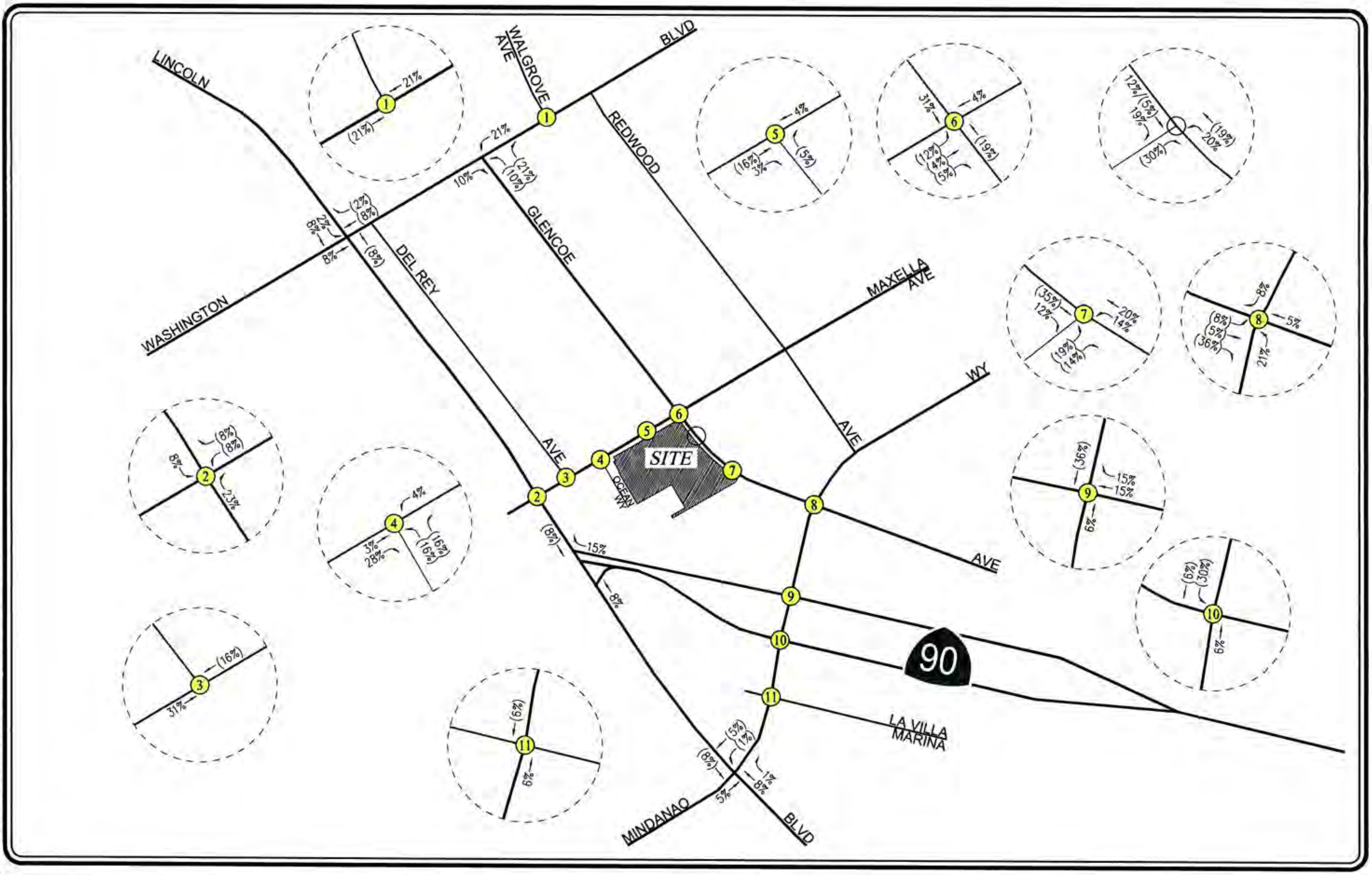
*Indicates computation that has been rounded to the nearest whole number.

Table 7.1a Adjusted Internal Trip Capture Rates for Trip Origins within a Multi-Use Development

Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
From OFFICE	To Office	0.0%	0.0%
	To Retail	28.0%	20.0%
	To Restaurant	63.0%	4.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	1.0%	2.0%
	To Hotel	0.0%	0.0%
From RETAIL	To Office	29.0%	2.0%
	To Retail	0.0%	0.0%
	To Restaurant	13.0%	29.0%
	To Cinema/Entertainment	0.0%	4.0%
	To Residential	14.0%	26.0%
	To Hotel	0.0%	5.0%
From RESTAURANT	To Office	31.0%	3.0%
	To Retail	14.0%	41.0%
	To Restaurant	0.0%	0.0%
	To Cinema/Entertainment	0.0%	8.0%
	To Residential	4.0%	18.0%
	To Hotel	3.0%	7.0%
From CINEMA/ENTERTAINMENT	To Office	0.0%	2.0%
	To Retail	0.0%	21.0%
	To Restaurant	0.0%	31.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	8.0%
	To Hotel	0.0%	2.0%
From RESIDENTIAL	To Office	2.0%	4.0%
	To Retail	1.0%	42.0%
	To Restaurant	20.0%	21.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	0.0%
	To Hotel	0.0%	3.0%
From HOTEL	To Office	75.0%	0.0%
	To Retail	14.0%	16.0%
	To Restaurant	9.0%	68.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	2.0%
	To Hotel	0.0%	0.0%

Table 7.2a Adjusted Internal Trip Capture Rates for Trip Destinations within a Multi-Use Development

Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
To OFFICE	From Office	0.0%	0.0%
	From Retail	4.0%	31.0%
	From Restaurant	14.0%	30.0%
	From Cinema/Entertainment	0.0%	6.0%
	From Residential	3.0%	57.0%
	From Hotel	3.0%	0.0%
To RETAIL	From Office	32.0%	8.0%
	From Retail	0.0%	0.0%
	From Restaurant	8.0%	50.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	17.0%	10.0%
	From Hotel	4.0%	2.0%
To RESTAURANT	From Office	23.0%	2.0%
	From Retail	50.0%	29.0%
	From Restaurant	0.0%	0.0%
	From Cinema/Entertainment	0.0%	3.0%
	From Residential	20.0%	14.0%
	From Hotel	6.0%	5.0%
To CINEMA/ENTERTAINMENT	From Office	0.0%	1.0%
	From Retail	0.0%	26.0%
	From Restaurant	0.0%	32.0%
	From Cinema/Entertainment	0.0%	0.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To RESIDENTIAL	From Office	0.0%	4.0%
	From Retail	2.0%	46.0%
	From Restaurant	5.0%	16.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To HOTEL	From Office	0.0%	0.0%
	From Retail	0.0%	17.0%
	From Restaurant	4.0%	71.0%
	From Cinema/Entertainment	0.0%	1.0%
	From Residential	0.0%	12.0%
	From Hotel	0.0%	0.0%



N
NOT TO SCALE

▨ PROJECT SITE
Ⓧ STUDY INTERSECTION
= INBOUND PERCENTAGES
(##) = OUTBOUND PERCENTAGES

FIGURE 3
PROJECT TRIP DISTRIBUTION - OPTION B
EXISTING SITE

LINSCOTT, LAW & GREENSPAN, engineers

PASEO MARINA PROJECT

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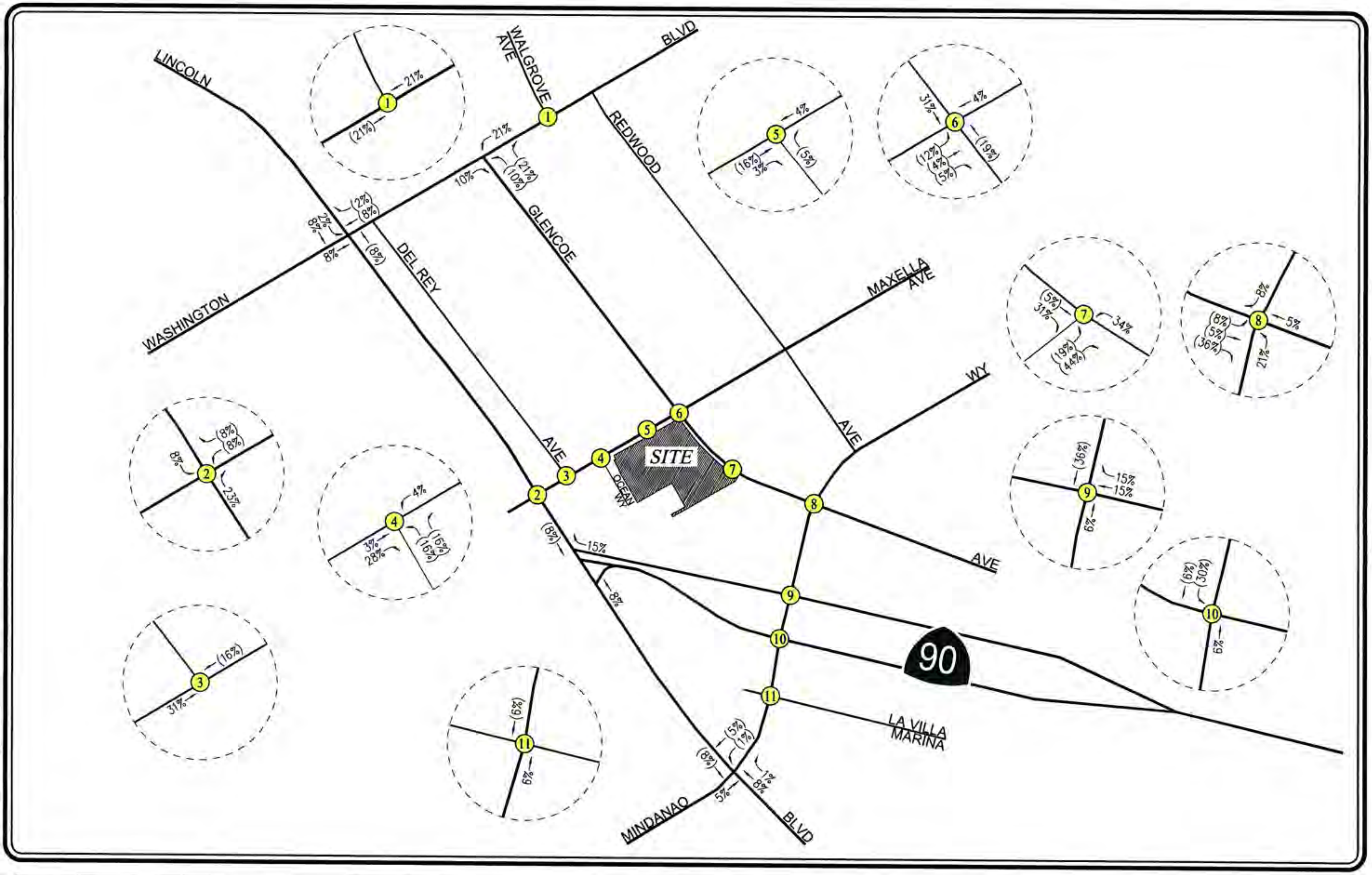

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NOT TO SCALE

▨ PROJECT SITE

ⓧ STUDY INTERSECTION

= INBOUND PERCENTAGES

(##) = OUTBOUND PERCENTAGES

FIGURE 4

PROJECT TRIP DISTRIBUTION - OPTION B

LINSCOTT, LAW & GREENSPAN, engineers

PASEO MARINA PROJECT

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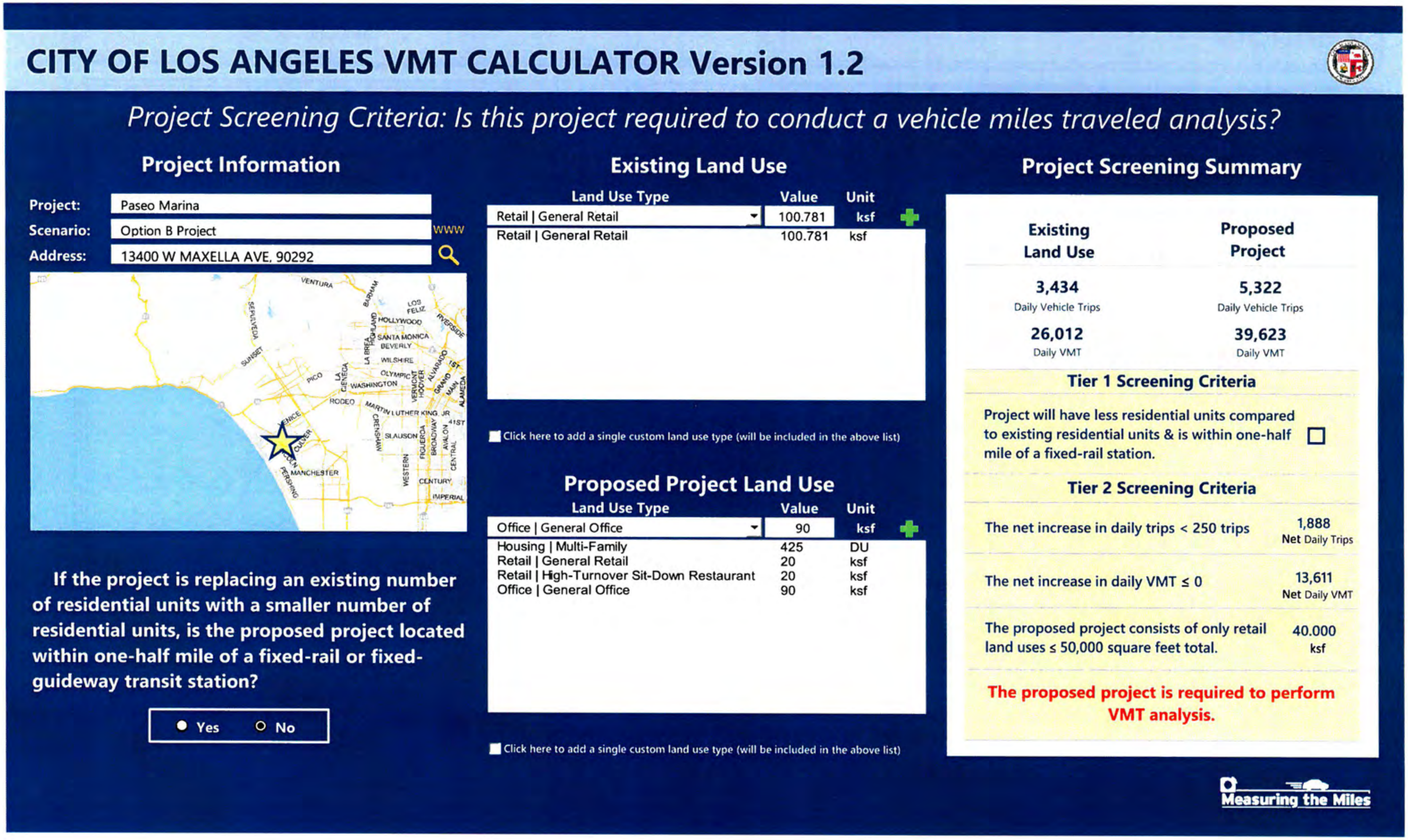


CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

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

Project Information

Project: Paseo Marina
Scenario: Option B Project
Address: 13400 W MAXELLA AVE, 90292

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

● Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Retail | General Retail	100.781	ksf
Retail | General Retail	100.781	ksf

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

Proposed Project Land Use

Land Use Type	Value	Unit
Office | General Office	90	ksf
Housing | Multi-Family	425	DU
Retail | General Retail	20	ksf
Retail | High-Turnover Sit-Down Restaurant	20	ksf
Office | General Office	90	ksf

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

Project Screening Summary

Existing Land Use	Proposed Project
3,434 Daily Vehicle Trips	5,322 Daily Vehicle Trips
26,012 Daily VMT	39,623 Daily VMT

Tier 1 Screening Criteria

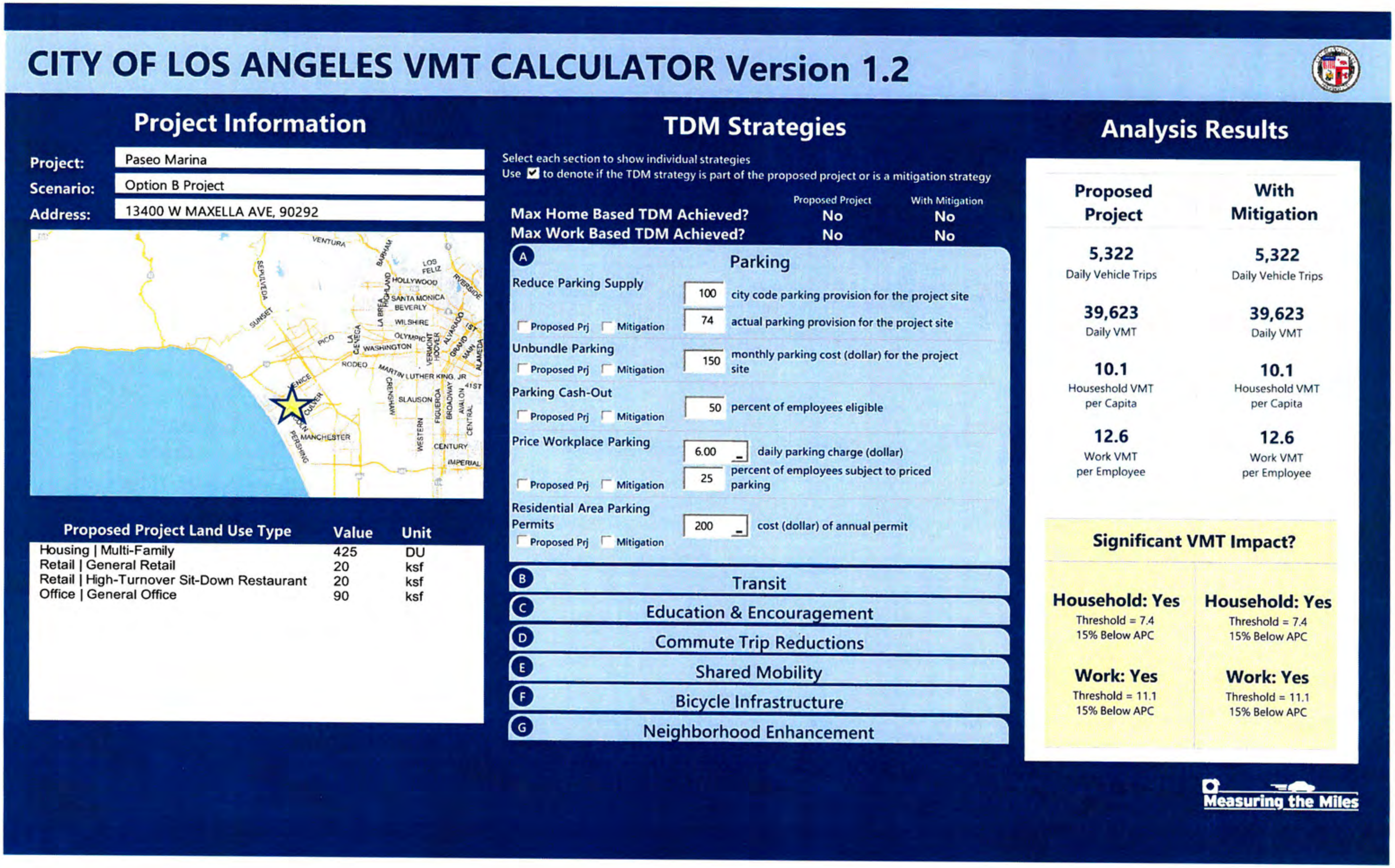
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	1,888 **Net** Daily Trips
The net increase in daily VMT ≤ 0	13,611 **Net** Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	40.000 ksf

The proposed project is required to perform VMT analysis.

4/10/2020



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Project Information

Project: Paseo Marina
Scenario: Option B Project
Address: 13400 W MAXELLA AVE, 90292

Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	425	DU
Retail | General Retail	20	ksf
Retail | High-Turnover Sit-Down Restaurant	20	ksf
Office | General Office	90	ksf

TDM Strategies

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

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

A Parking

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

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

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

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

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

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
5,322 Daily Vehicle Trips	**5,322** Daily Vehicle Trips
39,623 Daily VMT	**39,623** Daily VMT
10.1 Household VMT per Capita	**10.1** Household VMT per Capita
12.6 Work VMT per Employee	**12.6** Work VMT per Employee

Significant VMT Impact?

Household: Yes Threshold = 7.4 15% Below APC	**Household: Yes** Threshold = 7.4 15% Below APC
Work: Yes Threshold = 11.1 15% Below APC	**Work: Yes** Threshold = 11.1 15% Below APC

4/10/2020

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: April 10, 2020
Project Name: Paseo Marina
Project Scenario: Option B Project
Project Address: 13400 W MAXELLA AVE, 90292

Version 1.2

Project Information

Land Use Type		Value	Units
Housing	*Single Family*	*0*	*DU*
	Multi Family	**425**	**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**	**20.000**	**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	**20.000**	**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**	**90.000**	**ksf**
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: April 10, 2020
Project Name: Paseo Marina
Project Scenario: Option B Project
Project Address: 13400 W MAXELLA AVE, 90292

Version 1.2

Analysis Results

Total Employees: 480
Total Population: 958

Proposed Project		***With Mitigation***	
5,322	**Daily Vehicle Trips**	**5,322**	**Daily Vehicle Trips**
39,623	**Daily VMT**	**39,623**	**Daily VMT**
10.1	**Household VMT per Capita**	**10.1**	**Household VMT per Capita**
12.6	**Work VMT per Employee**	**12.6**	**Work VMT per Employee**

Significant VMT Impact?

APC: West Los Angeles

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

Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 7.4	Yes	Household > 7.4	Yes
Work > 11.1	Yes	Work > 11.1	Yes

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: April 10, 2020
Project Name: Paseo Marina
Project Scenario: Option B Project
Project Address: 13400 W MAXELLA AVE, 90292

Version 1.2

TDM Adjustments by Trip Purpose & Strategy

Place type: Suburban Center

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

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Suburban Center

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

Final Combined & Maximum TDM Effect

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

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

PLACE 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: April 10, 2020
Project Name: Paseo Marina
Project Scenario: Option B Project
Project Address: 13400 W MAXELLA AVE, 90292

Version 1.2

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	575	-25.0%	431	8.2	4,715	3,534
Home Based Other Production	1,541	-29.4%	1,088	5.6	8,630	6,093
Non-Home Based Other Production	868	-11.1%	772	7.2	6,250	5,558
Home-Based Work Attraction	696	-24.0%	529	11.4	7,934	6,031
Home-Based Other Attraction	2,236	-28.9%	1,589	6.7	14,981	10,646
Non-Home Based Other Attraction	1,023	-10.8%	913	8.5	8,696	7,761

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%	431	3,534	0.0%	431	3,534
Home Based Other Production	0.0%	1,088	6,093	0.0%	1,088	6,093
Non-Home Based Other Production	0.0%	772	5,558	0.0%	772	5,558
Home-Based Work Attraction	0.0%	529	6,031	0.0%	529	6,031
Home-Based Other Attraction	0.0%	1,589	10,646	0.0%	1,589	10,646
Non-Home Based Other Attraction	0.0%	913	7,761	0.0%	913	7,761

MXD VMT Methodology Per Capita & Per Employee

Total Population: 958
Total Employees: 480
APC: West Los Angeles

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**9,627**	**9,627**
Total Home Based Work Attraction VMT	**6,031**	**6,031**
Total Home Based VMT Per Capita	**10.1**	**10.1**
Total Work Based VMT Per Employee	**12.6**	**12.6**

VMT Calculator User Agreement

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

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

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

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

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

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

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

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

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

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

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

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

You, the User

By:

Print Name: Jason Shender

Title: Transportation Planner II

Company: Linscott, Law & Greenspan, Engineers

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

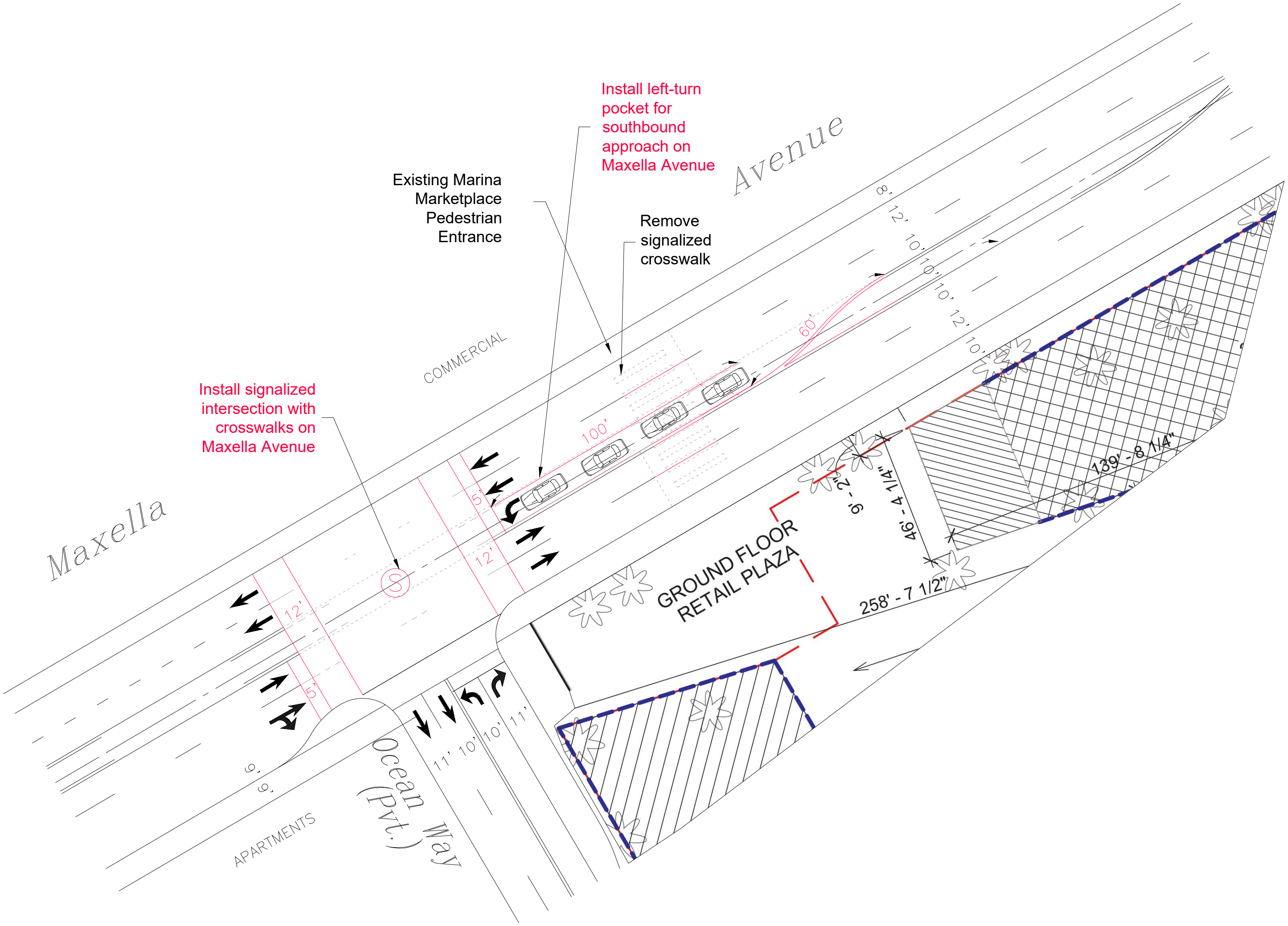
Phone: (818) 835-8648

Email Address: jshender@llgengineers.com

Date: 4/10/2020

APPENDIX B

CONCEPT PLAN
OCEAN WAY / MAXELLA AVENUE



Install left-turn pocket for southbound approach on Maxella Avenue

Existing Marina Marketplace Pedestrian Entrance

Remove signalized crosswalk

Install signalized intersection with crosswalks on Maxella Avenue

N

NOT TO SCALE

— — EXISTING PAVEMENT MARKINGS

— — PROPOSED PAVEMENT MARKINGS

EXHIBIT A

OCEAN WAY / MAXELLA AVENUE CONCEPT PLAN

LINSCOTT, LAW & GREENSPAN, engineers

PASEO MARINA PROJECT

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APPENDIX C

NCHRP INTERNAL CAPTURE TOOL OUTPUTS

NCHRP 684 Internal Trip Capture Estimation Tool

Project Name:	Paseo Marina - Option A	**Organization:**	
Project Location:		**Performed By:**	
Scenario Description:		**Date:**	
Analysis Year:		**Checked By:**	
Analysis Period:	**AM Street Peak Hour**	**Date:**	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	820	13,650		13	8	5
Restaurant	932	13,650		136	75	61
Cinema/Entertainment				0		
Residential	221	592		191	50	141
Hotel				0		
All Other Land Uses[2]				0		
				340	133	207

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office						
Retail		15%			15%	
Restaurant		15%			15%	
Cinema/Entertainment						
Residential		15%			15%	
Hotel						
All Other Land Uses[2]						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		1	0	1	0
Restaurant	0	1		0	2	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	1	15	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	340	133	207
Internal Capture Percentage	12%	16%	10%
External Vehicle-Trips[5]	253	95	158
External Transit-Trips[6]	45	17	28
External Non-Motorized Trips[6]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	25%	40%
Restaurant	21%	5%
Cinema/Entertainment	N/A	N/A
Residential	6%	11%
Hotel	N/A	N/A

[1] Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2] Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3] Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4] Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

[5] Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

[6] Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	Paseo Marina - Option A
Analysis Period:	**AM Street Peak Hour**

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	8	8	1.00	5	5
Restaurant	1.00	75	75	1.00	61	61
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	50	50	1.00	141	141
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	1		1	0	1	0
Restaurant	19	9		0	2	2
Cinema/Entertainment	0	0	0		0	0
Residential	3	1	28	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		3	17	0	0	0
Retail	0		38	0	1	0
Restaurant	0	1		0	3	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	1	15	0		0
Hotel	0	0	5	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	2	6	8	5	1	0
Restaurant	16	59	75	50	9	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	3	47	50	40	7	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	2	3	5	3	0	0
Restaurant	3	58	61	49	9	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	16	125	141	106	19	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1] Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[2] Person-Trips

[3] Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool

Project Name:	Paseo Marina - Option A	**Organization:**	
Project Location:		**Performed By:**	
Scenario Description:		**Date:**	
Analysis Year:		**Checked By:**	
Analysis Period:	**PM Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	820	13,650		52	25	27
Restaurant	932	13,650		133	82	51
Cinema/Entertainment				0		
Residential	221	592		233	142	91
Hotel				0		
All Other Land Uses[2]				0		
				418	249	169

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office						
Retail		15%			15%	
Restaurant		15%			15%	
Cinema/Entertainment						
Residential		15%			15%	
Hotel						
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		8	0	7	0
Restaurant	0	13		0	9	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	3	11	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	418	249	169
Internal Capture Percentage	24%	20%	30%
External Vehicle-Trips[5]	269	169	100
External Transit-Trips[6]	47	29	18
External Non-Motorized Trips[6]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	64%	56%
Restaurant	23%	43%
Cinema/Entertainment	N/A	N/A
Residential	11%	15%
Hotel	N/A	N/A

[1] Land Use Codes (LUCs) from *Trip Generation Manual* , published by the Institute of Transportation Engineers.

[2] Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3] Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4] Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be

[5] Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

[6] Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	Paseo Marina - Option A
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips				Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*		Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0		1.00	0	0
Retail	1.00	25	25		1.00	27	27
Restaurant	1.00	82	82		1.00	51	51
Cinema/Entertainment	1.00	0	0		1.00	0	0
Residential	1.00	142	142		1.00	91	91
Hotel	1.00	0	0		1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	1		8	1	7	1
Restaurant	2	21		4	9	4
Cinema/Entertainment	0	0	0		0	0
Residential	4	38	19	0		3
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		2	2	0	6	0
Retail	0		24	0	65	0
Restaurant	0	13		0	23	0
Cinema/Entertainment	0	1	2		6	0
Residential	0	3	11	0		0
Hotel	0	1	4	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates				External Trips by Mode*		
	Internal	External	Total		Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0		0	0	0
Retail	16	9	25		8	1	0
Restaurant	19	63	82		54	9	0
Cinema/Entertainment	0	0	0		0	0	0
Residential	16	126	142		107	19	0
Hotel	0	0	0		0	0	0
All Other Land Uses[3]	0	0	0		0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates				External Trips by Mode*		
	Internal	External	Total		Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0		0	0	0
Retail	15	12	27		10	2	0
Restaurant	22	29	51		25	4	0
Cinema/Entertainment	0	0	0		0	0	0
Residential	14	77	91		65	12	0
Hotel	0	0	0		0	0	0
All Other Land Uses[3]	0	0	0		0	0	0

[1] Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2] Person-Trips

[3] Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

Table 7.1a Adjusted Internal Trip Capture Rates for Trip Origins within a Multi-Use Development			
Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
From OFFICE	To Office	0.0%	0.0%
	To Retail	28.0%	20.0%
	To Restaurant	63.0%	4.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	1.0%	2.0%
	To Hotel	0.0%	0.0%
From RETAIL	To Office	29.0%	2.0%
	To Retail	0.0%	0.0%
	To Restaurant	13.0%	29.0%
	To Cinema/Entertainment	0.0%	4.0%
	To Residential	14.0%	26.0%
	To Hotel	0.0%	5.0%
From RESTAURANT	To Office	31.0%	3.0%
	To Retail	14.0%	41.0%
	To Restaurant	0.0%	0.0%
	To Cinema/Entertainment	0.0%	8.0%
	To Residential	4.0%	18.0%
	To Hotel	3.0%	7.0%
From CINEMA/ENTERTAINMENT	To Office	0.0%	2.0%
	To Retail	0.0%	21.0%
	To Restaurant	0.0%	31.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	8.0%
	To Hotel	0.0%	2.0%
From RESIDENTIAL	To Office	2.0%	4.0%
	To Retail	1.0%	42.0%
	To Restaurant	20.0%	21.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	0.0%
	To Hotel	0.0%	3.0%
From HOTEL	To Office	75.0%	0.0%
	To Retail	14.0%	16.0%
	To Restaurant	9.0%	68.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	2.0%
	To Hotel	0.0%	0.0%

Table 7.2a Adjusted Internal Trip Capture Rates for Trip Destinations within a Multi-Use Development			
Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
To OFFICE	From Office	0.0%	0.0%
	From Retail	4.0%	31.0%
	From Restaurant	14.0%	30.0%
	From Cinema/Entertainment	0.0%	6.0%
	From Residential	3.0%	57.0%
	From Hotel	3.0%	0.0%
To RETAIL	From Office	32.0%	8.0%
	From Retail	0.0%	0.0%
	From Restaurant	8.0%	50.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	17.0%	10.0%
	From Hotel	4.0%	2.0%
To RESTAURANT	From Office	23.0%	2.0%
	From Retail	50.0%	29.0%
	From Restaurant	0.0%	0.0%
	From Cinema/Entertainment	0.0%	3.0%
	From Residential	20.0%	14.0%
	From Hotel	6.0%	5.0%
To CINEMA/ENTERTAINMENT	From Office	0.0%	1.0%
	From Retail	0.0%	26.0%
	From Restaurant	0.0%	32.0%
	From Cinema/Entertainment	0.0%	0.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To RESIDENTIAL	From Office	0.0%	4.0%
	From Retail	2.0%	46.0%
	From Restaurant	5.0%	16.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To HOTEL	From Office	0.0%	0.0%
	From Retail	0.0%	17.0%
	From Restaurant	4.0%	71.0%
	From Cinema/Entertainment	0.0%	1.0%
	From Residential	0.0%	12.0%
	From Hotel	0.0%	0.0%

NCHRP 684 Internal Trip Capture Estimation Tool

Project Name:	Paseo Marina (Option B)	**Organization:**	
Project Location:		**Performed By:**	
Scenario Description:		**Date:**	
Analysis Year:		**Checked By:**	
Analysis Period:	**AM Street Peak Hour**	**Date:**	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	710	90,000		104	89	15
Retail	820	20,000		19	12	7
Restaurant	932	20,000		199	109	90
Cinema/Entertainment				0		
Residential	221		382	138	36	102
Hotel				0		
All Other Land Uses[2]				0		
				460	246	214

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office		15%			15%	
Retail		15%			15%	
Restaurant		15%			15%	
Cinema/Entertainment						
Residential		15%			15%	
Hotel						
All Other Land Uses[2]						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		4	9	0	0	0
Retail	2		1	0	1	0
Restaurant	12	1		0	2	0
Cinema/Entertainment	0	0	0		0	0
Residential	2	1	20	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	460	246	214
Internal Capture Percentage	24%	22%	26%
External Vehicle-Trips[5]	298	162	136
External Transit-Trips[6]	52	29	23
External Non-Motorized Trips[6]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	18%	87%
Retail	50%	57%
Restaurant	28%	17%
Cinema/Entertainment	N/A	N/A
Residential	8%	23%
Hotel	N/A	N/A

[1] Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2] Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3] Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4] Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

[5] Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

[6] Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	Paseo Marina (Option B)
Analysis Period:	**AM Street Peak Hour**

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-A (D): Entering Trips				Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*		Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	89	89		1.00	15	15
Retail	1.00	12	12		1.00	7	7
Restaurant	1.00	109	109		1.00	90	90
Cinema/Entertainment	1.00	0	0		1.00	0	0
Residential	1.00	36	36		1.00	102	102
Hotel	1.00	0	0		1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office	▨	4	9	0	0	0
Retail	2	▨	1	0	1	0
Restaurant	28	13	▨	0	4	3
Cinema/Entertainment	0	0	0	▨	0	0
Residential	2	1	20	0	▨	0
Hotel	0	0	0	0	0	▨

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office	▨	4	25	0	0	0
Retail	4	▨	55	0	1	0
Restaurant	12	1	▨	0	2	0
Cinema/Entertainment	0	0	0	▨	0	0
Residential	3	2	22	0	▨	0
Hotel	3	0	7	0	0	▨

Table 9-A (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates				External Trips by Mode*		
	Internal	External	Total		Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	16	73	89		62	11	0
Retail	6	6	12		5	1	0
Restaurant	30	79	109		67	12	0
Cinema/Entertainment	0	0	0		0	0	0
Residential	3	33	36		28	5	0
Hotel	0	0	0		0	0	0
All Other Land Uses[3]	0	0	0		0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates				External Trips by Mode*		
	Internal	External	Total		Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	13	2	15		2	0	0
Retail	4	3	7		3	0	0
Restaurant	15	75	90		64	11	0
Cinema/Entertainment	0	0	0		0	0	0
Residential	23	79	102		67	12	0
Hotel	0	0	0		0	0	0
All Other Land Uses[3]	0	0	0		0	0	0

[1] Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[2] Person-Trips

[3] Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool

Project Name:	Paseo Marina (Option B)	**Organization:**	
Project Location:		**Performed By:**	
Scenario Description:		**Date:**	
Analysis Year:		**Checked By:**	
Analysis Period:	**PM Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	710	90,000		104	17	87
Retail	820	20,000		76	36	40
Restaurant	932	20,000		195	121	74
Cinema/Entertainment				0		
Residential	221	382		168	102	66
Hotel				0		
All Other Land Uses[2]				0		
				543	276	267

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office		15%			15%	
Retail		15%			15%	
Restaurant		15%			15%	
Cinema/Entertainment						
Residential		15%			15%	
Hotel						
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		3	2	0	2	0
Retail	1		12	0	10	0
Restaurant	2	18		0	13	0
Cinema/Entertainment	0	0	0		0	0
Residential	3	4	14	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	543	276	267
Internal Capture Percentage	31%	30%	31%
External Vehicle-Trips[5]	317	162	155
External Transit-Trips[6]	58	30	28
External Non-Motorized Trips[6]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	35%	8%
Retail	69%	58%
Restaurant	23%	45%
Cinema/Entertainment	N/A	N/A
Residential	25%	32%
Hotel	N/A	N/A

[1] Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2] Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3] Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4] Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be

[5] Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

[6] Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	Paseo Marina (Option B)
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	17	17	1.00	87	87
Retail	1.00	36	36	1.00	40	40
Restaurant	1.00	121	121	1.00	74	74
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	102	102	1.00	66	66
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		17	3	0	2	0
Retail	1		12	2	10	2
Restaurant	2	30		6	13	5
Cinema/Entertainment	0	0	0		0	0
Residential	3	28	14	0		2
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		3	2	0	4	0
Retail	5		35	0	47	0
Restaurant	5	18		0	16	0
Cinema/Entertainment	1	1	4		4	0
Residential	10	4	17	0		0
Hotel	0	1	6	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles^1	Transit^2	Non-Motorized^2
Office	6	11	17	9	2	0
Retail	25	11	36	9	2	0
Restaurant	28	93	121	79	14	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	25	77	102	65	12	0
Hotel	0	0	0	0	0	0
All Other Land Uses^3	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles^1	Transit^2	Non-Motorized^2
Office	7	80	87	68	12	0
Retail	23	17	40	14	3	0
Restaurant	33	41	74	35	6	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	21	45	66	38	7	0
Hotel	0	0	0	0	0	0
All Other Land Uses^3	0	0	0	0	0	0

[1] Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2] Person-Trips

[3] Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

Table 7.1a Adjusted Internal Trip Capture Rates for Trip Origins within a Multi-Use Development			
Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
From OFFICE	To Office	0.0%	0.0%
	To Retail	28.0%	20.0%
	To Restaurant	63.0%	4.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	1.0%	2.0%
	To Hotel	0.0%	0.0%
From RETAIL	To Office	29.0%	2.0%
	To Retail	0.0%	0.0%
	To Restaurant	13.0%	29.0%
	To Cinema/Entertainment	0.0%	4.0%
	To Residential	14.0%	26.0%
	To Hotel	0.0%	5.0%
From RESTAURANT	To Office	31.0%	3.0%
	To Retail	14.0%	41.0%
	To Restaurant	0.0%	0.0%
	To Cinema/Entertainment	0.0%	8.0%
	To Residential	4.0%	18.0%
	To Hotel	3.0%	7.0%
From CINEMA/ENTERTAINMENT	To Office	0.0%	2.0%
	To Retail	0.0%	21.0%
	To Restaurant	0.0%	31.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	8.0%
	To Hotel	0.0%	2.0%
From RESIDENTIAL	To Office	2.0%	4.0%
	To Retail	1.0%	42.0%
	To Restaurant	20.0%	21.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	0.0%
	To Hotel	0.0%	3.0%
From HOTEL	To Office	75.0%	0.0%
	To Retail	14.0%	16.0%
	To Restaurant	9.0%	68.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	2.0%
	To Hotel	0.0%	0.0%

Table 7.2a Adjusted Internal Trip Capture Rates for Trip Destinations within a Multi-Use Development			
Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
To OFFICE	From Office	0.0%	0.0%
	From Retail	4.0%	31.0%
	From Restaurant	14.0%	30.0%
	From Cinema/Entertainment	0.0%	6.0%
	From Residential	3.0%	57.0%
	From Hotel	3.0%	0.0%
To RETAIL	From Office	32.0%	8.0%
	From Retail	0.0%	0.0%
	From Restaurant	8.0%	50.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	17.0%	10.0%
	From Hotel	4.0%	2.0%
To RESTAURANT	From Office	23.0%	2.0%
	From Retail	50.0%	29.0%
	From Restaurant	0.0%	0.0%
	From Cinema/Entertainment	0.0%	3.0%
	From Residential	20.0%	14.0%
	From Hotel	6.0%	5.0%
To CINEMA/ENTERTAINMENT	From Office	0.0%	1.0%
	From Retail	0.0%	26.0%
	From Restaurant	0.0%	32.0%
	From Cinema/Entertainment	0.0%	0.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To RESIDENTIAL	From Office	0.0%	4.0%
	From Retail	2.0%	46.0%
	From Restaurant	5.0%	16.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To HOTEL	From Office	0.0%	0.0%
	From Retail	0.0%	17.0%
	From Restaurant	4.0%	71.0%
	From Cinema/Entertainment	0.0%	1.0%
	From Residential	0.0%	12.0%
	From Hotel	0.0%	0.0%

APPENDIX D

LADOT VMT CALCULATOR OUTPUT
OPTION A

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

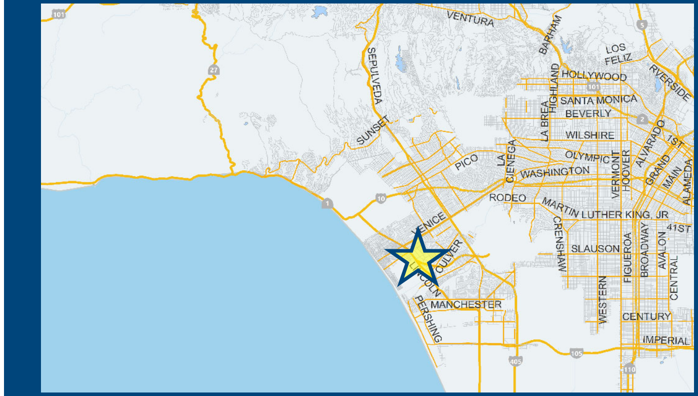
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: Paseo Marina

Scenario: Option A

Address: 13400 W MAXELLA AVE, 90292



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

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Retail | General Retail	100.781	ksf
Retail | General Retail	100.781	ksf

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

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | General Retail	13.65	ksf
Housing | Multi-Family	592	DU
Housing | Affordable Housing - Family	66	DU
Retail | High-Turnover Sit-Down Restaurant	13.65	ksf
Retail | General Retail	13.65	ksf

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

Project Screening Summary

Existing Land Use	Proposed Project
3,595 Daily Vehicle Trips	**4,974** Daily Vehicle Trips
29,609 Daily VMT	**37,347** Daily VMT

Tier 1 Screening Criteria

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

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	1,379 Net Daily Trips
The net increase in daily VMT ≤ 0	7,738 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	27.300 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

4/27/2021

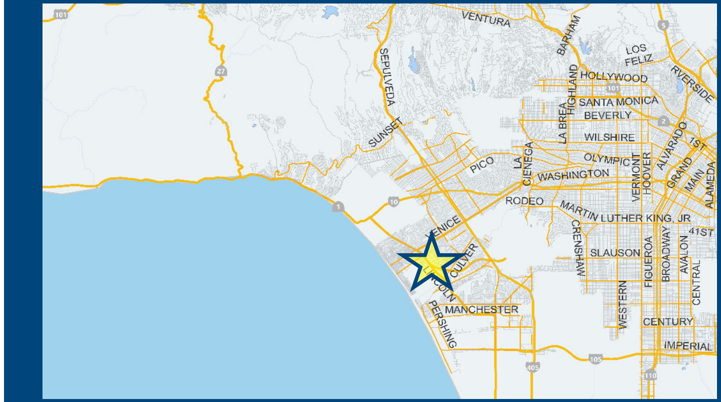
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: Paseo Marina

Scenario: Option A

Address: 13400 W MAXELLA AVE, 90292



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	592	DU
Housing | Affordable Housing - Family	66	DU
Retail | High-Turnover Sit-Down Restaurant	13.65	ksf
Retail | General Retail	13.65	ksf

TDM Strategies

Select each section to show individual strategies

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

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

A Parking

Reduce Parking Supply

100 city code parking provision for the project site

74 actual parking provision for the project site

☐ Proposed Prj ☐ Mitigation

Unbundle Parking

175 monthly parking cost (dollar) for the project site

☐ Proposed Prj ☐ Mitigation

Parking Cash-Out

50 percent of employees eligible

☐ Proposed Prj ☐ Mitigation

Price Workplace Parking

6.00 daily parking charge (dollar)

50 percent of employees subject to priced parking

☐ Proposed Prj ☐ Mitigation

Residential Area Parking Permits

200 cost (dollar) of annual permit

☐ Proposed Prj ☐ Mitigation

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
4,974 Daily Vehicle Trips	**4,974** Daily Vehicle Trips
37,347 Daily VMT	**37,347** Daily VMT
6.9 Household VMT per Capita	**6.9** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Household: No Threshold = 7.4 15% Below APC	**Household: No** Threshold = 7.4 15% Below APC
Work: N/A Threshold = 11.1 15% Below APC	**Work: N/A** Threshold = 11.1 15% Below APC

Measuring the Miles

4/27/2021

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: April 27, 2021
Project Name: Paseo Marina
Project Scenario: Option A
Project Address: 13400 W MAXELLA AVE, 90292

Version 1.3

Project Information

Land Use Type		Value	Units
Housing	*Single Family*	*0*	*DU*
	Multi Family	592	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	66	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	General Retail	13.650	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	13.650	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: April 27, 2021
Project Name: Paseo Marina
Project Scenario: Option A
Project Address: 13400 W MAXELLA AVE, 90292

Version 1.3

Analysis Results

Total Employees: 82
Total Population: 1,541

Proposed Project		***With Mitigation***	
4,974	**Daily Vehicle Trips**	**4,974**	**Daily Vehicle Trips**
37,347	**Daily VMT**	**37,347**	**Daily VMT**
6.9	**Household VMT per Capita**	**6.9**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?

APC: West Los Angeles

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

Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 7.4	No	Household > 7.4	No
Work > 11.1	N/A	Work > 11.1	N/A

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*

TDM Adjustments by Trip Purpose & Strategy

Place type: Suburban Center

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

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Suburban Center

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

Final Combined & Maximum TDM Effect

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

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

where X%=

PLACE 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: April 27, 2021
Project Name: Paseo Marina
Project Scenario: Option A
Project Address: 13400 W MAXELLA AVE, 90292

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	586	-14.3%	502	8.3	4,864	4,167
Home Based Other Production	1,624	-32.0%	1,104	5.9	9,582	6,514
Non-Home Based Other Production	1,270	-5.3%	1,203	7.4	9,398	8,902
Home-Based Work Attraction	119	-31.1%	82	12.6	1,499	1,033
Home-Based Other Attraction	1,949	-26.6%	1,431	7.5	14,618	10,733
Non-Home Based Other Attraction	696	-6.3%	652	9.2	6,403	5,998

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%	502	4,167	0.0%	502	4,167
Home Based Other Production	0.0%	1,104	6,514	0.0%	1,104	6,514
Non-Home Based Other Production	0.0%	1,203	8,902	0.0%	1,203	8,902
Home-Based Work Attraction	0.0%	82	1,033	0.0%	82	1,033
Home-Based Other Attraction	0.0%	1,431	10,733	0.0%	1,431	10,733
Non-Home Based Other Attraction	0.0%	652	5,998	0.0%	652	5,998

MXD VMT Methodology Per Capita & Per Employee

Total Population: 1,541
Total Employees: 82
APC: West Los Angeles

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**10,681**	**10,681**
Total Home Based Work Attraction VMT	**1,033**	**1,033**
Total Home Based VMT Per Capita	**6.9**	**6.9**
Total Work Based VMT Per Employee	**N/A**	**N/A**

VMT Calculator User Agreement

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

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

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

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

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

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

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

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

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

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

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

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

You, the User

By:

Print Name: Jason Shender

Title: Transportation Planner III

Company: Linscott, Law & Greenspan, Engineers

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

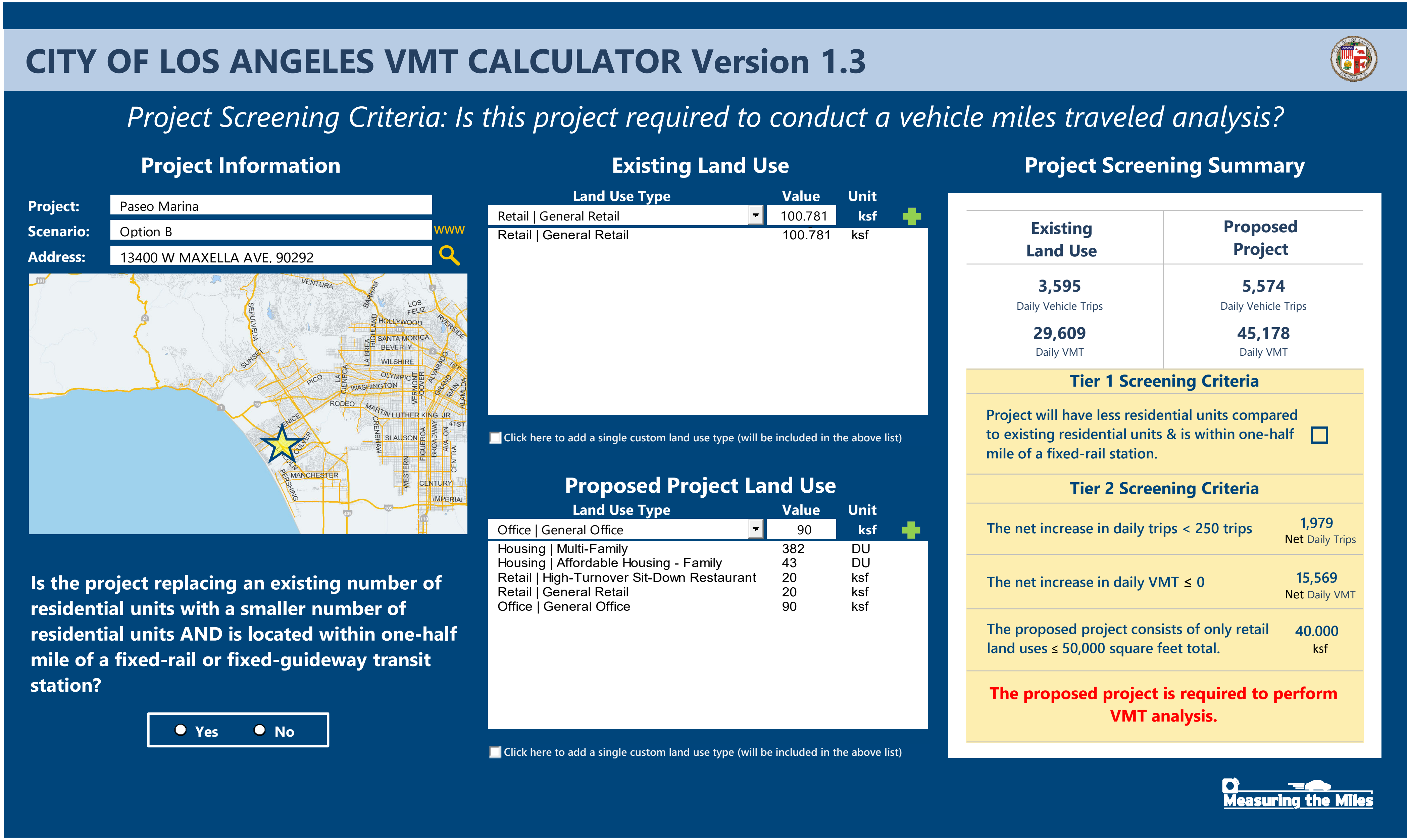
Phone: (818) 835-8648

Email Address: jshender@llgengineers.com

Date: 4/27/2021

APPENDIX E

LADOT VMT CALCULATOR OUTPUT
OPTION 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: Paseo Marina
Scenario: Option B
Address: 13400 W MAXELLA AVE, 90292

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

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Retail | General Retail	100.781	ksf
Retail | General Retail	100.781	ksf

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

Proposed Project Land Use

Land Use Type	Value	Unit
Office | General Office	90	ksf
Housing | Multi-Family	382	DU
Housing | Affordable Housing - Family	43	DU
Retail | High-Turnover Sit-Down Restaurant	20	ksf
Retail | General Retail	20	ksf
Office | General Office	90	ksf

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

Project Screening Summary

Existing Land Use	Proposed Project
3,595 Daily Vehicle Trips	**5,574** Daily Vehicle Trips
29,609 Daily VMT	**45,178** Daily VMT

Tier 1 Screening Criteria

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

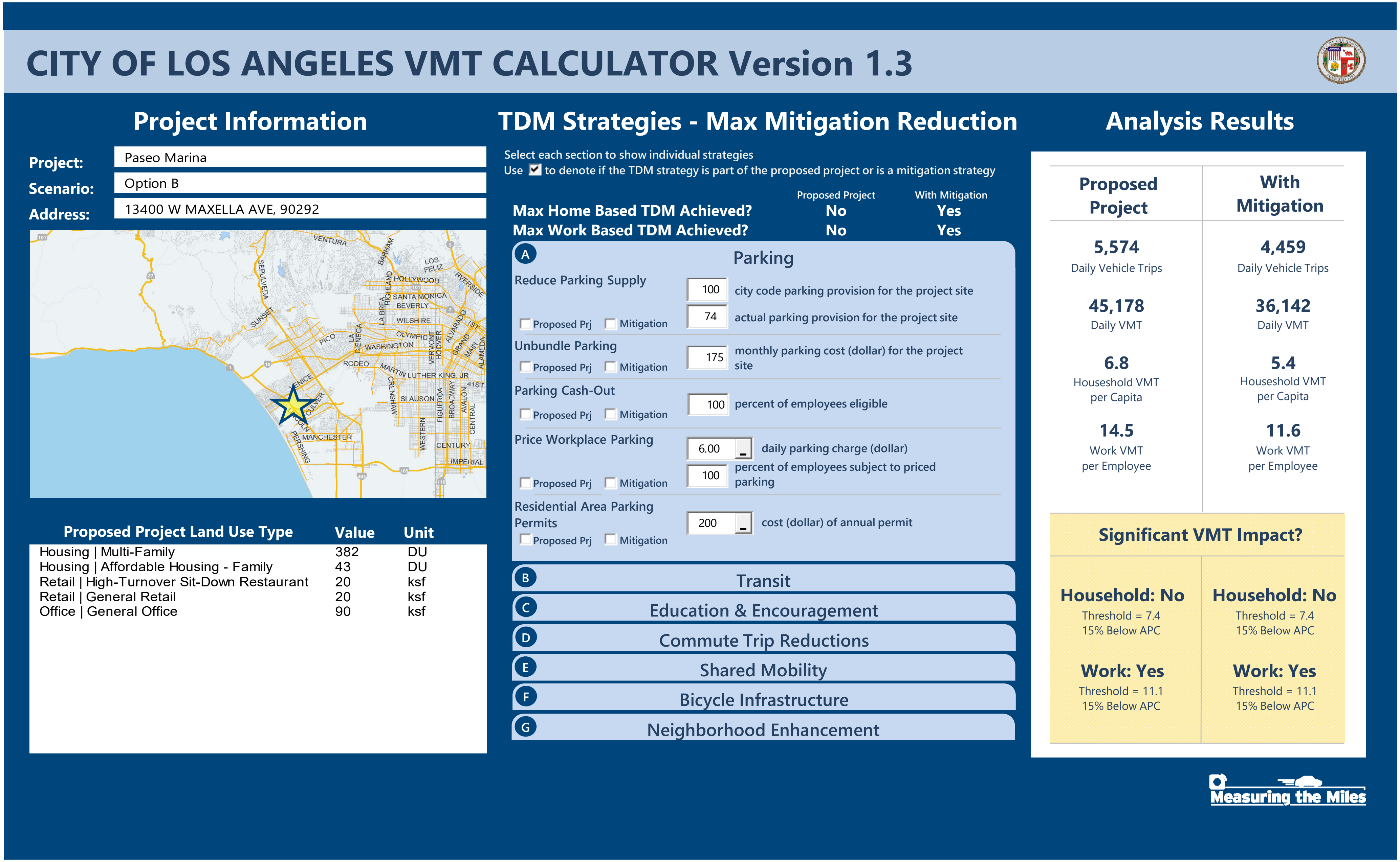
Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	1,979 Net Daily Trips
The net increase in daily VMT ≤ 0	15,569 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	40.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

6/21/2021



CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: Paseo Marina

Scenario: Option B

Address: 13400 W MAXELLA AVE, 90292

Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	382	DU
Housing | Affordable Housing - Family	43	DU
Retail | High-Turnover Sit-Down Restaurant	20	ksf
Retail | General Retail	20	ksf
Office | General Office	90	ksf

TDM Strategies - Max Mitigation Reduction

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**	**Yes**
Max Work Based TDM Achieved?	**No**	**Yes**

A Parking

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

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

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

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

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

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
5,574 Daily Vehicle Trips	**4,459** Daily Vehicle Trips
45,178 Daily VMT	**36,142** Daily VMT
6.8 Household VMT per Capita	**5.4** Household VMT per Capita
14.5 Work VMT per Employee	**11.6** Work VMT per Employee

Significant VMT Impact?

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

Measuring the Miles

6/21/2021

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: June 21, 2021
Project Name: Paseo Marina
Project Scenario: Option B
Project Address: 13400 W MAXELLA AVE, 90292

Version 1.3

Project Information

Land Use Type		Value	Units
Housing	*Single Family*	*0*	*DU*
	Multi Family	382	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	43	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	General Retail	20.000	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	20.000	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	90.000	ksf
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: June 21, 2021
Project Name: Paseo Marina
Project Scenario: Option B
Project Address: 13400 W MAXELLA AVE, 90292

Version 1.3

Analysis Results

Total Employees: 480
Total Population: 996

Proposed Project		***With Mitigation***	
5,574	**Daily Vehicle Trips**	**4,459**	**Daily Vehicle Trips**
45,178	**Daily VMT**	**36,142**	**Daily VMT**
6.8	**Household VMT per Capita**	**5.4**	**Household VMT per Capita**
14.5	**Work VMT per Employee**	**11.6**	**Work VMT per Employee**

Significant VMT Impact?

APC: West Los Angeles

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: June 21, 2021
Project Name: Paseo Marina
Project Scenario: Option B
Project Address: 13400 W MAXELLA AVE, 90292

Version 1.3

TDM Strategy Inputs

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

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	Employees and residents eligible (%)	*0%*	100%
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	$2.98
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	Employees and residents participating (%)	*0%*	100%

(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 Program	Employees participating (%)	*0%*	5%
		Type of program	*0*	1.5 days of telecommuting per week
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: June 21, 2021
Project Name: Paseo Marina
Project Scenario: Option B
Project Address: 13400 W MAXELLA AVE, 90292

Version 1.3

TDM Strategy Inputs, Cont.

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: June 21, 2021
Project Name: Paseo Marina
Project Scenario: Option B
Project Address: 13400 W MAXELLA AVE, 90292

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Suburban Center

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	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%	16%	0%	16%	0%	16%	0%	16%	0%	16%	0%	16%	
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%	4%	0%	4%	0%	4%	0%	4%	0%	4%	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%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Suburban Center

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.0%	0.6%	0.0%	0.6%	0.0%	0.6%	0.0%	0.6%	0.0%	0.6%	0.0%	0.6%	
	Include secure bike parking and showers	0.0%	0.6%	0.0%	0.6%	0.0%	0.6%	0.0%	0.6%	0.0%	0.6%	0.0%	0.6%	
Neighborhood Enhancement	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	0.0%	2.0%	0.0%	2.0%	0.0%	2.0%	0.0%	2.0%	0.0%	2.0%	0.0%	2.0%	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*0%*	*22%*	*0%*	*22%*	*0%*	*22%*	*0%*	*22%*	*0%*	*22%*	*0%*	*19%*
MAX. TDM EFFECT	*0%*	*20%*	*0%*	*20%*	*0%*	*20%*	*0%*	*20%*	*0%*	*20%*	*0%*	*20%*

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

where X%=

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: June 21, 2021
Project Name: Paseo Marina
Project Scenario: Option B
Project Address: 13400 W MAXELLA AVE, 90292

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	379	-18.5%	309	8.3	3,146	2,565
Home Based Other Production	1,049	-32.6%	707	5.9	6,189	4,171
Non-Home Based Other Production	1,358	-6.1%	1,275	7.4	10,049	9,435
Home-Based Work Attraction	696	-20.5%	553	12.6	8,770	6,968
Home-Based Other Attraction	2,457	-26.3%	1,810	7.5	18,428	13,575
Non-Home Based Other Attraction	987	-6.8%	920	9.2	9,080	8,464

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%	309	2,565	-20.0%	247	2,052
Home Based Other Production	0.0%	707	4,171	-20.0%	566	3,337
Non-Home Based Other Production	0.0%	1,275	9,435	-20.0%	1,020	7,548
Home-Based Work Attraction	0.0%	553	6,968	-20.0%	442	5,574
Home-Based Other Attraction	0.0%	1,810	13,575	-20.0%	1,448	10,860
Non-Home Based Other Attraction	0.0%	920	8,464	-20.0%	736	6,771

MXD VMT Methodology Per Capita & Per Employee

Total Population: 996
Total Employees: 480
APC: West Los Angeles

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**6,736**	**5,389**
Total Home Based Work Attraction VMT	**6,968**	**5,574**
Total Home Based VMT Per Capita	**6.8**	**5.4**
Total Work Based VMT Per Employee	**14.5**	**11.6**

VMT Calculator User Agreement

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

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

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

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

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

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

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

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

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

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

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

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

You, the User

By:

Print Name: Jason Shender, AICP

Title: Transportation Planner III

Company: Linscott, Law & Greenspan, Engineers

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

Phone: (818) 835-8648

Email Address: jshender@llgengineers.com

Date: 6/21/2021

APPENDIX F

MANUAL TRAFFIC COUNT DATA

City Of Los Angeles
Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Walgrove Ave/James Import Dwy

East/West Washington Blvd

Day: Tuesday Date: 08/29/2017 Weather: SUNNY

Hours: Chekrs: NDS

School Day: YES I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	12	115	101
BIKES	0	9	59	82
BUSES	0	0	33	41

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	1	7.00	73	8.15	387	8.45	338	8.45
PM PK 15 MIN	4	16.30	108	17.30	361	15.00	330	17.45
AM PK HOUR	1	7.00	259	8.00	1431	8.00	1241	8.15
PM PK HOUR	10	16.00	377	16.45	1372	17.00	1207	17.00

NORTHBOUND Approach					**SOUTHBOUND Approach**					**TOTAL**	**XING S/L**		**XING N/L**	
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	N-S	Ped	Sch	Ped	Sch
7-8	1	0	0	1	*7-8*	2	0	156	158	159	0	0	9	11
8-9	0	0	1	1	*8-9*	13	0	246	259	260	0	0	29	32
9-10	1	0	0	1	*9-10*	20	0	189	209	210	0	0	35	37
15-16	0	0	5	5	*15-16*	41	0	302	343	348	0	0	28	39
16-17	1	0	9	10	*16-17*	40	0	328	368	378	0	0	31	34
17-18	0	0	2	2	*17-18*	49	0	319	368	370	0	0	25	25
TOTAL	3	0	17	20	TOTAL	165	0	1540	1705	1725	0	0	157	178

EASTBOUND Approach					**WESTBOUND Approach**					**TOTAL**	**XING W/L**		**XING E/L**	
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	E-W	Ped	Sch	Ped	Sch
7-8	362	846	0	1208	*7-8*	5	843	145	993	2201	0	0	0	0
8-9	281	1148	2	1431	*8-9*	13	1066	159	1238	2669	1	1	0	0
9-10	249	1005	0	1254	*9-10*	7	1043	121	1171	2425	1	1	0	0
15-16	221	1052	2	1275	*15-16*	3	1096	61	1160	2435	0	0	0	0
16-17	218	1058	2	1278	*16-17*	4	1119	58	1181	2459	1	1	0	0
17-18	248	1123	1	1372	*17-18*	2	1125	80	1207	2579	2	2	0	0
TOTAL	1579	6232	7	7818	TOTAL	34	6292	624	6950	14768	5	5	0	0

Prepared by National Data & Surveying Services

Walgrove Ave/James Import Dwy & Washington Blvd

Peak Hour Turning Movement Count

ID: 17-05515-002
City: Los Angeles

Day: Tuesday
Date: 08/29/2017

PEAK HOURS		COUNT PERIODS
08:00 AM - 09:00 AM	AM	07:00 AM - 10:00 AM
NONE	NOON	NONE
05:00 PM - 06:00 PM	PM	03:00 PM - 06:00 PM

Walgrove Ave/James Import Dwy

SOUTHBOUND

	↲	↓	↳	↺	⇧	
AM	246	0	13	0	439	AM
NOON	0	0	0	0	0	NOON
PM	319	0	49	0	327	PM
	0	1	0	0		

Washington Blvd

EASTBOUND

	AM	NOON	PM	
⇦	1308	0	1440	
↺	1	0	1	0
↰	280	0	247	1
→	1143	0	1118	2
↴	2	0	1	0

Washington Blvd

WESTBOUND

		PM	NOON	AM
0	↰	80	0	159
2	←	1120	0	1061
0	↲	1	0	2
0	↺	1	0	11
	⇨	1170	0	1168

CONTROL

1-Way Stop(SB)

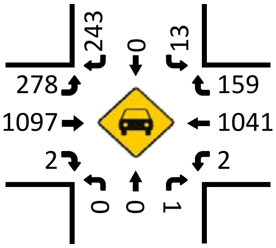
	AM	NOON	PM
TEV	2919	0	2939
PHF	0.92		0.97

NORTHBOUND

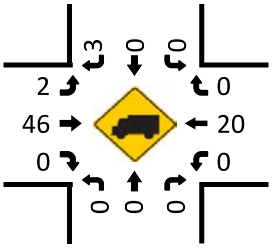
Walgrove Ave/James Import Dwy

		0	0	0	0	
	⇩	↺	↰	↑	↱	
PM	2	0	0	0	2	PM
NOON	0	0	0	0	0	NOON
AM	4	0	0	0	1	AM

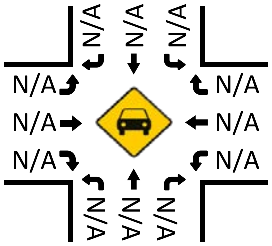
Cars (AM)



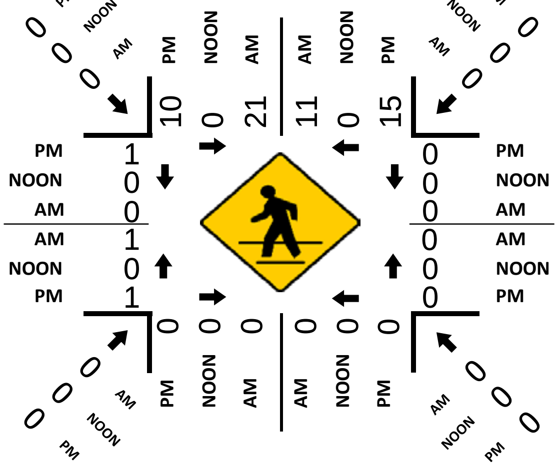
HT (AM)



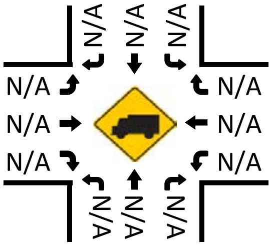
Cars (NOON)



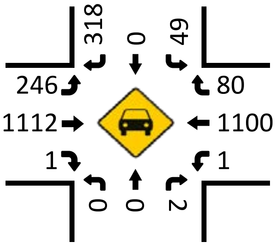
Pedestrians (Crosswalks)



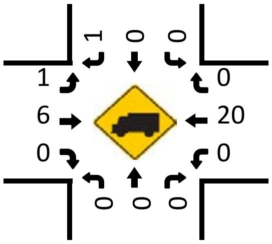
HT (NOON)



Cars (PM)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Walgrove Ave/James Import Dwy & Washington Blvd
City: Los Angeles
Control: 1-Way Stop(SB)

Project ID: 17-05515-002
Date: 8/29/2017

Total

NS/EW Streets:	Walgrove Ave/James Import Dwy				Walgrove Ave/James Import Dwy				Washington Blvd				Washington Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	1	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	0	0	0	0	0	22	0	79	157	0	1	0	149	33	0	442
7:15 AM	0	0	0	0	0	0	36	0	108	186	0	1	0	172	29	2	534
7:30 AM	0	0	0	0	0	0	43	0	93	244	0	0	1	238	51	1	671
7:45 AM	0	0	0	0	2	0	55	0	79	253	0	1	1	276	32	0	699
8:00 AM	0	0	0	0	2	0	44	0	75	272	1	0	1	285	38	4	722
8:15 AM	0	0	0	0	5	0	68	0	64	268	1	1	1	244	37	3	692
8:30 AM	0	0	1	0	1	0	71	0	63	295	0	0	0	242	40	0	713
8:45 AM	0	0	0	0	5	0	63	0	78	308	0	0	0	290	44	4	792
9:00 AM	0	0	0	0	5	0	38	0	79	254	0	0	0	292	37	1	706
9:15 AM	0	0	0	0	5	0	55	0	77	251	0	1	0	244	35	3	671
9:30 AM	0	0	0	0	1	0	45	0	52	250	0	1	0	242	27	2	620
9:45 AM	1	0	0	0	9	0	51	0	39	244	0	0	1	257	22	0	624
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	0	1	0	35	0	591	0	886	2982	2	6	5	2931	425	20	7886
APPROACH %'s :	66.67%	0.00%	33.33%	0.00%	5.59%	0.00%	94.41%	0.00%	22.86%	76.93%	0.05%	0.15%	0.15%	86.69%	12.57%	0.59%	
PEAK HR :	08:00 AM - 09:00 AM				08:00 AM	41	37	48									TOTAL
PEAK HR VOL :	0	0	1	0	13	0	246	0	280	1143	2	1	2	1061	159	11	2919
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.650	0.000	0.866	0.000	0.897	0.928	0.500	0.250	0.500	0.915	0.903	0.688	0.921
	0.250				0.887				0.924				0.912				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	1	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	0	1	0	10	0	65	0	63	296	0	1	0	267	20	0	723
3:15 PM	0	0	1	0	9	0	76	0	65	251	0	0	1	287	15	0	705
3:30 PM	0	0	1	0	9	0	88	0	44	247	1	0	0	264	11	0	665
3:45 PM	0	0	2	0	13	0	73	0	47	252	1	1	2	270	15	0	676
4:00 PM	0	0	1	0	12	0	78	0	49	269	0	1	0	270	17	0	697
4:15 PM	0	0	2	0	13	0	79	0	53	259	1	0	1	284	13	1	706
4:30 PM	0	0	4	0	6	0	90	0	66	264	1	0	0	274	17	1	723
4:45 PM	1	0	2	0	9	0	81	0	49	261	0	0	0	284	11	1	699
5:00 PM	0	0	1	0	9	0	83	0	67	278	0	1	0	288	16	1	744
5:15 PM	0	0	0	0	13	0	74	0	54	278	0	0	0	271	20	0	710
5:30 PM	0	0	1	0	22	0	86	0	71	273	1	0	0	262	15	0	731
5:45 PM	0	0	0	0	5	0	76	0	55	289	0	0	1	299	29	0	754
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	16	0	130	0	949	0	683	3217	5	4	5	3320	199	4	8533
APPROACH %'s :	5.88%	0.00%	94.12%	0.00%	12.05%	0.00%	87.95%	0.00%	17.47%	82.30%	0.13%	0.10%	0.14%	94.10%	5.64%	0.11%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	2	0	49	0	319	0	247	1118	1	1	1	1120	80	1	2939
PEAK HR FACTOR :	0.000	0.000	0.500	0.000	0.557	0.000	0.927	0.000	0.870	0.967	0.250	0.250	0.250	0.936	0.690	0.250	0.974
	0.500				0.852				0.988				0.913				

City Of Los Angeles
Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Lincoln Blvd

East/West Marina Pointe Dr_Maxella Ave

Day: Tuesday Date: April 26, 2016 Weather: SUNNY

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

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	223	174	16	41
BIKES	31	19	48	54
BUSES	73	51	0	12

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	644	8.45	517	8.00	107	7.30	104	9.30
PM PK 15 MIN	598	17.45	600	16.15	81	15.45	160	16.30
AM PK HOUR	2481	7.00	1966	7.45	353	7.30	362	9.00
PM PK HOUR	2243	17.00	2195	16.15	260	16.45	593	16.30

NORTHBOUND Approach					**SOUTHBOUND Approach**					**TOTAL**	**XING S/L**		**XING N/L**	
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	N-S	Ped	Sch	Ped	Sch
7-8	73	2187	221	2481	*7-8*	67	1391	48	1506	3987	0	0	58	1
8-9	112	1991	266	2369	*8-9*	117	1756	57	1930	4299	1	0	61	0
9-10	110	1985	278	2373	*9-10*	113	1514	69	1696	4069	0	0	93	1
15-16	143	1527	244	1914	*15-16*	101	1861	74	2036	3950	0	0	103	0
16-17	155	1578	287	2020	*16-17*	113	1943	103	2159	4179	0	0	77	0
17-18	186	1725	332	2243	*17-18*	100	1980	113	2193	4436	2	0	103	2
TOTAL	779	10993	1628	13400	TOTAL	611	10445	464	11520	24920	3	0	495	4

EASTBOUND Approach					**WESTBOUND Approach**					**TOTAL**	**XING W/L**		**XING E/L**	
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	E-W	Ped	Sch	Ped	Sch
7-8	74	75	152	301	*7-8*	126	33	87	246	547	17	0	17	0
8-9	73	77	188	338	*8-9*	176	37	117	330	668	25	0	16	0
9-10	81	72	150	303	*9-10*	177	37	148	362	665	35	0	28	0
15-16	81	63	105	249	*15-16*	302	99	160	561	810	42	0	42	0
16-17	72	74	92	238	*16-17*	295	98	169	562	800	62	0	22	0
17-18	83	62	99	244	*17-18*	308	94	184	586	830	62	0	32	1
TOTAL	464	423	786	1673	TOTAL	1384	398	865	2647	4320	243	0	157	1

ITM Peak Hour Summary

Prepared by:

NDS

National Data & Surveying Services

Lincoln Blvd and Marina Pointe Dr_Maxella Ave , Los Angeles

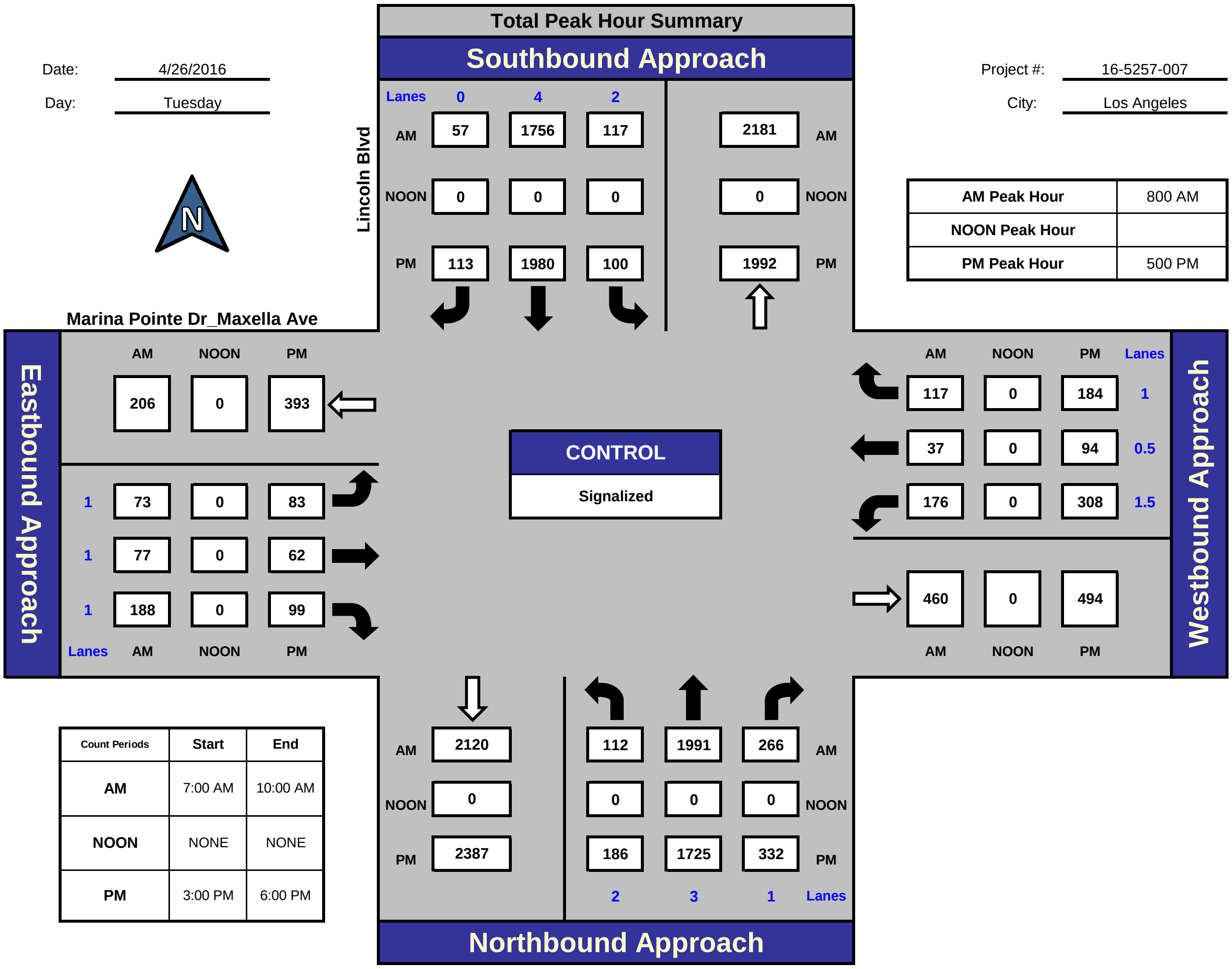
Date: 4/26/2016

Day: Tuesday

Project #: 16-5257-007

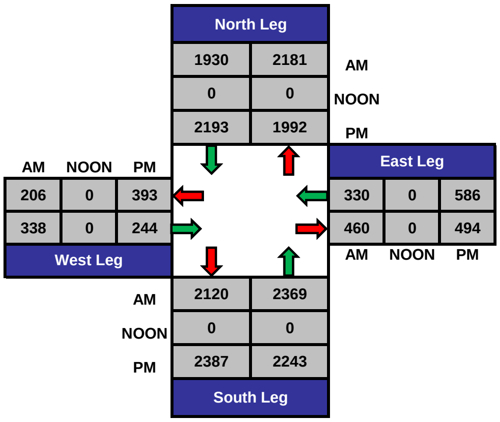
City: Los Angeles

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

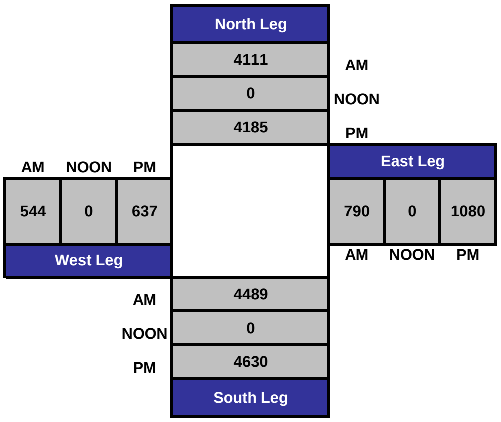


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5257-007

Day: Tuesday

TOTALS

City: Los Angeles

Date: 4/26/2016

AM

NS/EW Streets:	Lincoln Blvd			Lincoln Blvd			Marina Pointe Dr_Maxella Ave			Marina Pointe Dr_Maxella Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	3	1	2	4	0	1	1	1	1.5	0.5	1	
7:00 AM	17	566	50	12	233	9	9	7	22	24	11	11	971
7:15 AM	9	581	39	14	330	21	20	16	42	25	7	25	1129
7:30 AM	28	516	61	20	380	12	28	26	53	34	6	27	1191
7:45 AM	19	524	71	21	448	6	17	26	35	43	9	24	1243
8:00 AM	16	438	67	34	467	16	20	21	46	37	11	28	1201
8:15 AM	33	506	78	30	420	14	14	25	42	47	8	27	1244
8:30 AM	24	497	66	33	463	14	23	17	53	42	9	30	1271
8:45 AM	39	550	55	20	406	13	16	14	47	50	9	32	1251
9:00 AM	21	487	70	19	381	17	25	25	38	37	7	36	1163
9:15 AM	15	497	69	35	417	14	16	10	36	46	8	31	1194
9:30 AM	47	476	65	34	358	13	22	19	41	47	12	45	1179
9:45 AM	27	525	74	25	358	25	18	18	35	47	10	36	1198

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	295	6163	765	297	4661	174	228	224	490	479	107	352	14235
APPROACH %'s :	4.08%	85.32%	10.59%	5.79%	90.82%	3.39%	24.20%	23.78%	52.02%	51.07%	11.41%	37.53%	

PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	112	1991	266	117	1756	57	73	77	188	176	37	117	4967
PEAK HR FACTOR :		0.920			0.933			0.909			0.907		0.977

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5257-007

Day: Tuesday

TOTALS

City: Los Angeles

Date: 4/26/2016

PM

NS/EW Streets:		Lincoln Blvd			Lincoln Blvd			Marina Pointe Dr_Maxella Ave			Marina Pointe Dr_Maxella Ave		
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	3	1	2	4	0	1	1	1	1.5	0.5	1	
3:00 PM	37	392	68	24	465	18	18	12	36	79	24	37	1210
3:15 PM	31	359	65	30	485	13	17	14	20	73	24	52	1183
3:30 PM	33	390	49	29	463	14	17	17	17	75	25	34	1163
3:45 PM	42	386	62	18	448	29	29	20	32	75	26	37	1204
4:00 PM	30	374	66	29	473	23	16	16	30	78	20	50	1205
4:15 PM	46	414	81	40	536	24	10	14	14	64	14	32	1289
4:30 PM	35	383	65	25	475	32	23	24	24	78	35	47	1246
4:45 PM	44	407	75	19	459	24	23	20	24	75	29	40	1239
5:00 PM	45	421	79	20	514	27	20	14	26	88	15	48	1317
5:15 PM	43	412	81	21	494	26	16	16	27	65	20	53	1274
5:30 PM	48	436	80	23	478	29	29	20	25	88	31	40	1327
5:45 PM	50	456	92	36	494	31	18	12	21	67	28	43	1348
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	484	4830	863	314	5784	290	236	199	296	905	291	513	15005
APPROACH %'s :	7.84%	78.19%	13.97%	4.92%	90.54%	4.54%	32.28%	27.22%	40.49%	52.95%	17.03%	30.02%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	186	1725	332	100	1980	113	83	62	99	308	94	184	5266
PEAK HR FACTOR :		0.938			0.977			0.824			0.921		0.977

CONTROL : Signalized

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Del Rey Ave

East/West Maxella Ave

Day: Tuesday Date: April 26, 2016 Weather: SUNNY

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

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	25	35	38
BIKES	0	19	53	58
BUSES	0	0	23	12

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	0	0.00	34	9.45	141	8.15	99	8.45
PM PK 15 MIN	0	0.00	74	17.30	150	17.45	144	16.30
AM PK HOUR	0	0.00	107	9.00	510	7.45	361	8.45
PM PK HOUR	0	0.00	274	16.45	536	17.00	504	16.30

NORTHBOUND Approach

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

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	24	0	41	65
8-9	38	0	63	101
9-10	34	0	73	107
15-16	78	0	147	225
16-17	63	0	163	226
17-18	85	0	182	267
TOTAL	322	0	669	991

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
65	0	0	45	7
101	0	0	77	10
107	0	0	91	17
225	0	0	83	21
226	0	0	90	21
267	0	0	99	15
991	0	0	485	91

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	133	232	0	365
8-9	152	318	0	470
9-10	140	347	0	487
15-16	65	358	0	423
16-17	95	409	0	504
17-18	78	458	0	536
TOTAL	663	2122	0	2785

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	186	39	225
8-9	2	274	73	349
9-10	0	266	79	345
15-16	0	378	90	468
16-17	1	381	91	473
17-18	2	409	78	489
TOTAL	5	1894	450	2349

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
590	3	1	1	0
819	5	2	3	1
832	5	1	1	0
891	1	0	2	0
977	7	1	7	1
1025	2	0	2	0
5134	23	5	16	2

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Del Rey Ave and Maxella Ave , Los Angeles

Date: 4/26/2016

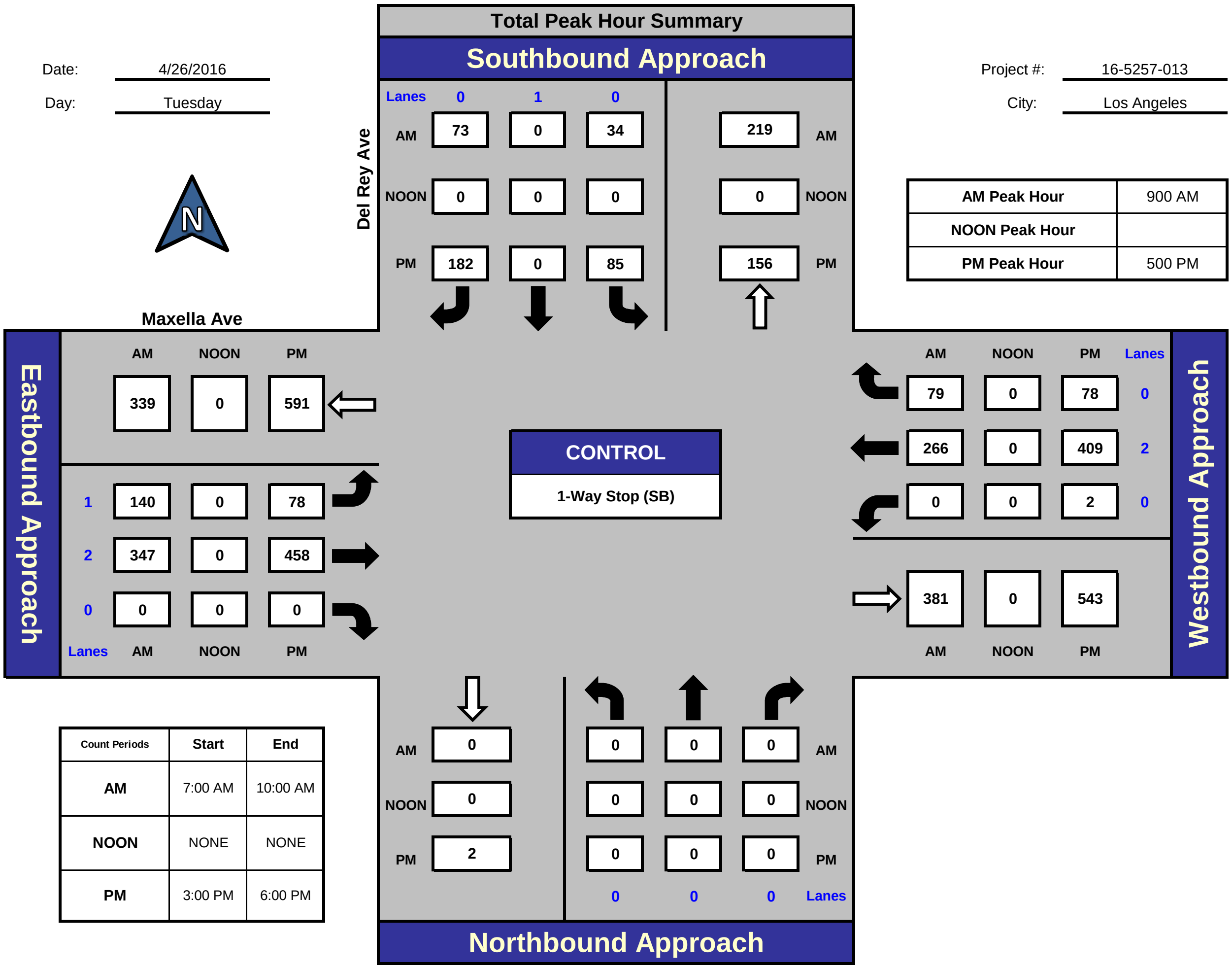
Day: Tuesday

Project #: 16-5257-013

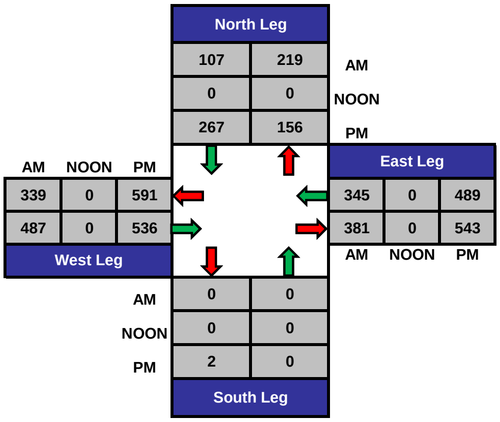
City: Los Angeles

AM Peak Hour	900 AM
NOON Peak Hour	
PM Peak Hour	500 PM

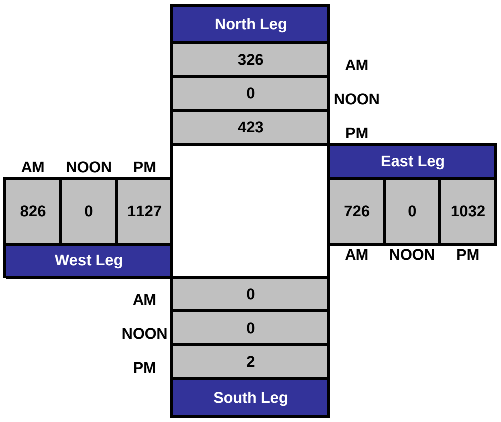
Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	3:00 PM	6:00 PM



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5257-013

Day: Tuesday

TOTALS

City: Los Angeles

Date: 4/26/2016

AM

NS/EW Streets:	Del Rey Ave			Del Rey Ave			Maxella Ave			Maxella Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	1	0	1	2	0	0	2	0	
7:00 AM	0	0	0	6	0	11	31	38	0	0	35	10	131
7:15 AM	0	0	0	5	0	8	26	43	0	0	42	6	130
7:30 AM	0	0	0	4	0	7	32	70	0	0	49	10	172
7:45 AM	0	0	0	9	0	15	44	81	0	0	60	13	222
8:00 AM	0	0	0	9	0	14	34	88	0	0	63	19	227
8:15 AM	0	0	0	11	0	19	47	94	0	2	69	12	254
8:30 AM	0	0	0	9	0	15	45	77	0	0	73	12	231
8:45 AM	0	0	0	9	0	15	26	59	0	0	69	30	208
9:00 AM	0	0	0	7	0	18	40	85	0	0	56	18	224
9:15 AM	0	0	0	9	0	12	33	85	0	0	73	21	233
9:30 AM	0	0	0	11	0	16	33	84	0	0	76	18	238
9:45 AM	0	0	0	7	0	27	34	93	0	0	61	22	244

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	96	0	177	425	897	0	2	726	191	2514
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	35.16%	0.00%	64.84%	32.15%	67.85%	0.00%	0.22%	79.00%	20.78%	

PEAK HR START TIME :	900 AM												TOTAL
PEAK HR VOL :	0	0	0	34	0	73	140	347	0	0	266	79	939
PEAK HR FACTOR :	0.000			0.787			0.959			0.918			0.962

CONTROL : 1-Way Stop (SB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5257-013

Day: Tuesday

TOTALS

City: Los Angeles

Date: 4/26/2016

PM

NS/EW Streets:	Del Rey Ave			Del Rey Ave			Maxella Ave			Maxella Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	1	0	1	2	0	0	2	0	
3:00 PM	0	0	0	12	0	40	16	90	0	0	91	19	268
3:15 PM	0	0	0	18	0	41	18	99	0	0	103	25	304
3:30 PM	0	0	0	25	0	28	21	74	0	0	96	23	267
3:45 PM	0	0	0	23	0	38	10	95	0	0	88	23	277
4:00 PM	0	0	0	15	0	39	22	92	0	1	100	21	290
4:15 PM	0	0	0	9	0	32	23	117	0	0	76	18	275
4:30 PM	0	0	0	17	0	44	29	101	0	0	119	25	335
4:45 PM	0	0	0	22	0	48	21	99	0	0	86	27	303
5:00 PM	0	0	0	19	0	48	24	96	0	1	115	19	322
5:15 PM	0	0	0	30	0	33	17	106	0	0	92	20	298
5:30 PM	0	0	0	21	0	53	21	122	0	1	106	23	347
5:45 PM	0	0	0	15	0	48	16	134	0	0	96	16	325

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	226	0	492	238	1225	0	3	1168	259	3611
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	31.48%	0.00%	68.52%	16.27%	83.73%	0.00%	0.21%	81.68%	18.11%	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	85	0	182	78	458	0	2	409	78	1292
PEAK HR FACTOR :	0.000			0.902			0.893			0.906			0.931

CONTROL : 1-Way Stop (SB)

City Of Los Angeles
Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Hotel Dwy

East/West Maxella Ave

Day: Tuesday Date: April 26, 2016 Weather: SUNNY

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

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	12	0	27	36
BIKES	7	0	46	50
BUSES	0	0	23	12

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	34	8.00	0	0.00	100	8.15	85	8.45
PM PK 15 MIN	31	16.00	0	0.00	137	17.45	124	16.30
AM PK HOUR	113	7.45	0	0.00	354	7.45	301	8.45
PM PK HOUR	108	17.00	0	0.00	510	17.00	452	16.30

NORTHBOUND Approach					**SOUTHBOUND Approach**					**TOTAL**	**XING S/L**		**XING N/L**	
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	N-S	Ped	Sch	Ped	Sch
7-8	40	0	44	84	*7-8*	0	0	0	0	84	10	1	0	0
8-9	48	0	60	108	*8-9*	0	0	0	0	108	30	2	0	0
9-10	46	0	48	94	*9-10*	0	0	0	0	94	38	2	0	0
15-16	56	0	34	90	*15-16*	0	0	0	0	90	36	0	0	0
16-17	52	0	50	102	*16-17*	0	0	0	0	102	26	0	0	0
17-18	61	0	47	108	*17-18*	0	0	0	0	108	43	2	0	0
TOTAL	303	0	283	586	TOTAL	0	0	0	0	586	183	7	0	0

EASTBOUND Approach					**WESTBOUND Approach**					**TOTAL**	**XING W/L**		**XING E/L**	
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	E-W	Ped	Sch	Ped	Sch
7-8	0	202	28	230	*7-8*	12	160	0	172	402	1	0	20	0
8-9	0	293	41	334	*8-9*	32	267	0	299	633	4	0	55	3
9-10	0	294	51	345	*9-10*	31	260	0	291	636	3	0	67	3
15-16	0	366	64	430	*15-16*	36	359	0	395	825	3	0	131	2
16-17	0	394	79	473	*16-17*	47	382	0	429	902	4	0	110	0
17-18	2	422	86	510	*17-18*	47	377	0	424	934	2	0	144	3
TOTAL	2	1971	349	2322	TOTAL	205	1805	0	2010	4332	17	0	527	11

ITM Peak Hour Summary

Prepared by:

NDS

National Data & Surveying Services

Hotel Dwy and Maxella Ave , Los Angeles

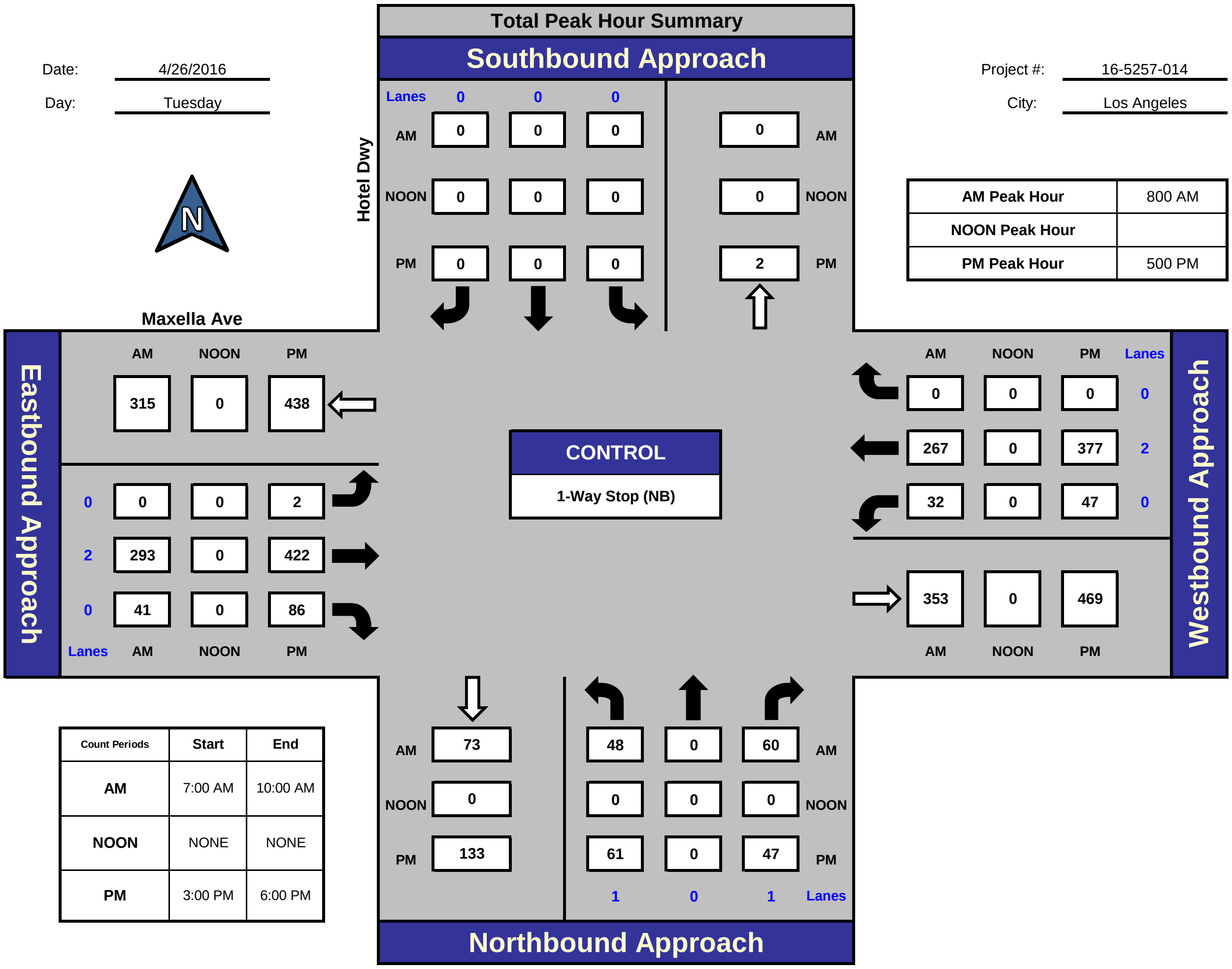
Date: 4/26/2016

Day: Tuesday

Project #: 16-5257-014

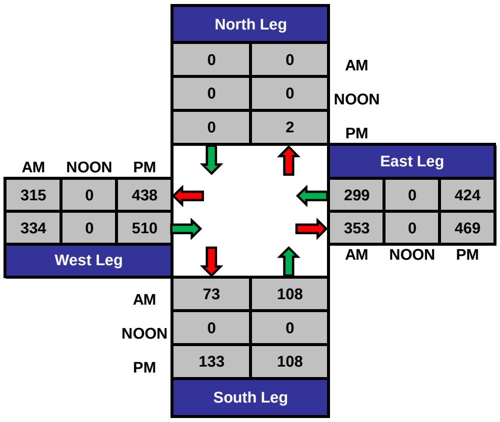
City: Los Angeles

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

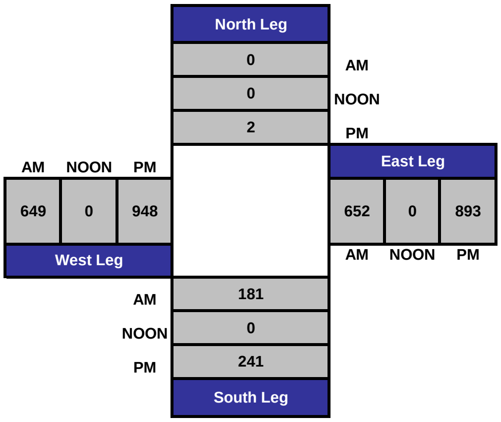


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5257-014

City: Los Angeles

TOTALS

AM

Day: Tuesday

Date: 4/26/2016

NS/EW Streets:	Hotel Dwy			Hotel Dwy			Maxella Ave			Maxella Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	0	1	0	0	0	0	2	0	0	2	0	
7:00 AM	5	0	13	0	0	0	0	29	8	3	37	0	95
7:15 AM	7	0	14	0	0	0	0	42	3	0	32	0	98
7:30 AM	14	0	4	0	0	0	0	54	13	4	42	0	131
7:45 AM	14	0	13	0	0	0	0	77	4	5	49	0	162
8:00 AM	16	0	18	0	0	0	0	73	17	9	62	0	195
8:15 AM	14	0	13	0	0	0	0	91	9	8	63	0	198
8:30 AM	8	0	17	0	0	0	0	74	9	8	64	0	180
8:45 AM	10	0	12	0	0	0	0	55	6	7	78	0	168
9:00 AM	14	0	5	0	0	0	0	75	12	5	58	0	169
9:15 AM	14	0	17	0	0	0	0	71	10	9	70	0	191
9:30 AM	8	0	12	0	0	0	0	77	7	6	68	0	178
9:45 AM	10	0	14	0	0	0	0	71	22	11	64	0	192
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	134	0	152	0	0	0	0	789	120	75	687	0	1957
APPROACH %'s :	46.85%	0.00%	53.15%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	86.80%	13.20%	9.84%	90.16%	0.00%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	48	0	60	0	0	0	0	293	41	32	267	0	741
PEAK HR FACTOR :	0.794			0.000			0.835			0.879			0.936

CONTROL : 1-Way Stop (NB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5257-014 **Day:** Tuesday

TOTALS

City: Los Angeles **Date:** 4/26/2016

PM

NS/EW Streets:	Hotel Dwy			Hotel Dwy			Maxella Ave			Maxella Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	0	1	0	0	0	0	2	0	0	2	0	
3:00 PM	15	0	8	0	0	0	0	95	17	7	82	0	224
3:15 PM	17	0	7	0	0	0	0	90	17	14	99	0	244
3:30 PM	14	0	8	0	0	0	0	79	11	9	95	0	216
3:45 PM	10	0	11	0	0	0	0	102	19	6	83	0	231
4:00 PM	13	0	18	0	0	0	0	85	23	7	94	0	240
4:15 PM	8	0	14	0	0	0	0	98	21	15	74	0	230
4:30 PM	14	0	10	0	0	0	0	106	14	11	113	0	268
4:45 PM	17	0	8	0	0	0	0	105	21	14	101	0	266
5:00 PM	14	0	15	0	0	0	1	93	14	8	109	0	254
5:15 PM	15	0	8	0	0	0	0	104	25	11	85	0	248
5:30 PM	18	0	11	0	0	0	0	111	25	11	96	0	272
5:45 PM	14	0	13	0	0	0	1	114	22	17	87	0	268

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	169	0	131	0	0	0	2	1182	229	130	1118	0	2961
APPROACH %'s :	56.33%	0.00%	43.67%	#DIV/0!	#DIV/0!	#DIV/0!	0.14%	83.65%	16.21%	10.42%	89.58%	0.00%	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	61	0	47	0	0	0	2	422	86	47	377	0	1042
PEAK HR FACTOR :		0.931			0.000			0.931			0.906		0.958

CONTROL : 1-Way Stop (NB)

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Glencoe Ave

East/West Maxella Ave

Day: Tuesday Date: April 26, 2016 Weather: SUNNY

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

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	57	57	26	19
BIKES	45	36	38	56
BUSES	12	9	23	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	225	7.30	182	8.30	94	8.30	72	9.45
PM PK 15 MIN	147	15.15	237	17.30	116	16.30	94	16.30
AM PK HOUR	796	7.30	663	8.15	354	7.45	257	9.00
PM PK HOUR	538	16.30	859	15.15	452	16.30	343	16.30

NORTHBOUND Approach					**SOUTHBOUND Approach**					**TOTAL**	**XING S/L**		**XING N/L**	
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	N-S	Ped	Sch	Ped	Sch
7-8	62	668	46	776	*7-8*	10	276	30	316	1092	16	4	26	2
8-9	103	542	54	699	*8-9*	54	506	78	638	1337	22	3	39	3
9-10	101	550	54	705	*9-10*	68	417	86	571	1276	28	2	87	1
15-16	101	390	42	533	*15-16*	46	676	133	855	1388	32	2	37	8
16-17	116	338	62	516	*16-17*	33	678	115	826	1342	27	2	52	0
17-18	112	340	66	518	*17-18*	45	659	121	825	1343	91	1	35	6
TOTAL	595	2828	324	3747	TOTAL	256	3212	563	4031	7778	216	14	276	20

EASTBOUND Approach					**WESTBOUND Approach**					**TOTAL**	**XING W/L**		**XING E/L**	
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	E-W	Ped	Sch	Ped	Sch
7-8	86	66	86	238	*7-8*	48	65	55	168	406	16	8	20	1
8-9	108	95	127	330	*8-9*	56	88	71	215	545	42	6	11	1
9-10	103	89	130	322	*9-10*	55	81	121	257	579	48	9	33	2
15-16	129	96	186	411	*15-16*	85	110	54	249	660	46	12	21	0
16-17	129	127	186	442	*16-17*	104	145	64	313	755	53	16	16	0
17-18	132	140	178	450	*17-18*	87	143	103	333	783	69	20	25	0
TOTAL	687	613	893	2193	TOTAL	435	632	468	1535	3728	274	71	126	4

ITM Peak Hour Summary

Prepared by:

NDS

National Data & Surveying Services

Glencoe Ave and Maxella Ave , Los Angeles

Date: 4/26/2016

Day: Tuesday

Project #: 16-5257-016

City: Los Angeles

N

AM Peak Hour	815 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Total Peak Hour Summary

Glencoe Ave

Maxella Ave

Southbound Approach

Lanes	0	2	1		
AM	81	512	70	731	AM
NOON	0	0	0	0	NOON
PM	112	666	45	574	PM
	↲	↓	↳	⇧	

Eastbound Approach

	AM	NOON	PM	
	272	0	378	⇦
1	104	0	138	↱
1	96	0	135	→
1	130	0	178	↴
Lanes	AM	NOON	PM	

CONTROL

Signalized

Westbound Approach

	AM	NOON	PM	Lanes
↰	80	0	96	0
←	80	0	146	2
↙	62	0	92	1
⇨	220	0	249	
	AM	NOON	PM	

Northbound Approach

	⇩	↰	↑	↱	
AM	704	111	547	54	AM
NOON	0	0	0	0	NOON
PM	936	120	340	69	PM
		1	1	1	Lanes

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

Total Ins & Outs

North Leg

663	731	AM
0	0	NOON
823	574	PM

West Leg

AM	NOON	PM
272	0	378
330	0	451

East Leg

222	0	334
220	0	249
AM	NOON	PM

South Leg

AM	704	712
NOON	0	0
PM	936	529

Total Volume Per Leg

North Leg

1394	AM
0	NOON
1397	PM

West Leg

AM	NOON	PM
602	0	829

East Leg

442	0	583
AM	NOON	PM

South Leg

AM	1416
NOON	0
PM	1465

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5257-016

Day: Tuesday

TOTALS

City: Los Angeles

Date: 4/26/2016

AM

NS/EW Streets:	Glencoe Ave			Glencoe Ave			Maxella Ave			Maxella Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	2	0	1	1	1	1	2	0	
7:00 AM	16	129	7	1	49	5	13	11	14	5	18	2	270
7:15 AM	13	156	9	0	55	7	17	11	23	11	10	17	329
7:30 AM	15	193	17	4	78	7	21	19	20	16	18	16	424
7:45 AM	18	190	13	5	94	11	35	25	29	16	19	20	475
8:00 AM	23	133	12	9	120	13	29	24	30	8	26	18	445
8:15 AM	22	150	10	9	119	26	33	26	29	13	20	18	475
8:30 AM	26	132	16	24	136	22	25	25	44	21	11	18	500
8:45 AM	32	127	16	12	131	17	21	20	24	14	31	17	462
9:00 AM	31	138	12	25	126	16	25	25	33	14	18	27	490
9:15 AM	26	117	5	12	95	26	17	26	37	10	21	39	431
9:30 AM	18	127	16	20	95	21	31	18	31	16	22	18	433
9:45 AM	26	168	21	11	101	23	30	20	29	15	20	37	501
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	266	1760	154	132	1199	194	297	250	343	159	234	247	5235
APPROACH %'s :	12.20%	80.73%	7.06%	8.66%	78.62%	12.72%	33.37%	28.09%	38.54%	24.84%	36.56%	38.59%	
PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	111	547	54	70	512	81	104	96	130	62	80	80	1927
PEAK HR FACTOR :		0.978			0.911			0.878			0.895		0.964

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5257-016

Day: Tuesday

TOTALS

City: Los Angeles

Date: 4/26/2016

PM

NS/EW Streets:	Glencoe Ave			Glencoe Ave			Maxella Ave			Maxella Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	2	0	1	1	1	1	2	0	
3:00 PM	20	93	8	12	165	32	32	28	54	26	25	17	512
3:15 PM	27	109	11	11	168	32	29	15	43	20	43	14	522
3:30 PM	22	92	12	8	177	39	33	26	43	18	26	13	509
3:45 PM	32	96	11	15	166	30	35	27	46	21	16	10	505
4:00 PM	24	85	16	5	179	29	33	31	45	16	31	9	503
4:15 PM	23	83	14	11	166	23	27	21	53	31	34	12	498
4:30 PM	36	86	17	7	168	34	31	37	48	30	43	21	558
4:45 PM	33	84	15	10	165	29	38	38	40	27	37	22	538
5:00 PM	32	82	13	10	160	32	29	35	40	19	43	19	514
5:15 PM	29	91	20	13	147	20	34	30	52	24	33	25	518
5:30 PM	26	83	21	12	194	31	37	32	46	22	33	30	567
5:45 PM	25	84	12	10	158	38	32	43	40	22	34	29	527

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	329	1068	170	124	2013	369	390	363	550	276	398	221	6271
APPROACH %'s :	21.00%	68.16%	10.85%	4.95%	80.33%	14.72%	29.93%	27.86%	42.21%	30.84%	44.47%	24.69%	

PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	120	340	69	45	666	112	138	135	178	92	146	96	2137
PEAK HR FACTOR :		0.945			0.868			0.972			0.971		0.942

CONTROL : Signalized

City Of Los Angeles
Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Glencoe Ave

East/West Mindanao Wy

Day: Tuesday Date: April 26, 2016 Weather: SUNNY

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

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	27	48	56	15
BIKES	23	24	29	39
BUSES	0	23	15	26

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	75	8.00	202	8.30	299	7.45	142	8.00
PM PK 15 MIN	113	17.00	262	17.30	161	16.15	162	17.30
AM PK HOUR	261	7.30	685	8.15	1081	7.30	478	7.45
PM PK HOUR	350	17.00	932	15.30	610	16.15	596	17.00

NORTHBOUND Approach					**SOUTHBOUND Approach**					**TOTAL**	**XING S/L**		**XING N/L**	
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	N-S	Ped	Sch	Ped	Sch
7-8	21	177	10	208	*7-8*	41	79	259	379	587	12	0	28	1
8-9	57	179	13	249	*8-9*	74	133	458	665	914	27	1	9	0
9-10	37	187	14	238	*9-10*	73	117	373	563	801	29	2	15	0
15-16	50	149	12	211	*15-16*	113	203	607	923	1134	25	1	17	0
16-17	87	169	12	268	*16-17*	123	192	607	922	1190	47	4	15	0
17-18	117	207	26	350	*17-18*	128	205	592	925	1275	25	0	15	0
TOTAL	369	1068	87	1524	TOTAL	552	929	2896	4377	5901	165	8	99	1

EASTBOUND Approach					**WESTBOUND Approach**					**TOTAL**	**XING W/L**		**XING E/L**	
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	E-W	Ped	Sch	Ped	Sch
7-8	454	409	50	913	*7-8*	6	283	77	366	1279	12	4	8	1
8-9	397	515	84	996	*8-9*	11	335	96	442	1438	16	0	7	0
9-10	405	342	74	821	*9-10*	17	251	84	352	1173	25	0	13	1
15-16	272	250	39	561	*15-16*	11	331	94	436	997	10	0	7	0
16-17	252	292	38	582	*16-17*	8	402	89	499	1081	22	0	11	0
17-18	216	332	43	591	*17-18*	10	494	92	596	1187	27	0	16	0
TOTAL	1996	2140	328	4464	TOTAL	63	2096	532	2691	7155	112	4	62	2

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Glencoe Ave and Mindanao Wy , Los Angeles

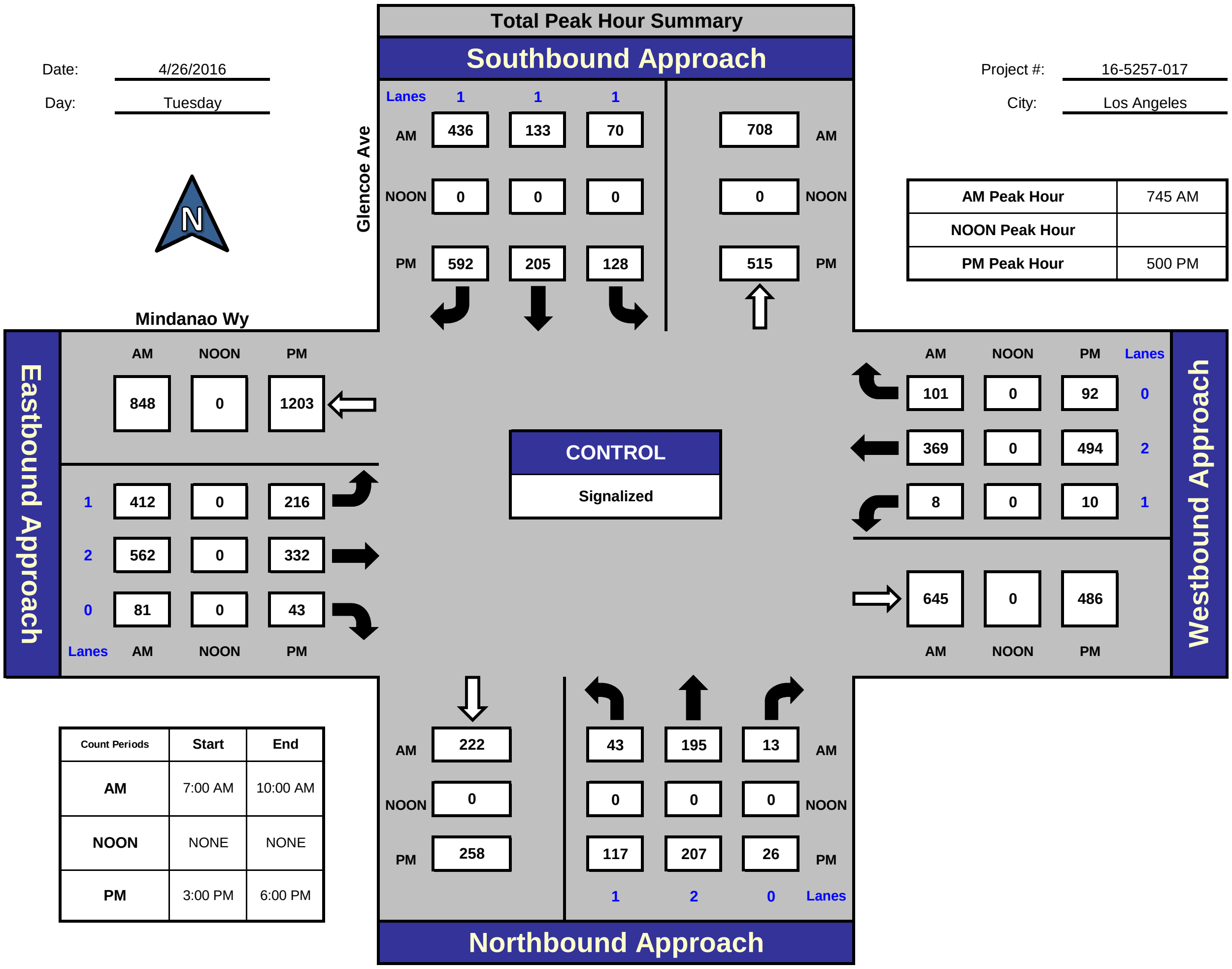
Date: 4/26/2016

Day: Tuesday

Project #: 16-5257-017

City: Los Angeles

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM



Total Peak Hour Summary

Glencoe Ave

Mindanao Wy

Southbound Approach

Lanes	1	1	1	
AM	436	133	70	708
NOON	0	0	0	0
PM	592	205	128	515

Eastbound Approach

	AM	NOON	PM
	848	0	1203
1	412	0	216
2	562	0	332
0	81	0	43
Lanes	AM	NOON	PM

Westbound Approach

AM	NOON	PM	Lanes
101	0	92	0
369	0	494	2
8	0	10	1
645	0	486	
AM	NOON	PM	

CONTROL

Signalized

Northbound Approach

AM	222	43	195	13	AM
NOON	0	0	0	0	NOON
PM	258	117	207	26	PM
		1	2	0	Lanes

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

Total Ins & Outs

North Leg

639	708	AM
0	0	NOON
925	515	PM

West Leg

AM	NOON	PM
848	0	1203
1055	0	591

East Leg

478	0	596
645	0	486
AM	NOON	PM

South Leg

AM	222	251
NOON	0	0
PM	258	350

Total Volume Per Leg

North Leg

1347	AM
0	NOON
1440	PM

West Leg

AM	NOON	PM
1903	0	1794

East Leg

1123	0	1082
AM	NOON	PM

South Leg

AM	473
NOON	0
PM	608

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5257-017

Day: Tuesday

TOTALS

City: Los Angeles

Date: 4/26/2016

AM

NS/EW Streets:	Glencoe Ave			Glencoe Ave			Mindanao Wy			Mindanao Wy			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	1	1	1	2	0	1	2	0	
7:00 AM	4	37	2	7	19	45	87	52	8	0	59	14	334
7:15 AM	7	34	0	13	14	55	116	78	11	1	65	16	410
7:30 AM	7	54	6	10	20	71	135	115	12	3	61	17	511
7:45 AM	3	52	2	11	26	88	116	164	19	2	98	30	611
8:00 AM	11	60	4	19	39	102	90	146	20	2	111	29	633
8:15 AM	15	42	5	22	29	101	108	133	23	1	88	18	585
8:30 AM	14	41	2	18	39	145	98	119	19	3	72	24	594
8:45 AM	17	36	2	15	26	110	101	117	22	5	64	25	540
9:00 AM	11	58	2	25	39	116	98	106	29	5	62	19	570
9:15 AM	8	39	3	20	27	77	83	79	15	7	69	23	450
9:30 AM	11	42	6	13	26	101	98	73	19	2	64	17	472
9:45 AM	7	48	3	15	25	79	126	84	11	3	56	25	482

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	115	543	37	188	329	1090	1256	1266	208	34	869	257	6192
APPROACH %'s :	16.55%	78.13%	5.32%	11.70%	20.47%	67.83%	46.01%	46.37%	7.62%	2.93%	74.91%	22.16%	

PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	43	195	13	70	133	436	412	562	81	8	369	101	2423
PEAK HR FACTOR :		0.837			0.791			0.882			0.842		0.957

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5257-017

Day: Tuesday

TOTALS

City: Los Angeles

Date: 4/26/2016

PM

NS/EW Streets:	Glencoe Ave			Glencoe Ave			Mindanao Wy			Mindanao Wy			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	1	1	1	2	0	1	2	0	
3:00 PM	16	30	5	22	55	149	65	59	11	4	69	20	505
3:15 PM	6	38	3	29	45	152	78	57	9	2	85	25	529
3:30 PM	12	37	3	34	52	163	53	59	10	4	96	27	550
3:45 PM	16	44	1	28	51	143	76	75	9	1	81	22	547
4:00 PM	20	36	8	27	45	153	58	60	10	1	99	23	540
4:15 PM	21	39	1	35	45	156	68	82	11	1	100	22	581
4:30 PM	27	51	2	27	56	150	58	86	12	5	103	25	602
4:45 PM	19	43	1	34	46	148	68	64	5	1	100	19	548
5:00 PM	54	52	7	32	50	133	54	87	15	1	112	30	627
5:15 PM	27	56	5	28	55	127	59	77	7	3	130	18	592
5:30 PM	18	53	7	30	54	178	45	94	11	4	134	24	652
5:45 PM	18	46	7	38	46	154	58	74	10	2	118	20	591
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	254	525	50	364	600	1806	740	874	120	29	1227	275	6864
APPROACH %'s :	30.64%	63.33%	6.03%	13.14%	21.66%	65.20%	42.68%	50.40%	6.92%	1.89%	80.14%	17.96%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	117	207	26	128	205	592	216	332	43	10	494	92	2462
PEAK HR FACTOR :		0.774			0.883			0.947			0.920		0.944

CONTROL : Signalized

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South SR-90 WB Ramps

East/West Mindanao Wy

Day: Tuesday Date: April 26, 2016 Weather: SUNNY

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

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	182	0	32	53
BIKES	2	1	27	28
BUSES	4	0	14	23

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	715	8.45	0	0.00	145	7.45	228	8.30
PM PK 15 MIN	474	17.15	0	0.00	131	17.00	355	17.30
AM PK HOUR	2547	8.30	0	0.00	546	7.30	851	8.00
PM PK HOUR	1813	17.00	0	0.00	479	16.15	1380	17.00

NORTHBOUND Approach					**SOUTHBOUND Approach**					**TOTAL**	**XING S/L**		**XING N/L**	
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	N-S	Ped	Sch	Ped	Sch
7-8	479	1190	649	2318	*7-8*	0	0	0	0	2318	0	0	3	0
8-9	639	1218	681	2538	*8-9*	0	0	0	0	2538	0	0	8	0
9-10	521	1230	601	2352	*9-10*	0	0	0	0	2352	0	0	2	0
15-16	481	856	347	1684	*15-16*	0	0	0	0	1684	0	0	7	0
16-17	468	921	332	1721	*16-17*	0	0	0	0	1721	0	0	23	0
17-18	530	951	332	1813	*17-18*	0	0	0	0	1813	0	0	12	0
TOTAL	3118	6366	2942	12426	TOTAL	0	0	0	0	12426	0	0	55	0

EASTBOUND Approach					**WESTBOUND Approach**					**TOTAL**	**XING W/L**		**XING E/L**	
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	E-W	Ped	Sch	Ped	Sch
7-8	4	434	0	438	*7-8*	0	566	12	578	1016	8	0	4	0
8-9	7	526	0	533	*8-9*	0	829	22	851	1384	21	0	7	0
9-10	12	414	0	426	*9-10*	0	674	20	694	1120	21	1	15	0
15-16	16	386	0	402	*15-16*	0	1054	29	1083	1485	22	0	12	0
16-17	32	402	0	434	*16-17*	0	1240	38	1278	1712	18	2	13	0
17-18	16	431	0	447	*17-18*	0	1340	40	1380	1827	21	0	14	0
TOTAL	87	2593	0	2680	TOTAL	0	5703	161	5864	8544	111	3	65	0

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

SR-90 WB Ramps and Mindanao Wy , Los Angeles

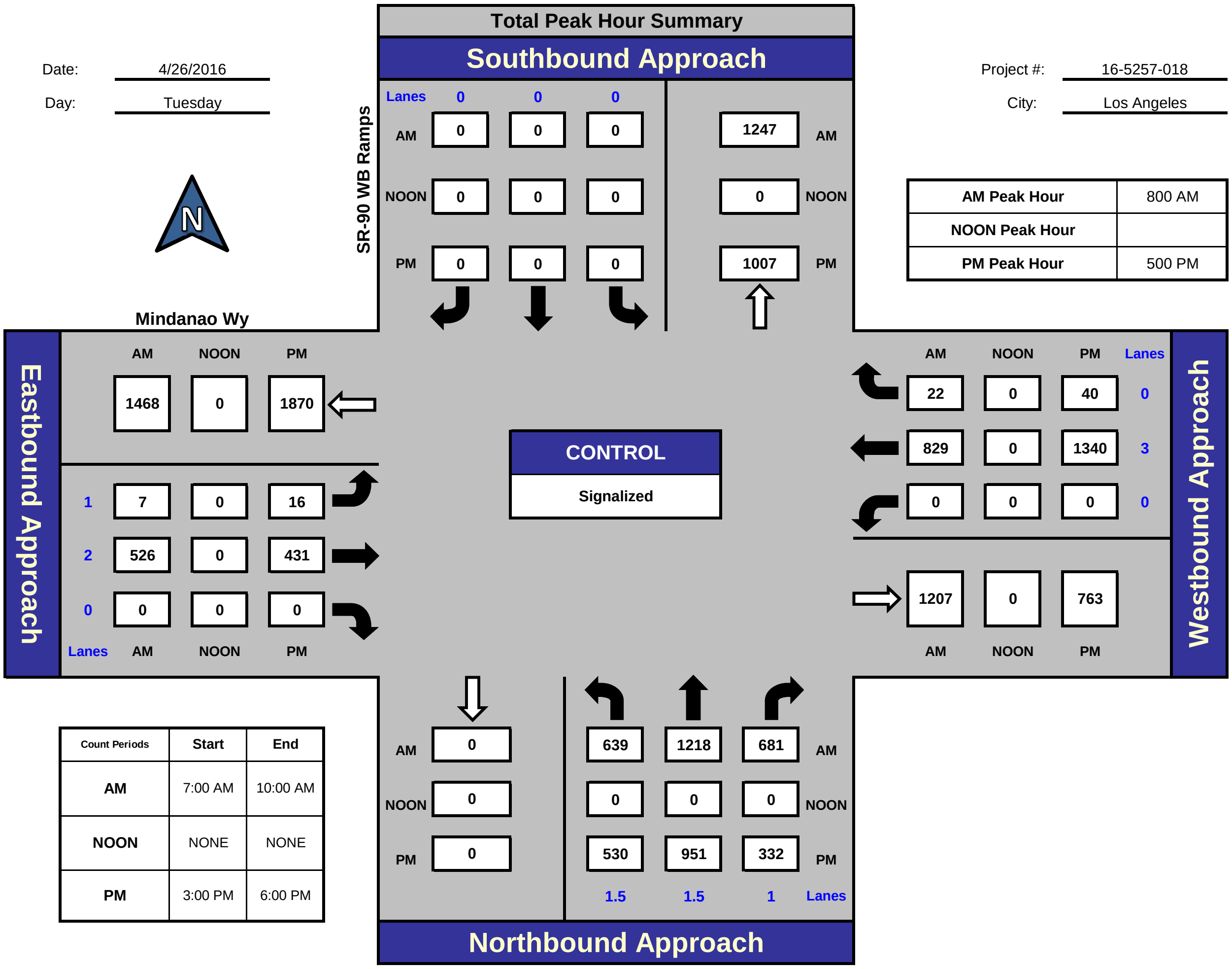
Date: 4/26/2016

Day: Tuesday

Project #: 16-5257-018

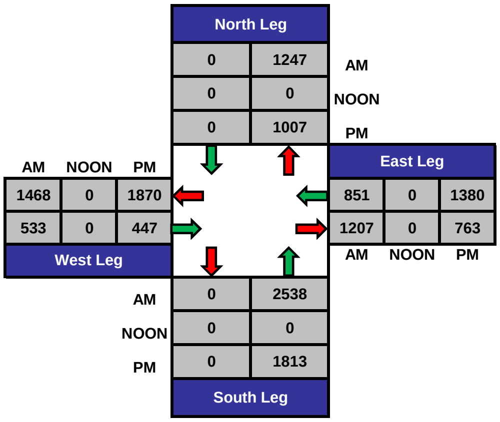
City: Los Angeles

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

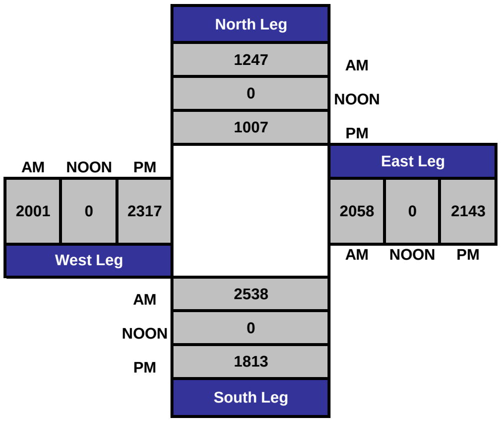


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5257-018 **Day:** Tuesday

TOTALS

City: Los Angeles **Date:** 4/26/2016

AM

NS/EW Streets:	SR-90 WB Ramps			SR-90 WB Ramps			Mindanao Wy			Mindanao Wy			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.5	1.5	1	0	0	0	1	2	0	0	3	0	
7:00 AM	118	249	115	0	0	0	1	75	0	0	117	4	679
7:15 AM	86	295	153	0	0	0	1	87	0	0	130	1	753
7:30 AM	118	323	175	0	0	0	1	128	0	0	140	5	890
7:45 AM	157	323	206	0	0	0	1	144	0	0	179	2	1012
8:00 AM	144	264	175	0	0	0	2	125	0	0	207	6	923
8:15 AM	150	278	172	0	0	0	2	143	0	0	203	6	954
8:30 AM	170	321	149	0	0	0	1	125	0	0	225	3	994
8:45 AM	175	355	185	0	0	0	2	133	0	0	194	7	1051
9:00 AM	126	291	166	0	0	0	3	113	0	0	188	10	897
9:15 AM	154	320	135	0	0	0	0	99	0	0	148	2	858
9:30 AM	111	287	141	0	0	0	5	91	0	0	189	2	826
9:45 AM	130	332	159	0	0	0	4	111	0	0	149	6	891

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1639	3638	1931	0	0	0	23	1374	0	0	2069	54	10728
APPROACH %'s :	22.74%	50.47%	26.79%	#DIV/0!	#DIV/0!	#DIV/0!	1.65%	98.35%	0.00%	0.00%	97.46%	2.54%	

PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	639	1218	681	0	0	0	7	526	0	0	829	22	3922
PEAK HR FACTOR :		0.887			0.000			0.919			0.933		0.933

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5257-018

Day: Tuesday

TOTALS

City: Los Angeles

Date: 4/26/2016

PM

NS/EW Streets:	SR-90 WB Ramps			SR-90 WB Ramps			Mindanao Wy			Mindanao Wy			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.5	1.5	1	0	0	0	1	2	0	0	3	0	
3:00 PM	115	208	84	0	0	0	4	99	0	0	239	6	755
3:15 PM	124	189	83	0	0	0	5	99	0	0	251	7	758
3:30 PM	124	231	88	0	0	0	1	86	0	0	293	9	832
3:45 PM	118	228	92	0	0	0	6	102	0	0	271	7	824
4:00 PM	117	206	73	0	0	0	5	81	0	0	321	9	812
4:15 PM	107	230	78	0	0	0	10	117	0	0	317	5	864
4:30 PM	124	241	100	0	0	0	5	99	0	0	312	9	890
4:45 PM	120	244	81	0	0	0	12	105	0	0	290	15	867
5:00 PM	113	205	83	0	0	0	4	127	0	0	331	14	877
5:15 PM	140	256	78	0	0	0	3	94	0	0	318	10	899
5:30 PM	142	239	88	0	0	0	6	116	0	0	346	9	946
5:45 PM	135	251	83	0	0	0	3	94	0	0	345	7	918
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1479	2728	1011	0	0	0	64	1219	0	0	3634	107	10242
APPROACH %'s :	28.34%	52.28%	19.38%	#DIV/0!	#DIV/0!	#DIV/0!	4.99%	95.01%	0.00%	0.00%	97.14%	2.86%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	530	951	332	0	0	0	16	431	0	0	1340	40	3640
PEAK HR FACTOR :		0.956			0.000			0.853			0.972		0.962

CONTROL : Signalized

City Of Los Angeles
Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South SR-90 EB Ramps

East/West Mindanao Wy

Day: Tuesday Date: April 26, 2016 Weather: SUNNY

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

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	0	126	49	73
BIKES	0	0	28	31
BUSES	0	1	14	26

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	0	0.00	314	8.45	329	8.15	387	8.30
PM PK 15 MIN	0	0.00	314	17.15	298	17.00	502	17.30
AM PK HOUR	0	0.00	1226	8.00	1241	7.45	1470	8.00
PM PK HOUR	0	0.00	1168	16.30	1111	16.45	1858	17.00

NORTHBOUND Approach					**SOUTHBOUND Approach**					**TOTAL**	**XING S/L**		**XING N/L**	
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	N-S	Ped	Sch	Ped	Sch
7-8	0	0	0	0	*7-8*	18	879	7	904	904	0	0	0	0
8-9	0	0	0	0	*8-9*	29	1178	19	1226	1226	0	0	0	0
9-10	0	0	0	0	*9-10*	26	971	15	1012	1012	0	0	0	0
15-16	0	0	0	0	*15-16*	18	1090	17	1125	1125	0	0	0	0
16-17	0	0	0	0	*16-17*	20	1108	12	1140	1140	0	0	0	0
17-18	0	0	0	0	*17-18*	14	1119	20	1153	1153	1	0	0	0
TOTAL	0	0	0	0	TOTAL	125	6345	90	6560	6560	1	0	0	0

EASTBOUND Approach					**WESTBOUND Approach**					**TOTAL**	**XING W/L**		**XING E/L**	
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	E-W	Ped	Sch	Ped	Sch
7-8	0	437	568	1005	*7-8*	298	733	0	1031	2036	6	0	4	0
8-9	0	506	723	1229	*8-9*	468	1002	0	1470	2699	17	0	7	0
9-10	0	386	616	1002	*9-10*	382	816	0	1198	2200	17	0	8	0
15-16	0	386	614	1000	*15-16*	567	960	0	1527	2527	23	2	14	1
16-17	0	437	634	1071	*16-17*	678	1048	0	1726	2797	14	0	13	0
17-18	0	415	636	1051	*17-18*	733	1125	0	1858	2909	18	0	7	0
TOTAL	0	2567	3791	6358	TOTAL	3126	5684	0	8810	15168	95	2	53	1

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

SR-90 EB Ramps and Mindanao Wy , Los Angeles

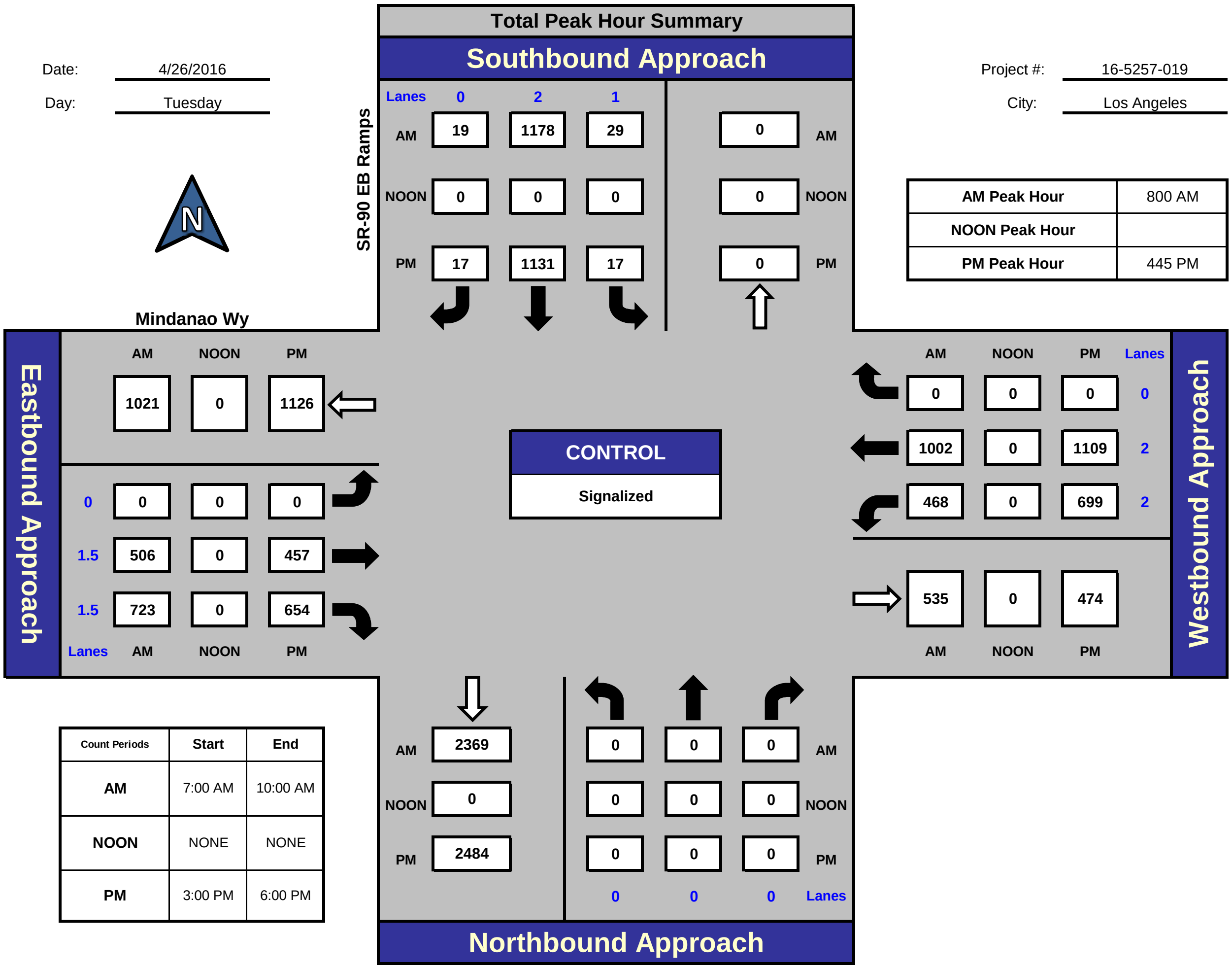
Date: 4/26/2016

Day: Tuesday

Project #: 16-5257-019

City: Los Angeles

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	445 PM



Total Peak Hour Summary

Southbound Approach

	↲	↓	↳		⇧
Lanes	0	2	1		
AM	19	1178	29	AM	0
NOON	0	0	0	NOON	0
PM	17	1131	17	PM	0

Eastbound Approach

	AM	NOON	PM
⇦	1021	0	1126

Lanes	AM	NOON	PM	
0	0	0	0	↱
1.5	506	0	457	→
1.5	723	0	654	↴

CONTROL

Signalized

Westbound Approach

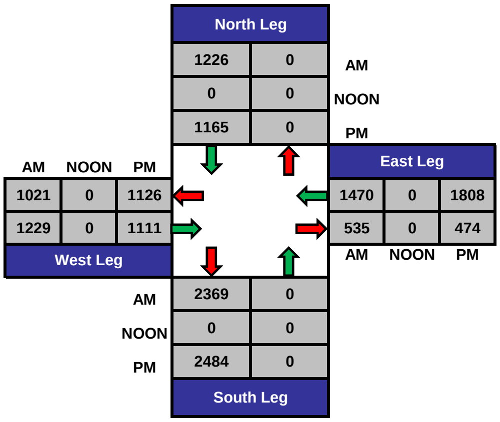
	AM	NOON	PM	Lanes
↰	0	0	0	0
←	1002	0	1109	2
↙	468	0	699	2
⇨	535	0	474	

Northbound Approach

	⇩		↰	↑	↱	
AM	2369		0	0	0	AM
NOON	0		0	0	0	NOON
PM	2484		0	0	0	PM
			0	0	0	Lanes

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

Total Ins & Outs



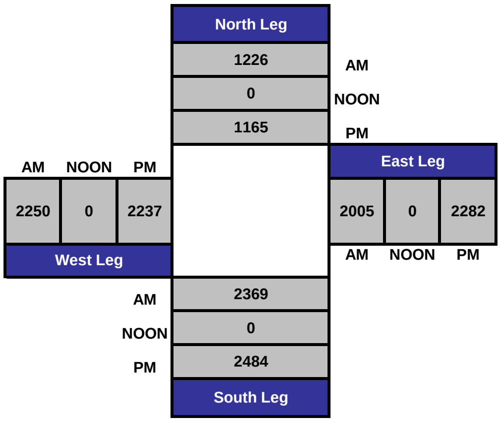
North Leg			
AM	1226	0	
NOON	0	0	
PM	1165	0	

West Leg	AM	NOON	PM
	1021	0	1126
	1229	0	1111

East Leg	AM	NOON	PM
	1470	0	1808
	535	0	474

South Leg		
AM	2369	0
NOON	0	0
PM	2484	0

Total Volume Per Leg



	North Leg	South Leg	West Leg	East Leg
AM	1226	2369	2250	2005
NOON	0	0	0	0
PM	1165	2484	2237	2282

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5257-019 | **Day:** Tuesday

TOTALS

City: Los Angeles | **Date:** 4/26/2016

AM

NS/EW Streets:	SR-90 EB Ramps			SR-90 EB Ramps			Mindanao Wy			Mindanao Wy			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	2	0	0	1.5	1.5	2	2	0	
7:00 AM	0	0	0	2	140	1	0	68	119	78	159	0	567
7:15 AM	0	0	0	6	218	0	0	91	119	52	155	0	641
7:30 AM	0	0	0	3	247	4	0	134	150	66	197	0	801
7:45 AM	0	0	0	7	274	2	0	144	180	102	222	0	931
8:00 AM	0	0	0	5	292	5	0	111	172	124	240	0	949
8:15 AM	0	0	0	8	292	1	0	129	200	119	245	0	994
8:30 AM	0	0	0	7	294	8	0	126	179	119	268	0	1001
8:45 AM	0	0	0	9	300	5	0	140	172	106	249	0	981
9:00 AM	0	0	0	9	249	1	0	95	160	121	204	0	839
9:15 AM	0	0	0	5	241	2	0	94	159	71	223	0	795
9:30 AM	0	0	0	6	254	7	0	93	153	98	210	0	821
9:45 AM	0	0	0	6	227	5	0	104	144	92	179	0	757

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	73	3028	41	0	1329	1907	1148	2551	0	10077
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	2.32%	96.37%	1.30%	0.00%	41.07%	58.93%	31.04%	68.96%	0.00%	

PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	0	0	29	1178	19	0	506	723	468	1002	0	3925
PEAK HR FACTOR :		0.000			0.976			0.934			0.950		0.980

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5257-019 **Day:** Tuesday

TOTALS

City: Los Angeles **Date:** 4/26/2016

PM

NS/EW Streets:	SR-90 EB Ramps			SR-90 EB Ramps			Mindanao Wy			Mindanao Wy			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	1	2	0	0	1.5	1.5	2	2	0	
3:00 PM	0	0	0	4	267	3	0	107	167	146	217	0	911
3:15 PM	0	0	0	7	276	3	0	89	131	139	223	0	868
3:30 PM	0	0	0	4	271	7	0	83	181	155	275	0	976
3:45 PM	0	0	0	3	276	4	0	107	135	127	245	0	897
4:00 PM	0	0	0	3	276	5	0	86	174	190	260	0	994
4:15 PM	0	0	0	10	293	1	0	121	157	165	243	0	990
4:30 PM	0	0	0	3	274	4	0	99	162	167	281	0	990
4:45 PM	0	0	0	4	265	2	0	131	141	156	264	0	963
5:00 PM	0	0	0	2	294	6	0	108	190	178	256	0	1034
5:15 PM	0	0	0	5	305	4	0	99	179	179	273	0	1044
5:30 PM	0	0	0	6	267	5	0	119	144	186	316	0	1043
5:45 PM	0	0	0	1	253	5	0	89	123	190	280	0	941

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	52	3317	49	0	1238	1884	1978	3133	0	11651
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	1.52%	97.05%	1.43%	0.00%	39.65%	60.35%	38.70%	61.30%	0.00%	

PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	0	0	0	17	1131	17	0	457	654	699	1109	0	4084
PEAK HR FACTOR :		0.000			0.928			0.932			0.900		0.978

CONTROL : Signalized

City Of Los Angeles
Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Mindanao Way

East/West La Villa Marina

Day: Wednesday Date: February 1, 2017 Weather: SUNNY

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

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	47	49	11	8
BIKES	20	32	1	10
BUSES	15	27	1	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	298	8.15	259	8.15	20	7.15	66	8.30
PM PK 15 MIN	275	17.00	305	17.15	20	17.15	37	16.30
AM PK HOUR	1121	7.45	1022	7.45	47	7.00	219	8.00
PM PK HOUR	1035	17.00	1194	16.45	56	16.30	127	16.15

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	26	756	41	823
8-9	15	1026	52	1093
9-10	19	841	58	918
15-16	21	896	71	988
16-17	16	870	63	949
17-18	23	940	72	1035
TOTAL	120	5329	357	5806

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	30	756	23	809
8-9	62	931	25	1018
9-10	49	831	13	893
15-16	76	749	6	831
16-17	89	825	8	922
17-18	123	1052	12	1187
TOTAL	429	5144	87	5660

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1632	11	0	7	0
2111	6	0	13	0
1811	8	0	20	0
1819	14	0	18	0
1871	17	0	27	2
2222	20	0	13	0
11466	76	0	98	2

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	27	2	18	47
8-9	13	1	11	25
9-10	6	0	11	17
15-16	26	1	24	51
16-17	15	1	27	43
17-18	20	0	26	46
TOTAL	107	5	117	229

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	41	2	113	156
8-9	69	0	150	219
9-10	48	1	130	179
15-16	42	0	77	119
16-17	51	2	61	114
17-18	49	1	65	115
TOTAL	300	6	596	902

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
203	7	0	1	0
244	6	0	0	0
196	15	0	0	0
170	10	0	1	0
157	17	0	0	0
161	9	0	0	0
1131	64	0	2	0

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Mindanao Way and La Villa Marina , Marina Del Rey

Date: 2/1/2017

Day: Wednesday

Project #: 17-5060-006

City: Marina Del Rey

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Total Peak Hour Summary

Mindanao Way

La Villa Marina

N

Southbound Approach

Lanes	0	2	1	
	↲	↓	↳	⇧
AM	26	937	59	1214
NOON	0	0	0	0
PM	13	1056	125	1018

Eastbound Approach

		AM	NOON	PM
	⇦	48	0	41

Lanes		AM	NOON	PM
0	↱	16	0	19
1	→	1	0	1
0	↴	10	0	35

Westbound Approach

	AM	NOON	PM	Lanes
↰	151	0	70	0
←	0	0	2	1
↙	62	0	48	0

	AM	NOON	PM
⇨	112	0	188

CONTROL

Signalized

Northbound Approach

	⇩	↰	↑	↱
AM	1009	22	1047	52
NOON	0	0	0	0
PM	1139	26	929	62
Lanes		1	2	0

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

Total Ins & Outs

North Leg

AM	1022	1214
NOON	0	0
PM	1194	1018

West Leg

AM	NOON	PM
48	0	41
27	0	55

East Leg

AM	NOON	PM
213	0	120
112	0	188

South Leg

AM	1009	1121
NOON	0	0
PM	1139	1017

Total Volume Per Leg

Leg	AM	NOON	PM
North Leg	2236	0	2212
West Leg	75	0	96
East Leg	325	0	308
South Leg	2130	0	2156

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5060-006

Day: Wednesday

TOTALS

City: Marina Del Rey

Date: 2/1/2017

AM

NS/EW Streets:	Mindanao Way			Mindanao Way			La Villa Marina			La Villa Marina			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	0	1	0	0	1	0	
7:00 AM	6	142	12	3	144	13	4	0	3	13	0	25	365
7:15 AM	3	165	9	3	174	2	13	2	5	8	2	19	405
7:30 AM	6	189	6	10	205	2	5	0	6	8	0	30	467
7:45 AM	11	260	14	14	233	6	5	0	4	12	0	39	598
8:00 AM	1	234	13	17	229	8	1	0	2	17	0	41	563
8:15 AM	8	282	8	15	238	6	3	0	3	11	0	27	601
8:30 AM	2	271	17	13	237	6	7	1	1	22	0	44	621
8:45 AM	4	239	14	17	227	5	2	0	5	19	0	38	570
9:00 AM	3	213	18	12	221	2	2	0	1	13	0	44	529
9:15 AM	6	218	14	13	210	4	2	0	2	8	0	27	504
9:30 AM	4	180	13	13	190	4	0	0	3	6	1	29	443
9:45 AM	6	230	13	11	210	3	2	0	5	21	0	30	531

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	60	2623	151	141	2518	61	46	3	40	158	3	393	6197
APPROACH %'s :	2.12%	92.55%	5.33%	5.18%	92.57%	2.24%	51.69%	3.37%	44.94%	28.52%	0.54%	70.94%	

PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	22	1047	52	59	937	26	16	1	10	62	0	151	2383
PEAK HR FACTOR :	0.940			0.986			0.750			0.807			0.959

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5060-006

Day: Wednesday

TOTALS

City: Marina Del Rey

Date: 2/1/2017

PM

NS/EW Streets:	Mindanao Way			Mindanao Way			La Villa Marina			La Villa Marina			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	0	1	0	0	1	0	
3:00 PM	6	201	21	22	184	2	8	0	3	10	0	19	476
3:15 PM	4	222	21	15	200	2	0	1	7	15	0	14	501
3:30 PM	5	248	11	21	169	2	11	0	8	11	0	18	504
3:45 PM	6	225	18	18	196	0	7	0	6	6	0	26	508
4:00 PM	3	224	15	22	205	0	5	0	4	9	0	11	498
4:15 PM	3	210	14	23	178	1	2	0	5	10	0	16	462
4:30 PM	4	211	16	17	174	2	4	0	7	19	1	17	472
4:45 PM	6	225	18	27	268	5	4	1	11	13	1	17	596
5:00 PM	6	254	15	35	250	2	5	0	4	16	1	16	604
5:15 PM	11	214	13	23	278	4	7	0	13	8	0	15	586
5:30 PM	3	236	16	40	260	2	3	0	7	11	0	22	600
5:45 PM	3	236	28	25	264	4	5	0	2	14	0	12	593
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	60	2706	206	288	2626	26	61	2	77	142	3	203	6400
APPROACH %'s :	2.02%	91.05%	6.93%	9.80%	89.32%	0.88%	43.57%	1.43%	55.00%	40.80%	0.86%	58.33%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	26	929	62	125	1056	13	19	1	35	48	2	70	2386
PEAK HR FACTOR :		0.925			0.979			0.688			0.909		0.988

CONTROL : Signalized

APPENDIX G

DETAILED PLANS, PROGRAMS, ORDINANCES, AND POLICIES REVIEW

OPTION A

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.

Frontage 1 Existing PROW'/Curb' : Existing 70'/54' Required 72'/46' Proposed 73'/54'

Maxella Avenue: Avenue III

Frontage 2 Existing PROW'/Curb' : Existing 90'/70' Required 66'/40' Proposed 93'/70'

Glencoe Avenue: Collector

Frontage 3 Existing PROW'/Curb' : Existing ____________ Required ______________ Proposed ________________

Frontage 4 Existing PROW'/Curb' : Existing ____________ Required ______________ Proposed ________________

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 off-site street loading areas.*

Mobility Plan 2035 Street Designations and Standard Roadway Dimensions

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

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

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

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

☐ **Yes** ☒ No

B.2 Driveway Access

These questions address potential conflict with:

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

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

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

Site Planning Best Practices:

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

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

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

- the total number of new driveways exceeds 1 driveway per every 200 feet[2] along on the Avenue or Boulevard frontage, or
- locating new driveways on an Avenue or Boulevard within 150 feet from the intersecting street, or
- locating new driveways on a collector or local street within 75 feet from the intersecting street, or
- locating new driveways near mid-block crosswalks, requiring relocation of the mid-block crosswalk

☐ **Yes** ☒ No

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

Impact Analysis

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

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

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

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

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

☐ **Yes** ☐ No ☒ N/A

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

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

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

☐ **Yes** ☐ No ☒ N/A

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

C. Network Access

C. 1 Alley, Street and Stairway Access

These questions address potential conflict with:

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

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

☐ Yes ☒ No

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

☐ Yes ☐ **No** ☒ N/A

C.2 New Cul-de-sacs

These questions address potential conflict with:

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

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

☐ Yes ☒ No

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

☐ Yes ☐ **No** ☒ N/A

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

D. Parking Supply and Transportation Demand Management

These questions address potential conflict with:

> ***Mobility Plan 2035 Policy 3.8*** *– Bicycle Parking, Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.*
>
> ***Mobility Plan 2035 Policy 4.8 –*** *Transportation Demand Management Strategies. Encourage greater utilization of Transportation Demand Management Strategies to reduce dependence on single-occupancy vehicles.*
>
> ***Mobility Plan 2035 Policy 4.13*** *– Parking and Land Use Management: Balance on-street and off-street parking supply with other transportation and land use objectives.*

D.1 Would the project propose a supply of onsite parking that exceeds the baseline 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**

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

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

☒ Yes ☐ No

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

☒ Yes ☐ **No** ☐ N/A

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

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

E. Consistency with Regional Plans

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

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

☒ Yes ☐ No

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

☐ Yes ☒ No ☐ N/A

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

☐ Yes ☐ No ☒ N/A

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

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

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

References

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

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

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

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

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

ATTACHMENT D.1: CITY PLAN, POLICIES AND GUIDELINES

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

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

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

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

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

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

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

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

Detailed Responses in Support of General Consistency with Transportation-Related Plans, Programs, Ordinances, or Policies (Adapted from Attachment D in *LADOT Transportation Assessment Guidelines*, July 2020)

The items below correspond with the TAG Attachment D: Plan, Policy, and Program Consistency Worksheet. Defined terms below have the same meanings as in the Transportation Assessment.

A. MOBILITY PLAN 2035 (MP 2035) PROW CLASSIFICATION STANDARDS FOR DEDICATIONS AND IMPROVEMENTS

MP 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.

- Option A is required to make dedications or improvements to the public right-of way. Specifically, a three-foot street dedication is required for Maxella Avenue and Glencoe Avenue along the Project Site. Option A will not alter adjacent streets or the right-of-way in a manner that would preclude or conflict future changes by various City Departments.

MP 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.

- Option A will not alter pedestrian infrastructure or the right-of-way in a manner that would preclude or conflict future changes by various City Departments. Option A prioritizes pedestrian access and connectivity, consistent with Maxella Avenue's designation as a Pedestrian Enhanced District (PED). Option A will make a three-foot street dedication on Maxella Avenue and Glencoe Avenue along the Project Site. Once the dedications are provided, the City will be free to install modifications along Maxella Avenue as part of the PED network. Option A includes a paved pedestrian paseo internal to the Project Site, which provides safe connections to the various buildings on the Project Site. Additionally, the pedestrian paseo will provide connections to the sidewalk along the Project Site's Glencoe Avenue frontage, as well as the Project Site's Ocean Way frontage.

MP 2035 Policy 3.2 – People with Disabilities. Accommodate the needs of people with disabilities when modifying of installing infrastructure within the public right-of-way.

- Option A will not alter existing ADA infrastructure or the right-of-way in a manner that would preclude or conflict future changes by various City Departments.

MP 2035 Street Designations and Standard Roadway Dimensions

- Option A proposes 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. Maxella Avenue is designated as an Avenue III under the MP 2035 Street Standards Plan. Glencoe

Avenue is designated as a Collector under the MP 2035 Street Standards Plan. The Project Site is zoned [Q]M1-1 per LAMC.

MP 2035 Networks

- The Project Site has frontage along the following networks in MP 2035:
    - Pedestrian Enhanced District: Maxella Avenue (See analysis of MP Policy 2.3 above).
    - Neighborhood Enhanced Network: Maxella Avenue and Glencoe Avenue

MP 2035 Policy 2.4 – Neighborhood Enhanced Network. Provide a slow speed network of locally serving streets.

- Maxella Avenue and Glencoe Avenue have been designated within the City's Neighborhood Enhanced Netowork (NEN). Option A will make the required three-foot street dedication along Maxella Avenue and Glencoe Avenue to comply with MP 2035. Once the dedication is provided, the City will be free to install modifications such as shared laned markings as part of the NEN. Option A will not modify Maxella Avenue or Glencoe Avenue in a way that would substantially increase travel speed.

B. MOBILITY PLAN 2035 (MP 2035) PROW POLICY ALIGNMENT WITH PROJECT-INITIATED CHANGES

B.1. Project-Initiated Changes to the PROW Dimensions

MP 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.

- Option A is required to make dedications or improvements to the public right-of way. Specifically, a three-foot street dedication is required for Maxella Avenue and Glencoe Avenue along the Project Site. Option A is not proposing any additional dedications or improvements to the public right-of-way. Option A will not alter adjacent streets or the right-of-way in a manner that would preclude or conflict future changes by various City Departments.

MP 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.

- Option A will not alter pedestrian infrastructure or the right-of-way in a manner that would preclude or conflict future changes by various City Departments. Option A prioritizes pedestrian access and connectivity, consistent with Maxella Avenue's designation as a Pedestrian Enhanced District (PED). Option A will make a three-foot street dedication on Maxella Avenue and Glencoe Avenue along the Project Site. Once the dedications are provided, the City will be free to install modifications along Maxella Avenue as part of the

PED network. Option A includes a paved pedestrian paseo internal to the Project Site, which provides safe connections to the various buildings on the Project Site. Additionally, the pedestrian paseo will provide connections to the sidewalk along the Project Site's Glencoe Avenue frontage, as well as the Project Site's Ocean Way frontage.

MP 2035 Policy 3.2 – People with Disabilities. Accommodate the needs of people with disabilities when modifying of installing infrastructure within the public right-of-way.

- Option A will not alter existing ADA infrastructure or the right-of-way in a manner that would preclude or conflict future changes by various City Departments.

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

- All loading activities will occur off-street and internal to the Project Site. Loading activities associated with service and delivery operations, trash collection and Waste Management for Option A will occur along the south side of the westerly residential building and the south side of the southerly residential building (i.e., at the westerly and southeasterly portions of the Project Site). Service and delivery vehicles will utilize the northerly and southerly Glencoe Avenue driveways to access Option A's service areas.

MP 2035 Street Designations and Standard Roadway Dimensions

- Option A does 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. Maxella Avenue is designated as an Avenue III under the MP 2035 Street Standards Plan. Glencoe Avenue is designated as a Collector under the MP 2035 Street Standards Plan. The Project Site is zoned [Q]M1-1 per LAMC.

B.2. Driveway Access

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

- All loading activities will occur off-street and internal to the Project Site. Loading activities associated with service and delivery operations, trash collection and Waste Management for Option A will occur along the south side of the westerly residential building and the south side of the southerly residential building (i.e., at the westerly and southeasterly portions of the Project Site). Service and delivery vehicles will utilize the northerly and southerly Glencoe Avenue driveways to access Option A's service areas.

MP 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.

- Driveway access to the Project Site will be provided via Ocean Way, a private driveway, Maxella Avenue, an Avenue III, and Glencoe Avenue, a Collector. While the existing Maxella Avenue driveway will be shifted approximately 101 feet to the east, the overall number of curb cuts on Maxella Avenue adjacent to the Project Site will not change. The number of driveways on Glencoe Avenue adjacent to the Project Site will be reduced from two to one, and the northerly Glencoe Avenue driveway will be shifted approximately 113 feet south of the existing driveway, further south from the Glencoe Avenue / Maxella Avenue intersection. Option A has been designed 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.

- *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.*
    - Option A prioritizes pedestrian access first. Option A will reduce the number of curb cuts along Glencoe Avenue from three to two. Vehicular access to the Project Site's parking garages from the Ocean Way and Glencoe Avenue access points will be provided on the sides of buildings, away from the public-right-of-way. While vehicular access to one of the onsite parking garages will be provided along Maxella Avenue, Option A will not add additional curb cuts to the Maxella Avenue public right-of-way. The Maxella Avenue driveway will be located approximately 154 feet west of the Glencoe Avenue / Maxella Avenue intersection. The northerly Glencoe Avenue driveway will be located approximately 272 feet south of the Glencoe Avenue / Maxella Avenue intersection.
- *Minimize both the number of driveway entrances and overall driveway widths.*
    - Option A proposes driveway entrances from the public right-of-way at the Ocean Way / Maxella Avenue intersection, along Maxella Avenue approximately 154 feet west of the Glencoe Avenue / Maxella Avenue intersection, along Glencoe Avenue approximately 272 feet south of the Glencoe Avenue / Maxella Avenue intersection, and at the existing southerly Glencoe Avenue driveway. Option A will reduce the number of curb cuts along the Project Site's frontage from two to one. All driveways will be constructed in accordance with City Standards.

- *Do not locate drop-off/pick-up areas between principal building entrances and the adjoining sidewalks.*

    - A passenger loading area is proposed internal to the Project Site with the westerly residential building's parking garage.

- *Orient vehicular access as far from street intersections as possible.*

    - The Maxella Avenue driveway will be located approximately 154 feet west of the Glencoe Avenue / Maxella Avenue intersection. The northerly Glencoe Avenue driveway will be located approximately 272 feet south of the Glencoe Avenue / Maxella Avenue intersection.

- *Place drive-through elements away from intersections and avoid placing them so that they create a barrier between the sidewalk and building entrance(s).*

    - Option A does not propose any drive-through elements.

- *Ensure that loading areas do not interfere with onsite pedestrian and vehicular circulation by separating loading areas and larger commercial vehicles from areas that are used for public parking and public entrances.*

    - All loading activities will occur off-street and internal to the Project Site. Loading activities associated with service and delivery operations, trash collection and Waste Management for Option A will occur along the south side of the westerly residential building and the south side of the southerly residential building (i.e., at the westerly and southeasterly portions of the Project Site), away from access points to parking and public entrances. Service and delivery vehicles will utilize the northerly and southerly Glencoe Avenue driveways to access Option A's service areas.

C. NETWORK ACCESS

C.1. Alley, Street and Stairway Access

MP 2035 Policy 3.9 – Increased Network Access. Discourage the vacation of public rights-of-way.

- Option A will not vacate any public rights-of-way.

C.2. New Cul-de-sacs

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

- The Project Site is not located on a cul-de-sac.

D. PARKING SUPPLY AND TRANSPORTATION DEMAND MANAGEMENT

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

- Option A is required to provide 79 short-term and 672 long-term bicycle parking spaces in accordance with LAMC. Option A will provide the LAMC-required number of short-term and long-term bicycle parking spaces. Secure bicycle parking will be provided on all levels of the onsite parking garages.

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

- The Applicant will comply with existing applicable City ordinances (e.g., the City's existing TDM Ordinance, referred to in the LAMC Section 12.26.J) and the other requirements per the City's Municipal Code, as well as the TDM requirements of the Coastal Transportation Corridor Specific Plan.

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

- Option A will provide a total of 1,217 vehicle parking spaces will be provided onsite upon completion. The Project Site will provide vehicle parking spaces in accordance with LAMC. Additionally, the Project will provide the LAMC-required number of short-term and long-term bicycle parking spaces. Additionally, Option A is within convenient walking distance to public transit routes along Maxella Avenue and Glencoe Avenue.

E. CONSISTENCY WITH REGIONAL PLANS

Option A applies one of the City's efficiency-based impact thresholds (i.e., VMT per Capita and VMT per Employee) as discussed in Section 4.2 of the Transportation Assessment. The VMT analysis concludes that Option A will not result in a significant VMT impact. As Option A will not result in a significant VMT impact, Option A is shown to be consistent with the VMT and greenhouse gas (GHG) goals of the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

Additional Review

The following provides a review of the transportation-related goals listed in the Plan for a Healthy Los Angeles (Healthy LA).

- Option A supports the transportation-related goals listed in Healthy LA. Option A is designed in a manner that facilitates travel on foot between the Project Site and nearby transit facilities and commercial destination. Option A will provide the LAMC-required number of bicycle parking spaces. Option A would not conflict with, limit, or preclude the City's ability to implement programs and policies in furtherance of Healthy LA.

The following provides a review of the transportation-related goals listed in the Palms-Mar Vista-Del Rey Community Plan. The Palms-Mar Vista-Del Rey Community Plan was adopted in 1997. While an updated Community Plan is currently under development, the plan from 1997 is currently in effect and forms the basis for this review of conflicts relating to the transportation system.

From a transportation perspective, the Community Plan offers the following goals and objectives related to Option A.

Objective 10-2: To increase the work trips and non-work trips made on public transit.

- Option A is located within convenient walking distance to many public transit lines along Maxella Avenue and Glencoe Avenue.

Objective 11-1: To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.

Policy 11-1.1: Encourage non-residential development to provide employee incentives for utilizing alternatives to the automobile, such as carpools, vanpools, buses, flex time, bicycles, and walking.

Policy 11-1.2: Encourage the use of multiple-occupancy vehicle programs for shopping and other activities to reduce midday traffic.

- The Applicant will comply with existing applicable City ordinances (e.g., the City's existing TDM Ordinance, referred to in the LAMC Section 12.26.J) and the other requirements per the City's Municipal Code, as well as the TDM requirements of the Coastal Transportation Corridor Specific Plan.

Objective 12-1: To promote an adequate system of bikeways for commuter, school, and recreational use.

Policy 12-1.4: Encourage the provision of changing rooms, showers, and bicycle storage at new and existing non-residential developments and public places.

- Option A is required to provide 79 short-term and 672 long-term bicycle parking spaces in accordance with LAMC. Option A will provide the LAMC-required number of short-term and long-term bicycle parking spaces. Secure bicycle parking will be provided on all levels of the onsite parking garages.

Objective 12-2: To promote pedestrian oriented mobility and utilization of the bicycle for commuter, school, recreational use, economic activity, and access to transit facilities.

- Option A includes a paved pedestrian paseo internal to the Project Site, which provides safe connections to the various buildings on the Project Site. Additionally, the pedestrian paseo will provide connections to the sidewalk along the Project Site's Glencoe Avenue frontage, as well as the Project Site's Ocean Way frontage. Option A is required to provide 79 short-term and 672 long-term bicycle parking spaces in accordance with the LAMC. Option A will provide the LAMC-required number of short-term and long-term bicycle parking spaces. Secure bicycle parking will be provided on all levels of the onsite parking garages.

Objective 13-1: To provide parking in appropriate locations in accordance with Citywide standards and community needs.

Policy 13-1.1: Consolidate parking where appropriate, to minimize the number of ingress and egress points onto arterials.

Policy 13-1.2: New parking lots and garages shall be developed in accordance with design standards.

- Parking will be provided onsite in accordance with LAMC. Vehicular access to the Project Site's Ocean Way access points from Maxella Avenue will be maintained. The existing Maxella Avenue driveway will be shifted approximately 101 feet east of the existing driveway location. Option A will reduce the number of curb cuts along the Project Site's Glencoe Avenue frontage from two to one and will shift the existing northerly Glencoe Avenue driveway approximately 113 feet to the south to provide a greater distance between the driveway and the Glencoe Avenue / Maxella Avenue intersection to the north. The onsite parking garages will be developed in accordance with City standards.

APPENDIX H

DETAILED PLANS, PROGRAMS, ORDINANCES, AND POLICIES REVIEW
OPTION B

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.

Frontage 1 Existing PROW'/Curb' : Existing 70'/54' Required 72'/46' Proposed 73'/54'
Maxella Avenue: Avenue III

Frontage 2 Existing PROW'/Curb' : Existing 90'/70' Required 66'/40' Proposed 93'/70'
Glencoe Avenue: Collector

Frontage 3 Existing PROW'/Curb' : Existing ____________ Required ______________ Proposed ________________

Frontage 4 Existing PROW'/Curb' : Existing ____________ Required ______________ Proposed ________________

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 off-site street loading areas.*

Mobility Plan 2035 Street Designations and Standard Roadway Dimensions

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

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

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

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

☐ **Yes** ☒ No

B.2 Driveway Access

These questions address potential conflict with:

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

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

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

Site Planning Best Practices:

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

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

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

- the total number of new driveways exceeds 1 driveway per every 200 feet[2] along on the Avenue or Boulevard frontage, or
- locating new driveways on an Avenue or Boulevard within 150 feet from the intersecting street, or
- locating new driveways on a collector or local street within 75 feet from the intersecting street, or
- locating new driveways near mid-block crosswalks, requiring relocation of the mid-block crosswalk

☐ **Yes** ☒ No

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

Impact Analysis

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

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

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

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

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

☐ **Yes** ☐ No ☒ N/A

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

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

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

☐ **Yes** ☐ No ☒ N/A

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

C. Network Access

C. 1 Alley, Street and Stairway Access

These questions address potential conflict with:

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

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

☐ Yes ☒ No

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

☐ Yes ☐ **No** ☒ N/A

C.2 New Cul-de-sacs

These questions address potential conflict with:

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

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

☐ Yes ☒ No

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

☐ Yes ☐ **No** ☒ N/A

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

D. Parking Supply and Transportation Demand Management

These questions address potential conflict with:

> ***Mobility Plan 2035 Policy 3.8*** *– Bicycle Parking, Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.*
>
> ***Mobility Plan 2035 Policy 4.8 –*** *Transportation Demand Management Strategies. Encourage greater utilization of Transportation Demand Management Strategies to reduce dependence on single-occupancy vehicles.*
>
> ***Mobility Plan 2035 Policy 4.13*** *– Parking and Land Use Management: Balance on-street and off-street parking supply with other transportation and land use objectives.*

D.1 Would the project propose a supply of onsite parking that exceeds the baseline 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**

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

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

☒ Yes ☐ No

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

☒ Yes ☐ **No** ☐ N/A

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

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

E. Consistency with Regional Plans

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

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

☒ Yes ☐ No

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

☐ Yes ☒ No ☐ N/A

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

☐ Yes ☐ No ☒ N/A

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

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

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

References

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

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

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

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

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

ATTACHMENT D.1: CITY PLAN, POLICIES AND GUIDELINES

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

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

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

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

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

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

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

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

Detailed Responses in Support of General Consistency with Transportation-Related Plans, Programs, Ordinances, or Policies (Adapted from Attachment D in *LADOT Transportation Assessment Guidelines*, July 2020)

The items below correspond with the TAG Attachment D: Plan, Policy, and Program Consistency Worksheet. Defined terms below have the same meanings as in the Transportation Assessment.

A. MOBILITY PLAN 2035 (MP 2035) PROW CLASSIFICATION STANDARDS FOR DEDICATIONS AND IMPROVEMENTS

MP 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.

- Option B is required to make dedications or improvements to the public right-of way. Specifically, a three-foot street dedication is required for Maxella Avenue and Glencoe Avenue along the Project Site. Option B will not alter adjacent streets or the right-of-way in a manner that would preclude or conflict future changes by various City Departments.

MP 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.

- Option B will not alter pedestrian infrastructure or the right-of-way in a manner that would preclude or conflict future changes by various City Departments. Option B prioritizes pedestrian access and connectivity, consistent with Maxella Avenue's designation as a Pedestrian Enhanced District (PED). Option B will make a three-foot street dedication on Maxella Avenue and Glencoe Avenue along the Project Site. Once the dedications are provided, the City will be free to install modifications along Maxella Avenue as part of the PED network.

MP 2035 Policy 3.2 – People with Disabilities. Accommodate the needs of people with disabilities when modifying of installing infrastructure within the public right-of-way.

- Option B will not alter existing ADA infrastructure or the right-of-way in a manner that would preclude or conflict future changes by various City Departments.

MP 2035 Street Designations and Standard Roadway Dimensions

- Option B proposes 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. Maxella Avenue is designated as an Avenue III under the MP 2035 Street Standards Plan. Glencoe Avenue is designated as a Collector under the MP 2035 Street Standards Plan. The Project Site is zoned [Q]M1-1 per LAMC.

MP 2035 Networks

- The Project Site has frontage along the following networks in MP 2035:
    - Pedestrian Enhanced District: Maxella Avenue (See analysis of MP Policy 2.3 above).
    - Neighborhood Enhanced Network: Maxella Avenue and Glencoe Avenue

MP 2035 Policy 2.4 – Neighborhood Enhanced Network. Provide a slow speed network of locally serving streets.

- Maxella Avenue and Glencoe Avenue have been designated within the City's Neighborhood Enhanced Network (NEN). Option B will make the required three-foot dedication along Maxella Avenue and Glencoe Avenue to comply with MP 2035. Once the dedication is provided, the City will be free to install modifications such as shared laned markings as part of the NEN. Option B will not modify Maxella Avenue or Glencoe Avenue in a way that would substantially increase travel speed.

B. MOBILITY PLAN 2035 (MP 2035) PROW POLICY ALIGNMENT WITH PROJECT-INITIATED CHANGES

B.1. Project-Initiated Changes to the PROW Dimensions

MP 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.

- Option B is required to make dedications or improvements to the public right-of way. Specifically, a three-foot street dedication is required for Maxella Avenue and Glencoe Avenue along the Project Site. Option B is not proposing any additional dedications or improvements to the public right-of-way. Option B will not alter adjacent streets or the right-of-way in a manner that would preclude or conflict future changes by various City Departments.

MP 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.

- Option B will not alter pedestrian infrastructure or the right-of-way in a manner that would preclude or conflict future changes by various City Departments. Option B prioritizes pedestrian access and connectivity, consistent with Maxella Avenue's designation as a Pedestrian Enhanced District (PED). Option B will make a three-foot dedication on Maxella Avenue and Glencoe Avenue along the Project Site. Once the dedications are provided, the City will be free to install modifications along Maxella Avenue as part of the PED network.

MP 2035 Policy 3.2 – People with Disabilities. Accommodate the needs of people with disabilities when modifying of installing infrastructure within the public right-of-way.

- Option B will not alter existing ADA infrastructure or the right-of-way in a manner that would preclude or conflict future changes by various City Departments.

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

- All loading activities will occur off-street and internal to the Project Site. Loading activities associated with service and delivery operations, trash collection and Waste Management for the Project will occur along the northwest and south-central portions of the Project Site. Service and delivery vehicles will utilize the northerly Ocean Way access points, Maxella Avenue driveway, and Glencoe Avenue driveway to access the loading zones and trash/recycling areas located within the at-grade level of the onsite parking garage. Additionally, a passenger drop-off/pick-up area is provided along east side of Ocean Way, internal to the Project Site.

MP 2035 Street Designations and Standard Roadway Dimensions

- Option B does 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. Maxella Avenue is designated as an Avenue III under the MP 2035 Street Standards Plan. Glencoe Avenue is designated as a Collector under the MP 2035 Street Standards Plan. The Project Site is zoned [Q]M1-1 per LAMC.

B.2. Driveway Access

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

- All loading activities will occur off-street and internal to the Project Site. Loading activities associated with service and delivery operations, trash collection and Waste Management for the Project will occur along the northwest and south-central portions of the Project Site. Service and delivery vehicles will utilize the northerly Ocean Way access points, Maxella Avenue driveway, and Glencoe Avenue driveway to access the loading zones and trash/recycling areas located within the at-grade level of the onsite parking garage. Additionally, a passenger drop-off/pick-up area is provided along east side of Ocean Way, internal to the Project Site.

MP 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.

- Driveway access to the Project Site will be provided via Ocean Way, a private driveway, Maxella Avenue, an Avenue III, and Glencoe Avenue, a Collector. While the existing Maxella Avenue driveway will be shifted two feet to the west, the overall number of curb cuts on Maxella Avenue adjacent to the Project Site will not change. The Glencoe Avenue driveway providing access to the Project Site is located adjacent to the Project Site, and the existing driveways along the Project Site's Glencoe Avenue frontage will be removed. Option B has been designed 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.

- *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.*
    - Option B prioritizes pedestrian access first. Option B will reduce the number of curb cuts along the Project Site's Glencoe Avenue frontage from two to zero. Vehicular access to the Project Site's parking garage from the Ocean Way and Glencoe Avenue access points will be provided on the sides of buildings, away from the public-right-of-way. While vehicular access to the Option B onsite parking garage will be provided along Maxella Avenue, Option B will not add additional curb cuts to the Maxella Avenue public right-of-way. The Maxella Avenue driveway will be located approximately 263 feet west of the Glencoe Avenue / Maxella Avenue intersection.
- *Minimize both the number of driveway entrances and overall driveway widths.*
    - Option B proposes driveway entrances from the public right-of-way at the Ocean Way / Maxella Avenue intersection, along Maxella Avenue approximately 263 feet west of the Glencoe Avenue / Maxella Avenue intersection and at the existing Glencoe Avenue driveway adjacent to the Project Site. As the existing Glencoe Avenue driveway is adjacent to the Project Site, Option B will remove all curb cuts along the Project Site's Glencoe Avenue frontage. All driveways will be constructed in accordance with City Standards.
- *Do not locate drop-off/pick-up areas between principal building entrances and the adjoining sidewalks.*
    - A passenger loading area is proposed along the east side of Ocean Way, along the westerly portion of the Project Site.

- *Orient vehicular access as far from street intersections as possible.*
  - The Maxella Avenue driveway will be located 263 feet west of the Glencoe Avenue / Maxella Avenue intersection.
- *Place drive-through elements away from intersections and avoid placing them so that they create a barrier between the sidewalk and building entrance(s).*
  - Option B does not propose any drive-through elements.
- *Ensure that loading areas do not interfere with onsite pedestrian and vehicular circulation by separating loading areas and larger commercial vehicles from areas that are used for public parking and public entrances.*
  - All loading activities will occur off-street and internal to the Project Site. Loading activities associated with service and delivery operations, trash collection and Waste Management for the Project will occur along the northwest and south-central portions of the Project Site. Service and delivery vehicles will utilize the northerly Ocean Way access points, Maxella Avenue driveway, and Glencoe Avenue driveway to access the loading zones and trash/recycling areas located within the at-grade level of the onsite parking garage. Additionally, a passenger drop-off/pick-up area is provided along east side of Ocean Way, internal to the Project Site.

C. NETWORK ACCESS

C.1. Alley, Street and Stairway Access

MP 2035 Policy 3.9 – Increased Network Access. Discourage the vacation of public rights-of-way.

- Option B will not vacate any public rights-of-way.

C.2. New Cul-de-sacs

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

- The Project Site is not located on a cul-de-sac.

D. PARKING SUPPLY AND TRANSPORTATION DEMAND MANAGEMENT

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

- Option B is required to provide 48 short-term and 219 long-term bicycle parking spaces in accordance with LAMC. Option B will provide the LAMC-required number of short-term and long-term bicycle parking spaces. Additionally, Option B will provide end-of-trip bicycle facilities, including secure bicycle parking and showers, to support safe and comfortable bicycle travel. Secure bicycle parking will be provided on all levels within the onsite parking garage.

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

- As stated in Section 2.9 of the Transportation Assessment, Option B will implement the following TDM strategies as mitigation measures:
    - Transit Subsidies;
    - Promotions and Marketing;
    - Alternative Work Schedules and Telecommuting Program;
    - Include Bicycle Parking per LAMC;
    - Include Secure Bicycle Parking and Showers; and
    - Pedestrian Network Improvements.
- Additionally, the Applicant will comply with existing applicable City ordinances (e.g., the City's existing TDM Ordinance, referred to in the LAMC Section 12.26.J) and the other requirements per the City's Municipal Code, as well as the TDM requirements of the Coastal Transportation Corridor Specific Plan.

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

- The Project would not conflict with the portion of Policy 4.13 that discourages utilizing land for parking that could have been used for other valuable uses since most of the onsite parking will be located below grade.

  While Option B would provide parking in excess of the minimum requirements as determined by the LAMC, it would include features to encourage walking and bicycling and LAMC-required bicycle parking spaces. As discussed in Section 4.2 of the Transportation Assessment, the Project would be consistent with the applicable goals and objectives of the SCAG 2016–2040 RTP/SCS and 2020–2045 RTP/SCS to locate jobs and housing in infill locations served by public transportation. Therefore, Option B would not undermine broader regional goals of creating vibrant public spaces and a robust multi-modal transportation system.

> Under CEQA, a project is considered consistent with an applicable plan if it is consistent with the overall intent of the plan and would not preclude the attainment of its primary goals. A project does not need to be in perfect conformity with each and every policy. Therefore, even though the Option B's parking may exceed the minimum requirements as determined by LAMC, the Project is consistent with the overall intent of Policy 4.13 and MP 2035.
>
> Moreover, any inconsistency with an applicable policy, plan, or regulation is only a significant impact under CEQA if the policy, plan, or regulation were adopted for the purpose of avoiding or mitigating an environmental effect and the inconsistency itself would result in a direct physical impact on the environment. The above policy is intended to implement broader regional goals, not to mitigate an environmental effect. Therefore, even if the amount of parking provided by Option B was conservatively considered to be inconsistent with Policy 4.13, such inconsistency would not be considered to be a significant impact under CEQA.

E. CONSISTENCY WITH REGIONAL PLANS

Option B applies one of the City's efficiency-based impact thresholds (i.e., VMT per Capita and VMT per Employee) as discussed in Section 4.2 of the Transportation Assessment. It is noted that Option B will incorporate TDM measures as mitigation measures, as described in Section 2.9 of the Transportation Assessment. The implementation of the TDM measures results in a Daily Household VMT per Capita impact that is less than significant. However, the maximum work based TDM reduction is achieved, and no further TDM measures can be implemented to reduce the Daily Work VMT per Employee below 11.1 Daily Work VMT per Employee.

While the Option B Daily Work VMT per Employee is greater than the West Los Angeles APC significance threshold of 11.1 Daily Work VMT per Employee, LLG has proposed an alternative assessment of the VMT impacts for Option B. As stated in Section 4.2.2 of the Transportation Assessment, the Daily Household VMT per Capita for the residential component of Option B is calculated to be 5.4 Daily Household VMT per Capita with implementation of the recommended mitigation measures, which is well below the threshold for the West Los Angeles APC of 7.4 Daily Household VMT per Capita. For the office component of Option B, the Daily Work VMT per Employee value is calculated to be reduced from 14.5 to 11.6 with consideration of TDM measures. While the Daily Work VMT per Employee value after application of TDM measures is greater than the threshold of 11.1 Daily Work VMT per Employee, a finding of a less than significant impact is made related to the Daily Work VMT per Employee for Option B in consideration of the "excess" mitigation provided by the TDM measures recommended for Option B. The resulting Daily Household VMT per Capita for the residential component is substantially less than the threshold of significance for the West Los Angeles APC and therefore is deemed to offset the unmitigated portion of the Daily Work VMT per Employee related to the office component. As the VMT impacts related to Option B have been shown to be mitigated, Option B is shown to be consistent with the VMT and greenhouse gas (GHG) goals of the Southern

California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

Additional Review

The following provides a review of the transportation-related goals listed in the Plan for a Healthy Los Angeles (Healthy LA).

- Option B supports the transportation-related goals listed in Healthy LA. Option B is designed in a manner that facilitates travel on foot between the Project Site and nearby transit facilities and commercial destination. Option B will provide the LAMC-required number of bicycle parking spaces. Option B would not conflict with, limit or preclude the City's ability to implement programs and policies in furtherance of Healthy LA.

The following provides a review of the transportation-related goals listed in the Palms-Mar Vista-Del Rey Community Plan. The Palms-Mar Vista-Del Rey Community Plan was adopted in 1997. While an updated Community Plan is currently under development, the plan from 1997 is currently in effect and forms the basis for this review of conflicts relating to the transportation system.

From a transportation perspective, the Community Plan offers the following goals and objectives related to the Project.

Objective 10-2: To increase the work trips and non-work trips made on public transit.

- Option B is located within convenient walking distance to many public transit lines along Maxella Avenue and Glencoe Avenue.

Objective 11-1: To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.

Policy 11-1.1: Encourage non-residential development to provide employee incentives for utilizing alternatives to the automobile, such as carpools, vanpools, buses, flex time, bicycles, and walking.

Policy 11-1.2: Encourage the use of multiple-occupancy vehicle programs for shopping and other activities to reduce midday traffic.

- As stated in Section 2.9 of the Transportation Assessment, Option B will implement the following TDM strategies as mitigation measures:
  - Transit Subsidies;
  - Promotions and Marketing;
  - Alternative Work Schedules and Telecommuting Program;

    - Include Bicycle Parking per LAMC;
    - Include Secure Bicycle Parking and Showers; and
    - Pedestrian Network Improvements.

- Additionally, the Applicant will comply with existing applicable City ordinances (e.g., the City's existing TDM Ordinance, referred to in the LAMC Section 12.26.J) and the other requirements per the City's Municipal Code, as well as the TDM requirements of the Coastal Transportation Corridor Specific Plan.

Objective 12-1: To promote an adequate system of bikeways for commuter, school, and recreational use.

Policy 12-1.4: Encourage the provision of changing rooms, showers, and bicycle storage at new and existing non-residential developments and public places.

- Option B is required to provide 48 short-term and 219 long-term bicycle parking spaces in accordance with LAMC. Option B will provide the LAMC-required number of short-term and long-term bicycle parking spaces. Additionally, Option B will provide end-of-trip bicycle facilities, including secure bicycle parking and showers, to support safe and comfortable bicycle travel Secure bicycle parking will be provided on all levels within the onsite parking garage.

Objective 12-2: To promote pedestrian oriented mobility and utilization of the bicycle for commuter, school, recreational use, economic activity, and access to transit facilities.

- Option B will provide connections to the sidewalks along the Project Site's Maxella Avenue and Glencoe Avenue frontages, as well as the Project Site's Ocean Way frontage. Option B is required to provide 48 short-term and 219 long-term bicycle parking spaces in accordance with the LAMC. Option B will provide the LAMC-required number of short-term and long-term bicycle parking spaces. Secure bicycle parking will be provided on all levels within the onsite parking garage.

Objective 13-1: To provide parking in appropriate locations in accordance with Citywide standards and community needs.

Policy 13-1.1: Consolidate parking where appropriate, to minimize the number of ingress and egress points onto arterials.

Policy 13-1.2: New parking lots and garages shall be developed in accordance with design standards.

- Option B will provide a total of 1,287 vehicle parking spaces onsite. While Option B will provide parking in excess of LAMC requirements, Option B will implement TDM strategies to encourage travel to and from the Project Site by alternative modes of transportation. The TDM strategies are described in detail in Section 2.9 of the Transportation Assessment. The Option B onsite parking garage will be developed in accordance with City standards.

APPENDIX I

VEHICLE MILES TRAVELED ANALYSIS FOR MIXED-USE PROJECTS – LADOT APPROVED METHODOLOGY FOR MITIGATION OF VMT IMPACTS

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MEMORANDUM

To: Eddie Guerrero
Los Angeles Department of Transportation
Date: January 28, 2021

From: David S. Shender, P.E.
Linscott, Law & Greenspan, Engineers
LLG Ref: 5-16-0265-1

Subject: **Vehicle Miles Traveled Analysis for Mixed-Use Projects**
Alternative Methodology for Mitigation of VMT Impacts
Paseo Marina Project, 13400 Maxella Avenue – CTC20-109212

This memorandum has been prepared by Linscott, Law & Greenspan, Engineers (LLG) to request consideration from the Los Angeles Department of Transportation (LADOT) for an alternative methodology related to mitigation of impacts at mixed-use development projects identified through the Vehicle Miles Traveled (VMT) methodology. For this analysis, we have referenced the proposed Paseo Marina project located at 13400 Maxella Avenue in the Marina del Rey area of Los Angeles.

Paseo Marina Project Description

A Transportation Assessment for the Paseo Marina project is currently in preparation based on LADOT's Transportation Assessment Guidelines[1] (the "Guidelines"). The Transportation Assessment will evaluate the transportation effects of two development options proposed by the project applicant:

- Option A
    - 592 market-rate residential units
    - 66 affordable residential units
    - 13,650 square feet of restaurant floor area
    - 13,650 square feet of retail floor

- Option B
    - 382 market-rate residential units
    - 43 affordable residential units
    - 20,000 square feet of restaurant floor area
    - 20,000 square feet of retail floor area
    - 90,000 square feet of office floor area

An LADOT Memorandum of Understanding was prepared and executed for both Option A and Option B, although the transportation effects of each development option will be evaluated within a single Transportation Assessment document. The Transportation Assessment will be incorporated into a Recirculated Draft Environmental Impact Report (Draft EIR) to be prepared for the Paseo Marina project.

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[1] *Transportation Assessment Guidelines*, LADOT, July 2020.

SB 743/OPR Background

The LADOT Guidelines reference Senate Bill 743 (SB 743), which requires the use of "…a transportation performance metric that promotes: the reduction of greenhouse gas emissions, the development of multi modal networks, and access to diverse land uses…" when evaluating the potential transportation effects of development projects under the California Environmental Quality Act (CEQA). Further, the Guidelines note that the Governor's Office of Planning and Research (OPR) has provided technical guidance[2] to jurisdictions in California for purposes of implementing SB 743, including the recommendation that VMT be used to quantify the transportation effects of development projects.

Additionally, OPR provided two additional recommendations with respect to implementing SB 743:

- VMT for residential projects and commercial projects should be quantified on a VMT per capita and VMT per employee basis, respectively; and

- A project per capita or per employee VMT that is 15% below that of current conditions is a reasonable threshold of significance for purposes of assessing the relative transportation impacts of development projects.

For development projects that are calculated to exceed the 15% below current VMT standard, OPR states that measures such as implementation of transportation demand management (TDM) measures would be a valid mitigation of VMT impacts. OPR acknowledges that while there are a variety of State legislative mandates and adopted policies related to greenhouse gas (GHG) emissions, the intent of SB 743 is to reduce *all* GHG emissions, and not a specific emission related to a particular type of land use. Thus, a TDM measure that eliminates one vehicle mile traveled for a residential project component would have the same benefit in reducing GHG emissions as a TDM measure that eliminates one vehicle mile traveled for a commercial project component.

The LADOT Guidelines incorporate the OPR recommendations by: 1) Calculating per capita VMT for residential projects and per employee VMT for commercial projects; 2) Adopting the significance threshold whereby a significant impact is determined if the project's calculated VMT per capita and/or VMT per employee is greater than a corresponding value that is 15% less than the existing local Area Planning Commission (APC) VMT per capita and/or VMT per employee; and 3) Considering the quantitative effects of TDM measures as mitigation measures for purposes of reducing the calculated project-related VMT values to a level below the thresholds of significance.

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[2] *Technical Advisory on Evaluating Transportation Impacts in CEQA*, OPR, December 2018.

It is noted that the LADOT Guidelines also adopted the OPR recommendation that commercial retail projects providing less than 50,00 square feet of building floor area are assumed to be local-serving in nature and therefore presumed to result in a less than significant VMT impact.

LADOT VMT Calculator

LADOT has developed a VMT Calculator for purposes of calculating per capita VMT values for residential projects and per employee VMT values for commercial projects. For mixed-use development projects that feature both types of land uses (such as the Paseo Marina project), the VMT Calculator produces both VMT values: a per capita VMT for the residential component and a per employee VMT for the commercial component.

The resultant VMT values provided by the VMT Calculator are compared to the applicable thresholds of significance based on the project's location in the City of Los Angeles. The Paseo Marina project, for example, is located within the City's West Los Angeles APC where the VMT thresholds of significance are 7.4 VMT per capita and 11.1 VMT per employee, both of which are 15% below the existing VMT values in the APC. It is noted that for some mixed-use projects, the VMT Calculator may identify a significant VMT impact related to one project component (e.g., residential), while the calculated VMT impact for the other component (e.g., commercial) may be less than significant.

The VMT Calculator also includes a menu of TDM measures, which, when applied to a project, have the effect of reducing the calculated per capita and/or per employee VMT values. Some TDM measures are applicable only to commercial projects (such as parking cash-out), while other measures are applicable only to residential projects (such as unbundled parking). Also, there are TDM measures that are applicable to both commercial and residential projects (such as promotions and marketing). We understand that the relative quantitative effectiveness of the TDM in reducing the VMT values within the VMT Calculator is primarily based on references published by the California Air Pollution Control Officers Association (CAPCOA).

An additional feature of the LADOT VMT Calculator is that it "caps" the overall effectiveness of the TDM measures in reducing the per capita and per employee VMT values. The cap is based on the development project's "place type" as determined by LADOT. The place types vary from urban, compact infill, suburban center, and suburban. Presumably, much of Downtown Los Angeles would be considered urban and the VMT Calculator permits up to a 75% reduction in VMT values due to TDM measures while portions of the San Fernando Valley are likely considered suburban and the VMT Calculator caps the effectiveness of TDM measures at 15%.

According to the LADOT VMT Calculator, the Paseo Marina project is in a suburban center place type for which the TDM effectiveness is capped at 20%. Thus, for example, as the thresholds of significance applicable to the Paseo Marina project are 7.4 VMT per capita for the residential component and 11.1 VMT per employee for the commercial component, a calculated VMT exceeding either threshold by more than 20% (i.e., 9.3 VMT per capita or greater for residential and 13.9 VMT per employee or greater for commercial) cannot be completely mitigated within the VMT Calculator, as the effectiveness of the available TDM measures is capped.

Paseo Marina VMT Calculation

The Paseo Marina Option A and Option B projects were evaluated through the LADOT VMT Calculator. ***Table 1*** below provides the results of the VMT values calculated for the residential and commercial components of the two development options prior to consideration of mitigation (i.e., TDM measures), which would reduce the resultant VMT values.

Table 1
Paseo Marina VMT Calculation

Paseo Marina Component	Threshold of Significance	Calculated Per Capita and Per Employee VMT Without Mitigation	
		Option A	Option B
Residential	7.4 VMT	6.9 VMT	6.8 VMT
Commercial	11.1 VMT	N/A [a]	**14.5 VMT**

[a] VMT for commercial component is not calculated because it is less than 50,000 square feet in size and therefore considered as local-serving and presumed to result in a less than significant VMT impact.

XXX Bold values denote a significant impact.

As shown in *Table 1*, the residential and commercial components of the Paseo Marina Option A project would result in a less than significant impact because the residential VMT per capita value is less than the City’s threshold of significance, while the commercial component (retail and restaurant uses) is presumed to be local-serving because it is proposed to provide less than 50,000 square feet in floor area. Therefore, no mitigation measures (e.g., TDM measures) are required for Option A.

For the Paseo Marina Option B project, *Table 1* shows that while the VMT per capita value for the residential component is less than the threshold of significance, the commercial component (which includes 90,000 square feet of proposed office floor area and 40,000 square feet of retail/restaurant floor area) is calculated at 14.5 VMT per employee, which exceeds the City's threshold of significance of 11.1 VMT per employee. Of further note is the calculated VMT value of 14.5 is more than 30% higher than the 11.1 VMT threshold of significance, which means that the Option B project's VMT per employee value cannot be reduced to a level below the significance threshold because the VMT Calculator will only permit a menu of TDM measures that is capped at a 20% level of effectiveness. Thus, the project's VMT per employee can only be reduced with TDM measures by 20% to a value of 11.6 VMT, which still exceeds the significance threshold of 11.1 VMT, and therefore would be considered a significant and unmitigated impact based on current LADOT policy.

Proposed Alternative Assessment of VMT Impacts for Mixed-Use Projects

LLG believes the current City process for assessing the significance of VMT impacts at mixed-use projects does not consider the SB 743 mandate of encouraging development projects that reduce ***all*** GHG emissions. Therefore, this section outlines an alternative assessment of VMT impacts utilizing the current calculation procedures and output provided by LADOT's VMT Calculator.

In review, *Table 1* shows the Paseo Marina Option B project without TDM measures would have a calculated VMT per capita that is less than the applicable LADOT threshold of significance, but a per employee VMT that exceeds the threshold of significance. Further, the per employee VMT cannot be fully reduced to a level below the significance threshold with the application of TDM measures because of the "place type" limitations provided in the VMT Calculator.

As previously stated, the intent of SB 743 is to reduce ***all*** GHG emissions related to development projects. A mixed-use project's total GHG emissions is not considered under the current LADOT methodology for determining VMT impacts, as the methodology provides separate assessments of impacts for residents and employees. Therefore, an alternative assessment is proposed that considers the effects of the ***total*** VMT for a mixed-use project, and not an individual component (residential or commercial).

Table 2 below has been prepared to evaluate VMT impacts for the Paseo Marina Option B project, a mixed-use development, using total VMT, and not separately the per capita VMT or per employee VMT related to the project components. This assessment of total VMT utilizes the data and calculations already provided by LADOT's VMT Calculator. A copy of the VMT Calculator report prepared for the Paseo Marina Option B project is attached to this memorandum for reference.

Table 2
Proposed Alternative Approach for Assessing Significant VMT Impact
Paseo Marina Option B Project

Paseo Marina Component	Population	[1] Project VMT		[2] Significance Thresholds Based on Total Project VMT		[3] Project VMT With Mitigation Allowed in LADOT VMT Calculator	
		VMT Per Capita or Employee	Total VMT	VMT Per Capita or Employee [a]	Total VMT	VMT Per Capita or Employee	Total VMT
Residential	996	6.8	6,736	7.4	7,089	5.4	5,389
Commercial	480	14.5	6,968	11.1	5,524	11.6 [c]	5,574
Total			13,704		**12,417** [b]		10,963 [d]

[a] West LA APC per capita and per employee thresholds used to calculate total VMT threshold of significance.
[b] Derived total VMT threshold of significance based on project population values and APC per capita VMT and per employee VMT thresholds of significance.
[c] VMT per employee exceeds target of 11.1 VMT per employee.
[d] However, total VMT (10,998) with mitigation is less than proposed total VMT (12,417) threshold of significance. Thus, overall VMT impact of project is less than significant.

As shown in *Table 2*, per the LADOT VMT Calculator, the residential component of the Option B project is estimated to have 996 residents while the commercial component is estimated to have 480 employees. Further, as shown in column [1] of *Table 2*, based on the per capita and per employee VMT values produced by the VMT Calculator, the Option B project is calculated to generate 6,736 VMT and 6,968 VMT, respectively, or a total VMT of 13,704 generated by the residents and employees.

Column [2] in *Table 2* provides the next step which is the calculation of a total VMT threshold of significance for the project using the current per capita and per employee VMT thresholds related to the West Los Angeles APC. As shown in *Table 2*, the project's residential and employee population values derived from the VMT Calculator are applied to APC thresholds of significance to derive a total project VMT of 12,417. As shown in *Table 2*, this alternative significance threshold is less than the initial calculation of 13,704 total VMT for the Paseo Marina Option B project, meaning that a significant impact related to VMT is calculated prior to consideration of TDM measures that would reduce the project's total VMT value.

Finally, column [3] of *Table 2* illustrates the effect of implementing TDM measures to the Option B project through the VMT Calculator. As previously discussed, the VMT Calculator limits the effect of the TDM measures to a 20% reduction in the VMT values due its place type, and therefore the project's per employee VMT can only be reduced to 11.6 VMT, which exceeds the 11.1 VMT per employee threshold for the West Los Angeles APC. It is noted that several of the TDM measures applied in the VMT Calculator also reduce the calculated VMT per capita (i.e., for the residential component) even though the baseline VMT value was already below the applicable threshold of significance.

However, it is of note in column [3] of *Table 2* that the total VMT related to residents and employees is calculated at 10,963 VMT, which is well below the 12,417 total VMT of both of the project's resident and employee populations attained through the corresponding per capita and per employee threshold values. Thus, the Option B project with the suggested menu of TDM measures implemented through the VMT Calculator results in less total VMT (and fewer GHG emissions) than what would otherwise be provided if both residential and commercial elements met their respective per capita and per employee VMT targets. Accordingly, it is reasonable and appropriate to conclude that the transportation effects of the Paseo Marina Option B project, as analyzed through the City's VMT Calculator, is mitigated to less than significant with implementation of TDM measures.

Conclusion and Recommendation

The City of Los Angeles has implemented SB 743 through its new Transportation Assessment Guidelines and VMT Calculator. As recommended by OPR, LADOT's VMT Calculator evaluates VMT for development projects by producing a per capita VMT for residential projects and a per employee VMT for commercial projects. The output is compared to VMT thresholds of significance that are generally 15% current VMT levels in the local APC. TDM measures are included in the VMT Calculator to reduce calculated VMT values in instances where the initial VMT value exceeds the threshold of significance.

LLG believes the VMT Calculator does not correctly consider the VMT effects of mixed-use development projects within the mandate of SB 743. This is because the VMT Calculator separately calculates the per capita and per employee VMT values for residential and commercial components of a project, resulting in the possibility that one of the two values may exceed the applicable threshold of significance and thereby resulting in a finding of an overall significant impact. This methodology, however, does not consider the total VMT related to the project, which in fact may be less than desired 15% local threshold even though one of the project components may exceed its target value.

Accordingly, for mixed-use development projects, it is recommended that LADOT permit consideration of the total VMT value attributed to the project's residents and employees when assessing the overall VMT effects. The total VMT value can be established for a specific project by: 1) Determining the project's resident and employee populations estimated through the VMT Calculator; 2) Multiplying the respective resident and employee populations by the local APC per capita and per employee local thresholds of significance; and 3) Summing the resident and employee VMT values to determine the project's total VMT threshold of significance.

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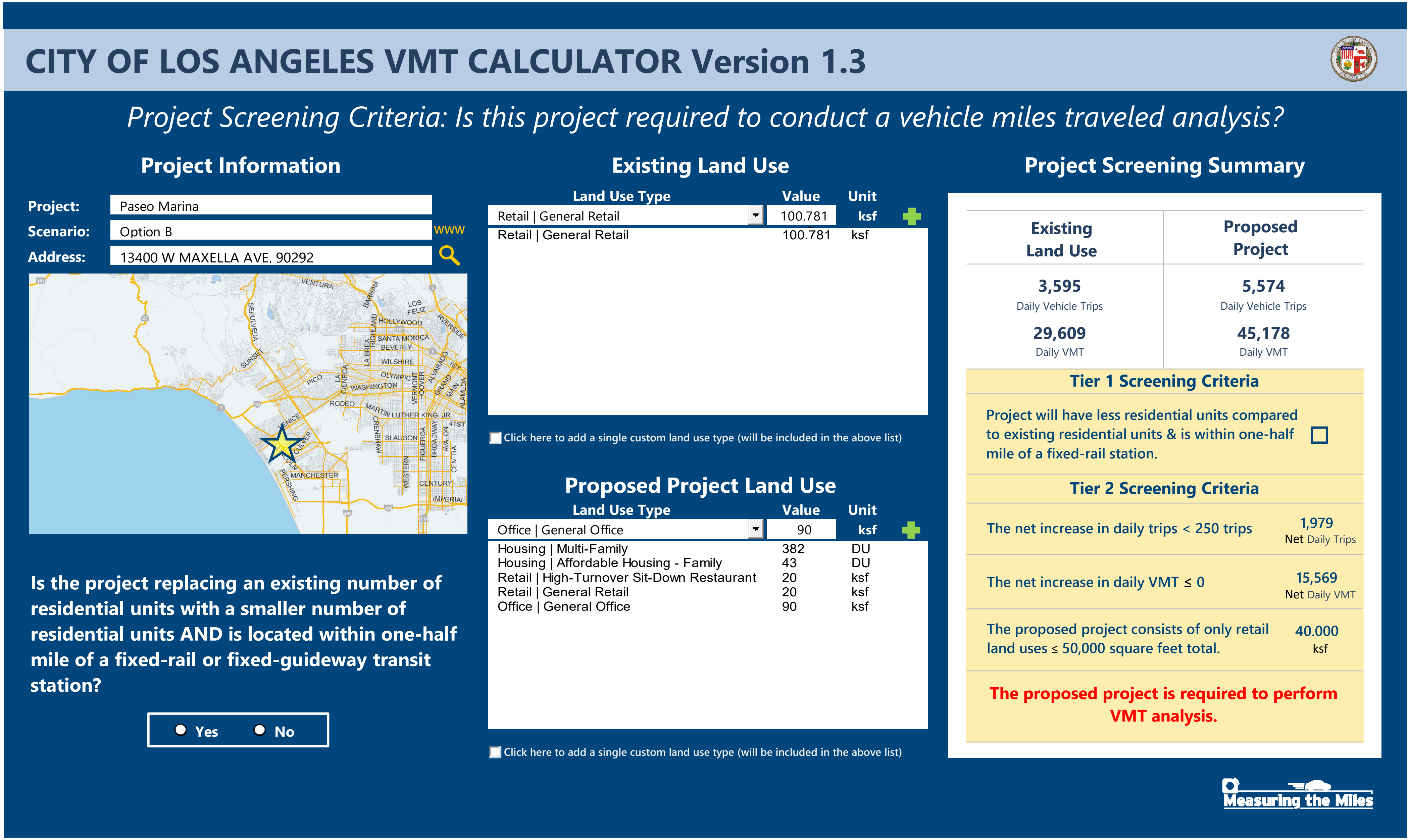


CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

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

Project Information

Project: Paseo Marina
Scenario: Option B
Address: 13400 W MAXELLA AVE, 90292

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

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Retail | General Retail	100.781	ksf
Retail | General Retail	100.781	ksf

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

Proposed Project Land Use

Land Use Type	Value	Unit
Office | General Office	90	ksf
Housing | Multi-Family	382	DU
Housing | Affordable Housing - Family	43	DU
Retail | High-Turnover Sit-Down Restaurant	20	ksf
Retail | General Retail	20	ksf
Office | General Office	90	ksf

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

Project Screening Summary

Existing Land Use	Proposed Project
3,595 Daily Vehicle Trips	**5,574** Daily Vehicle Trips
29,609 Daily VMT	**45,178** Daily VMT

Tier 1 Screening Criteria

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

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	1,979 Net Daily Trips
The net increase in daily VMT ≤ 0	15,569 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	40.000 ksf

The proposed project is required to perform VMT analysis.

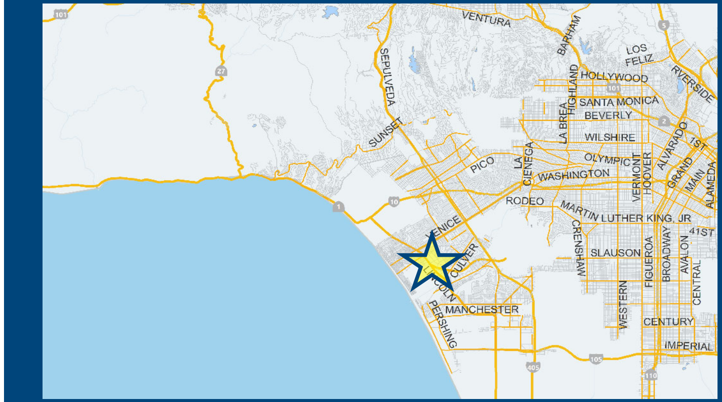
Measuring the Miles

6/21/2021

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: Paseo Marina
Scenario: Option B
Address: 13400 W MAXELLA AVE, 90292



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	382	DU
Housing | Affordable Housing - Family	43	DU
Retail | High-Turnover Sit-Down Restaurant	20	ksf
Retail | General Retail	20	ksf
Office | General Office	90	ksf

TDM Strategies - Max Mitigation Reduction

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	Yes
Max Work Based TDM Achieved?	No	Yes

A Parking

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

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

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

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

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

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
5,574 Daily Vehicle Trips	**4,459** Daily Vehicle Trips
45,178 Daily VMT	**36,142** Daily VMT
6.8 Household VMT per Capita	**5.4** Household VMT per Capita
14.5 Work VMT per Employee	**11.6** Work VMT per Employee

Significant VMT Impact?

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

Measuring the Miles

6/21/2021

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: June 21, 2021
Project Name: Paseo Marina
Project Scenario: Option B
Project Address: 13400 W MAXELLA AVE, 90292

Version 1.3

Project Information

Land Use Type		Value	Units
Housing	*Single Family*	*0*	*DU*
	Multi Family	382	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	43	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	General Retail	20.000	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	20.000	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	90.000	ksf
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

Analysis Results

Total Employees: 480

Total Population: 996

Proposed Project		*With Mitigation*	
5,574	**Daily Vehicle Trips**	**4,459**	**Daily Vehicle Trips**
45,178	**Daily VMT**	**36,142**	**Daily VMT**
6.8	**Household VMT per Capita**	**5.4**	**Household VMT per Capita**
14.5	**Work VMT per Employee**	**11.6**	**Work VMT per Employee**

Significant VMT Impact?

APC: West Los Angeles

Impact Threshold: 15% Below APC Average

Household = 7.4

Work = 11.1

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

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%*	100%
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	$2.98
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	Employees and residents participating (%)	*0%*	100%

(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 Program	Employees participating (%)	*0%*	5%
		Type of program	*0*	1.5 days of telecommuting per week
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

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

TDM Adjustments by Trip Purpose & Strategy

Place type: Suburban Center

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	16%	0%	16%	0%	16%	0%	16%	0%	16%	0%	16%	
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%	4%	0%	4%	0%	4%	0%	4%	0%	4%	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%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Suburban Center

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	
	Include secure bike parking and showers	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	2.0%	*0.0%*	2.0%	*0.0%*	2.0%	*0.0%*	2.0%	*0.0%*	2.0%	*0.0%*	2.0%	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*0%*	*22%*	*0%*	*22%*	*0%*	*22%*	*0%*	*22%*	*0%*	*22%*	*0%*	*19%*
MAX. TDM EFFECT	*0%*	*20%*	*0%*	*20%*	*0%*	*20%*	*0%*	*20%*	*0%*	*20%*	*0%*	*20%*

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

where X%=

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: June 21, 2021
Project Name: Paseo Marina
Project Scenario: Option B
Project Address: 13400 W MAXELLA AVE, 90292

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	379	-18.5%	309	8.3	3,146	2,565
Home Based Other Production	1,049	-32.6%	707	5.9	6,189	4,171
Non-Home Based Other Production	1,358	-6.1%	1,275	7.4	10,049	9,435
Home-Based Work Attraction	696	-20.5%	553	12.6	8,770	6,968
Home-Based Other Attraction	2,457	-26.3%	1,810	7.5	18,428	13,575
Non-Home Based Other Attraction	987	-6.8%	920	9.2	9,080	8,464

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%	309	2,565	-20.0%	247	2,052
Home Based Other Production	0.0%	707	4,171	-20.0%	566	3,337
Non-Home Based Other Production	0.0%	1,275	9,435	-20.0%	1,020	7,548
Home-Based Work Attraction	0.0%	553	6,968	-20.0%	442	5,574
Home-Based Other Attraction	0.0%	1,810	13,575	-20.0%	1,448	10,860
Non-Home Based Other Attraction	0.0%	920	8,464	-20.0%	736	6,771

MXD VMT Methodology Per Capita & Per Employee

Total Population: 996
Total Employees: 480
APC: West Los Angeles

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**6,736**	**5,389**
Total Home Based Work Attraction VMT	**6,968**	**5,574**
Total Home Based VMT Per Capita	**6.8**	**5.4**
Total Work Based VMT Per Employee	**14.5**	**11.6**

VMT Calculator User Agreement

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

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

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

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

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

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

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

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

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

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

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

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

You, the User

By:

Print Name: Jason Shender, AICP

Title: Transportation Planner III

Company: Linscott, Law & Greenspan, Engineers

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

Phone: (818) 835-8648

Email Address: jshender@llgengineers.com

Date: 6/21/2021

APPENDIX J

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

LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS

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

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

Level of Service Criteria for Signalized Intersections

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

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

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

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

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

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

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

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

LEVEL OF SERVICE FOR UNSIGNALIZED INTERSECTIONS

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

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

Level of Service Criteria for TWSC/AWSC Intersections

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

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

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

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

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

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

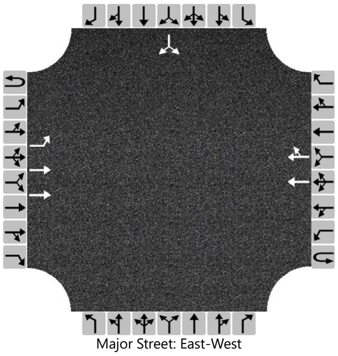
LOS E describes operations with control delay greater than 35 and up to 50 seconds per vehicle.

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

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Walgrove / Washington
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Culver City
Date Performed	8/12/2020	East/West Street	Washington Boulevard
Analysis Year	2020	North/South Street	Walgrove Avenue
Time Analyzed	Existing - AM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	1	0
Configuration		L	T				T	TR							LR	
Volume (veh/h)	0	290	1180				1107	164						13		254
Percent Heavy Vehicles (%)	3	3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Left Only								5							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

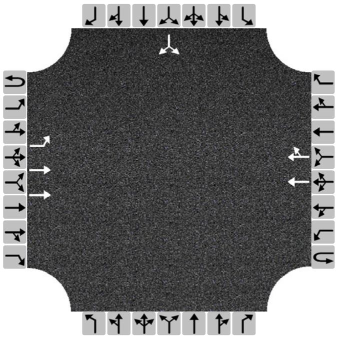
Flow Rate, v (veh/h)		315													290	
Capacity, c (veh/h)		487													323	
v/c Ratio		0.65													0.90	
95% Queue Length, Q_{95} (veh)		4.5													8.6	
Control Delay (s/veh)		25.0													64.4	
Level of Service (LOS)		C													F	
Approach Delay (s/veh)	4.9												64.4			
Approach LOS													F			

HCS7 Two-Way Stop-Control Report

General Information / Site Information

General Information		Site Information	
Analyst	JAS	Intersection	Walgrove / Washington
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Culver City
Date Performed	8/12/2020	East/West Street	Washington Boulevard
Analysis Year	2020	North/South Street	Walgrove Avenue
Time Analyzed	Existing + Project - AM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	1	0
Configuration		L	T				T	TR							LR	
Volume (veh/h)	0	290	1211				1120	164						13		254
Percent Heavy Vehicles (%)	3	3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Left Only								5							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

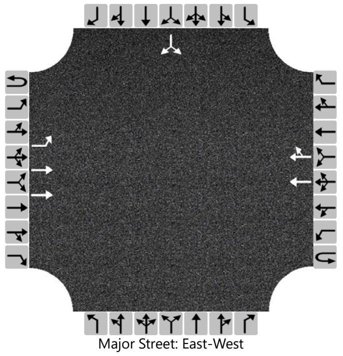
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		315													290	
Capacity, c (veh/h)		481													317	
v/c Ratio		0.66													0.92	
95% Queue Length, Q_{95} (veh)		4.7													8.9	
Control Delay (s/veh)		25.6													68.2	
Level of Service (LOS)		D													F	
Approach Delay (s/veh)	5.0												68.2			
Approach LOS													F			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Walgrove / Washington
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Culver City
Date Performed	8/12/2020	East/West Street	Washington Boulevard
Analysis Year	2026	North/South Street	Walgrove Avenue
Time Analyzed	Future - AM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	1	0
Configuration		L	T				T	TR							LR	
Volume (veh/h)	0	308	1290				1191	174						14		270
Percent Heavy Vehicles (%)	3	3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Left Only								5							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

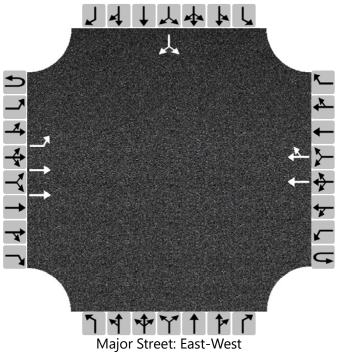
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		335													309	
Capacity, c (veh/h)		444													271	
v/c Ratio		0.75													1.14	
95% Queue Length, Q_{95} (veh)		6.3													13.4	
Control Delay (s/veh)		33.9													138.1	
Level of Service (LOS)		D													F	
Approach Delay (s/veh)	6.5												138.1			
Approach LOS													F			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Walgrove / Washington
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Culver City
Date Performed	8/12/2020	East/West Street	Washington Boulevard
Analysis Year	2026	North/South Street	Walgrove Avenue
Time Analyzed	Future + Project - AM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	1	0
Configuration		L	T				T	TR							LR	
Volume (veh/h)	0	308	1321				1204	174						14		270
Percent Heavy Vehicles (%)	3	3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Left Only								5							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

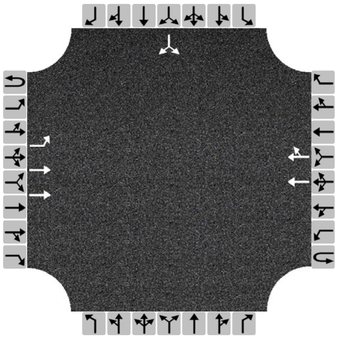
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		335													309	
Capacity, c (veh/h)		439													264	
v/c Ratio		0.76													1.17	
95% Queue Length, Q_{95} (veh)		6.5													13.9	
Control Delay (s/veh)		35.1													149.2	
Level of Service (LOS)		E													F	
Approach Delay (s/veh)	6.6												149.2			
Approach LOS													F			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Walgrove / Washington
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Culver City
Date Performed	8/12/2020	East/West Street	Washington Boulevard
Analysis Year	2020	North/South Street	Walgrove Avenue
Time Analyzed	Existing - PM	Peak Hour Factor	0.97
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	1	0
Configuration		L	T				T	TR							LR	
Volume (veh/h)	0	256	1153				1156	82						51		329
Percent Heavy Vehicles (%)	3	3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Left Only								5							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

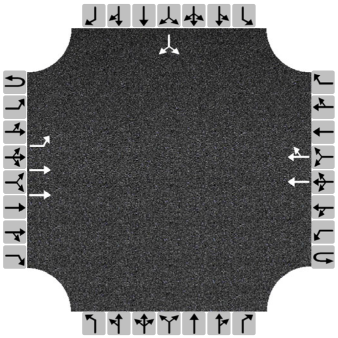
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		264													392	
Capacity, c (veh/h)		534													323	
v/c Ratio		0.49													1.21	
95% Queue Length, Q_{95} (veh)		2.7													17.2	
Control Delay (s/veh)		18.1													155.5	
Level of Service (LOS)		C													F	
Approach Delay (s/veh)	3.3												155.5			
Approach LOS													F			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Walgrove / Washington
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Culver City
Date Performed	8/12/2020	East/West Street	Washington Boulevard
Analysis Year	2020	North/South Street	Walgrove Avenue
Time Analyzed	Existing + Project - PM	Peak Hour Factor	0.97
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	1	0
Configuration		L	T				T	TR							LR	
Volume (veh/h)	0	256	1152				1169	82						51		329
Percent Heavy Vehicles (%)	3	3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Left Only								5							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		264													392	
Capacity, c (veh/h)		528													320	
v/c Ratio		0.50													1.23	
95% Queue Length, Q_{95} (veh)		2.8													17.4	
Control Delay (s/veh)		18.4													160.8	
Level of Service (LOS)		C													F	
Approach Delay (s/veh)	3.4												160.8			
Approach LOS													F			

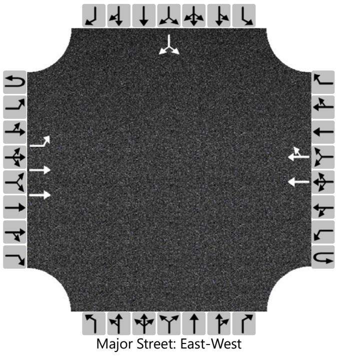
HCS7 Two-Way Stop-Control Report

General Information

Site Information

Analyst	JAS	Intersection	Walgrove / Washington
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Culver City
Date Performed	8/12/2020	East/West Street	Washington Boulevard
Analysis Year	2026	North/South Street	Walgrove Avenue
Time Analyzed	Future - PM	Peak Hour Factor	0.97
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	1	0
Configuration		L	T				T	TR							LR	
Volume (veh/h)	0	272	1258				1281	87						54		349
Percent Heavy Vehicles (%)	3	3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Left Only								5							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

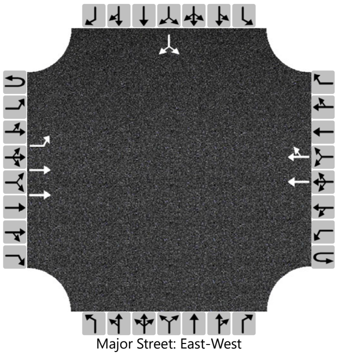
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		280													415	
Capacity, c (veh/h)		474													271	
v/c Ratio		0.59													1.53	
95% Queue Length, Q_{95} (veh)		3.8													24.4	
Control Delay (s/veh)		23.0													291.2	
Level of Service (LOS)		C													F	
Approach Delay (s/veh)	4.1												291.2			
Approach LOS													F			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Walgrove / Washington
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Culver City
Date Performed	8/12/2020	East/West Street	Washington Boulevard
Analysis Year	2026	North/South Street	Walgrove Avenue
Time Analyzed	Future + Project - PM	Peak Hour Factor	0.97
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	1	0
Configuration		L	T				T	TR							LR	
Volume (veh/h)	0	272	1257				1294	87						54		349
Percent Heavy Vehicles (%)	3	3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Left Only								5							

Critical and Follow-up Headways

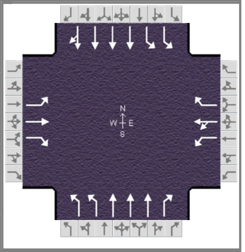
Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		280													415	
Capacity, c (veh/h)		469													268	
v/c Ratio		0.60													1.55	
95% Queue Length, Q_{95} (veh)		3.8													24.8	
Control Delay (s/veh)		23.5													300.0	
Level of Service (LOS)		C													F	
Approach Delay (s/veh)	4.2												300.0			
Approach LOS													F			

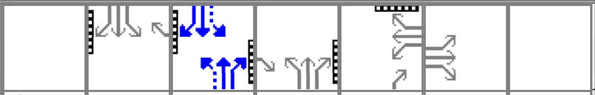
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 27, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - AM	PHF	0.98
Urban Street	Lincoln Boulevard	Analysis Year	2020	Analysis Period	1> 8:00
Intersection	Lincoln / Maxella	File Name	02AM - Existing.xus		
Project Description	Paseo Marina				

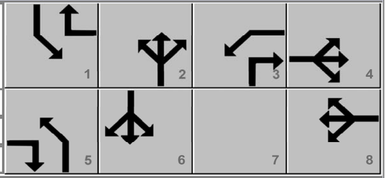


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	76	80	196	183	39	122	117	2072	277	122	1827	59

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	18.9	19.6	19.1	18.9	23.9	0.0
Yellow	3.9	4.4	3.6	3.6	3.6	0.0
Red	2.2	1.0	2.3	2.5	2.5	0.0



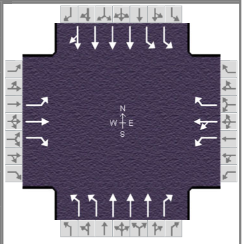
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		9.0		9.0	1.3	3.0	1.2	4.0
Phase Duration, s		30.0		25.0	25.0	50.0	25.0	50.0
Change Period, (*Y+R* $_c$), s		6.1		6.1	5.9	5.9	6.1	5.4
Max Allow Headway (*MAH*), s		4.4		4.3	3.1	0.0	3.1	0.0
Queue Clearance Time (*g* $_s$), s		14.3		10.3	2.0		5.3	
Green Extension Time (*g* $_e$), s		1.0		0.9	7.8	0.0	0.2	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		0.09		0.13	0.26		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	78	82	200	125	101	124	119	2114	283	124	1451	473
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1610	1810	1845	1610	1757	1725	1610	1757	1900	1857
Queue Service Time (*g* $_s$), s	4.8	4.8	12.3	8.3	6.5	7.7	0.0	44.1	14.3	3.3	29.2	29.2
Cycle Queue Clearance Time (*g* $_c$), s	4.8	4.8	12.3	8.3	6.5	7.7	0.0	44.1	14.3	3.3	29.2	29.2
Green Ratio (*g/C*)	0.18	0.18	0.33	0.15	0.15	0.29	0.28	0.34	0.48	0.31	0.34	0.34
Capacity (*c*), veh/h	333	349	533	263	268	468	676	1756	780	622	1956	637
Volume-to-Capacity Ratio (*X*)	0.233	0.234	0.376	0.476	0.378	0.266	0.177	1.204	0.362	0.200	0.742	0.742
Back of Queue (*Q*), ft/ln (95 th percentile)	99.3	104.4	140.9	175	139.2	141	73.9	1225.2	234.3	62.7	493.7	511.9
Back of Queue (*Q*), veh/ln (95 th percentile)	4.0	4.2	5.6	7.0	5.6	5.6	3.0	49.0	9.4	2.5	19.7	20.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* $_1$), s/veh	45.2	45.2	6.7	51.0	50.2	35.4	44.6	43.0	20.9	33.7	37.6	37.6
Incremental Delay (*d* $_2$), s/veh	0.4	0.3	0.4	1.3	0.9	0.3	0.0	97.6	1.3	0.1	2.6	7.6
Initial Queue Delay (*d* $_3$), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	45.6	45.6	7.1	52.3	51.1	35.7	44.6	140.5	22.2	33.8	40.2	45.3
Level of Service (LOS)	D	D	A	D	D	D	D	F	C	C	D	D
Approach Delay, s/veh / LOS	24.2		C	46.1		D	122.7		F	41.0		D
Intersection Delay, s/veh / LOS	79.2						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.97	C	2.87	C	2.32	B	2.32	B
Bicycle LOS Score / LOS	1.08	A	1.07	A	1.87	B	1.33	A

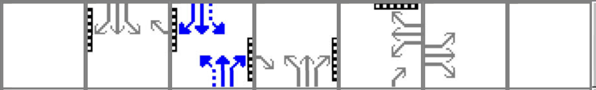
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 27, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing with Project - AM	PHF	0.98
Urban Street	Lincoln Boulevard	Analysis Year	2020	Analysis Period	1> 8:00
Intersection	Lincoln / Maxella	File Name	02AM - Existing with Project.xus		
Project Description	Paseo Marina				

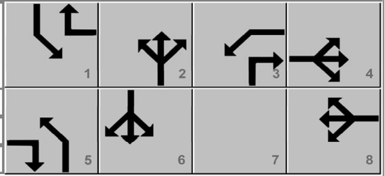


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	76	80	196	195	39	134	117	2072	291	127	1827	59

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	18.9	19.6	19.1	18.9	23.9	0.0
Yellow	3.9	4.4	3.6	3.6	3.6	0.0
Red	2.2	1.0	2.3	2.5	2.5	0.0



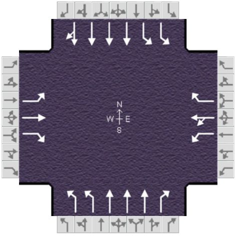
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		9.0		9.0	1.3	3.0	1.2	4.0
Phase Duration, s		30.0		25.0	25.0	50.0	25.0	50.0
Change Period, (*Y+R* $_c$), s		6.1		6.1	5.9	5.9	6.1	5.4
Max Allow Headway (*MAH*), s		4.4		4.3	3.1	0.0	3.1	0.0
Queue Clearance Time (*g* $_s$), s		14.3		10.8	2.0		5.4	
Green Extension Time (*g* $_e$), s		1.0		0.9	7.8	0.0	0.2	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		0.09		0.18	0.27		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	78	82	200	133	105	137	119	2114	297	130	1451	473
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1610	1810	1844	1610	1757	1725	1610	1757	1900	1857
Queue Service Time (*g* $_s$), s	4.8	4.8	12.3	8.8	6.7	8.6	0.0	44.1	15.1	3.4	29.2	29.2
Cycle Queue Clearance Time (*g* $_c$), s	4.8	4.8	12.3	8.8	6.7	8.6	0.0	44.1	15.1	3.4	29.2	29.2
Green Ratio (*g/C*)	0.18	0.18	0.33	0.15	0.15	0.29	0.28	0.34	0.48	0.31	0.34	0.34
Capacity (*c*), veh/h	333	349	533	263	268	468	676	1756	780	622	1956	637
Volume-to-Capacity Ratio (*X*)	0.233	0.234	0.376	0.507	0.393	0.292	0.177	1.204	0.381	0.208	0.742	0.742
Back of Queue (*Q*), ft/ln (95 th percentile)	99.3	104.4	140.9	187.8	145.1	156.2	73.9	1225.2	245.9	65.4	493.7	511.9
Back of Queue (*Q*), veh/ln (95 th percentile)	4.0	4.2	5.6	7.5	5.8	6.2	3.0	49.0	9.8	2.6	19.7	20.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* $_1$), s/veh	45.2	45.2	6.7	51.2	50.4	35.7	44.6	43.0	21.2	33.8	37.6	37.6
Incremental Delay (*d* $_2$), s/veh	0.4	0.3	0.4	1.6	0.9	0.3	0.0	97.6	1.4	0.1	2.6	7.6
Initial Queue Delay (*d* $_3$), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	45.6	45.6	7.1	52.8	51.3	36.1	44.6	140.5	22.6	33.8	40.2	45.3
Level of Service (LOS)	D	D	A	D	D	D	D	F	C	C	D	D
Approach Delay, s/veh / LOS	24.2		C	46.3		D	122.2		F	41.0		D
Intersection Delay, s/veh / LOS	78.9						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.97	C	2.87	C	2.32	B	2.32	B
Bicycle LOS Score / LOS	1.08	A	1.11	A	1.88	B	1.33	A

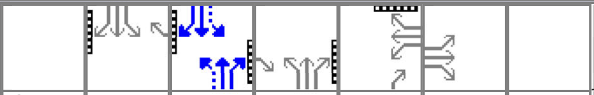
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 27, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - AM	PHF	0.98
Urban Street	Lincoln Boulevard	Analysis Year	2026	Analysis Period	1> 8:00
Intersection	Lincoln / Maxella	File Name	02AM - Future.xus		
Project Description	Paseo Marina				

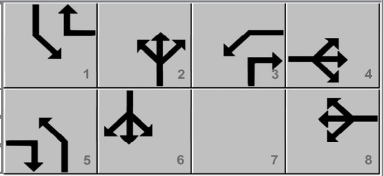


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	81	85	208	262	41	135	124	2213	304	132	1964	63

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	18.9	19.6	19.1	18.9	23.9	0.0
Yellow	3.9	4.4	3.6	3.6	3.6	0.0
Red	2.2	1.0	2.3	2.5	2.5	0.0



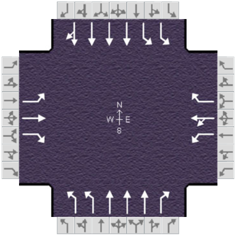
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		9.0		9.0	1.3	3.0	1.2	4.0
Phase Duration, s		30.0		25.0	25.0	50.0	25.0	50.0
Change Period, (*Y*+*R* c), s		6.1		6.1	5.9	5.9	6.1	5.4
Max Allow Headway (*MAH*), s		4.4		4.3	3.1	0.0	3.1	0.0
Queue Clearance Time (*g* s), s		15.2		14.2	2.0		5.6	
Green Extension Time (*g* e), s		1.0		0.8	8.6	0.0	0.2	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		0.15		0.85	0.32		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	83	87	212	179	130	138	127	2258	310	135	1560	508
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1610	1810	1839	1610	1757	1725	1610	1757	1900	1858
Queue Service Time (*g* s), s	5.1	5.1	13.2	12.2	8.5	8.6	0.0	44.1	16.0	3.6	32.2	32.2
Cycle Queue Clearance Time (*g* c), s	5.1	5.1	13.2	12.2	8.5	8.6	0.0	44.1	16.0	3.6	32.2	32.2
Green Ratio (*g/C*)	0.18	0.18	0.33	0.15	0.15	0.29	0.28	0.34	0.48	0.31	0.34	0.34
Capacity (*c*), veh/h	333	349	533	263	267	468	660	1756	780	622	1956	637
Volume-to-Capacity Ratio (*X*)	0.248	0.248	0.399	0.681	0.487	0.294	0.192	1.286	0.398	0.217	0.798	0.798
Back of Queue (*Q*), ft/ln (95 th percentile)	106.2	111.3	150.2	254.3	182.3	157.5	78.4	1459.9	257	68	540.5	564.8
Back of Queue (*Q*), veh/ln (95 th percentile)	4.2	4.5	6.0	10.2	7.3	6.3	3.1	58.4	10.3	2.7	21.6	22.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* 1), s/veh	45.4	45.4	6.8	52.7	51.1	35.8	46.0	43.0	21.4	33.8	38.6	38.6
Incremental Delay (*d* 2), s/veh	0.4	0.4	0.5	7.0	1.4	0.3	0.1	133.2	1.5	0.1	3.5	10.0
Initial Queue Delay (*d* 3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	45.8	45.7	7.2	59.6	52.5	36.1	46.0	176.2	22.9	33.9	42.1	48.7
Level of Service (LOS)	D	D	A	E	D	D	D	F	C	C	D	D
Approach Delay, s/veh / LOS	24.3		C	50.3		D	152.4		F	43.1		D
Intersection Delay, s/veh / LOS	93.9						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.97	C	2.87	C	2.32	B	2.32	B
Bicycle LOS Score / LOS	1.12	A	1.23	A	1.97	B	1.40	A

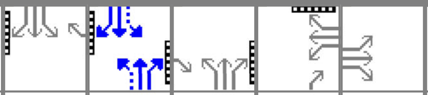
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 27, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future with Project - AM	PHF	0.98
Urban Street	Lincoln Boulevard	Analysis Year	2026	Analysis Period	1> 8:00
Intersection	Lincoln / Maxella	File Name	02AM - Future with Project.xus		
Project Description	Paseo Marina				

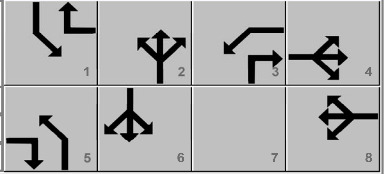


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	81	85	208	274	41	147	124	2213	318	137	1964	63

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	18.9	19.6	19.1	18.9	23.9	0.0
Yellow	3.9	4.4	3.6	3.6	3.6	0.0
Red	2.2	1.0	2.3	2.5	2.5	0.0



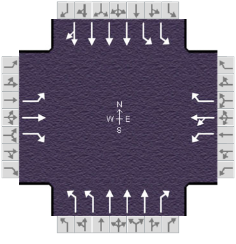
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		9.0		9.0	1.3	3.0	1.2	4.0
Phase Duration, s		30.0		25.0	25.0	50.0	25.0	50.0
Change Period, (*Y+R* $_c$), s		6.1		6.1	5.9	5.9	6.1	5.4
Max Allow Headway (*MAH*), s		4.4		4.3	3.1	0.0	3.1	0.0
Queue Clearance Time (*g* $_s$), s		15.2		14.8	2.0		5.7	
Green Extension Time (*g* $_e$), s		1.0		0.8	8.6	0.0	0.2	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		0.15		1.00	0.33		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	83	87	212	187	134	150	127	2258	324	140	1560	508
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1610	1810	1838	1610	1757	1725	1610	1757	1900	1858
Queue Service Time (*g* $_s$), s	5.1	5.1	13.2	12.8	8.7	9.5	0.0	44.1	16.9	3.7	32.2	32.2
Cycle Queue Clearance Time (*g* $_c$), s	5.1	5.1	13.2	12.8	8.7	9.5	0.0	44.1	16.9	3.7	32.2	32.2
Green Ratio (*g/C*)	0.18	0.18	0.33	0.15	0.15	0.29	0.28	0.34	0.48	0.31	0.34	0.34
Capacity (*c*), veh/h	333	349	533	263	267	468	660	1756	780	622	1956	637
Volume-to-Capacity Ratio (*X*)	0.248	0.248	0.399	0.712	0.502	0.320	0.192	1.286	0.416	0.225	0.798	0.798
Back of Queue (*Q*), ft/ln (95 th percentile)	106.2	111.3	150.2	268.1	188.5	172.9	78.4	1459.9	268.8	70.8	540.5	564.8
Back of Queue (*Q*), veh/ln (95 th percentile)	4.2	4.5	6.0	10.7	7.5	6.9	3.1	58.4	10.8	2.8	21.6	22.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* $_1$), s/veh	45.4	45.4	6.8	53.0	51.2	36.1	46.0	43.0	21.6	33.9	38.6	38.6
Incremental Delay (*d* $_2$), s/veh	0.4	0.4	0.5	8.7	1.5	0.4	0.1	133.2	1.6	0.1	3.5	10.0
Initial Queue Delay (*d* $_3$), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	45.8	45.7	7.2	61.7	52.7	36.4	46.0	176.2	23.3	33.9	42.1	48.7
Level of Service (LOS)	D	D	A	E	D	D	D	F	C	C	D	D
Approach Delay, s/veh / LOS	24.3	C		51.1	D		151.8	F		43.1	D	
Intersection Delay, s/veh / LOS	93.5						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.97	C	2.87	C	2.32	B	2.32	B
Bicycle LOS Score / LOS	1.12	A	1.27	A	1.98	B	1.40	A

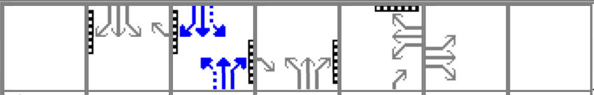
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 27, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - PM	PHF	0.98
Urban Street	Lincoln Boulevard	Analysis Year	2020	Analysis Period	1> 17:00
Intersection	Lincoln / Maxella	File Name	02PM - Existing.xus		
Project Description	Paseo Marina				

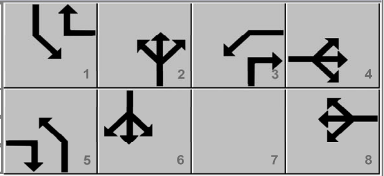


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	86	65	103	321	98	192	194	1795	346	104	2060	118

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	18.9	19.6	19.1	18.9	23.9	0.0
Yellow	3.9	4.4	3.6	3.6	3.6	0.0
Red	2.2	1.0	2.3	2.5	2.5	0.0



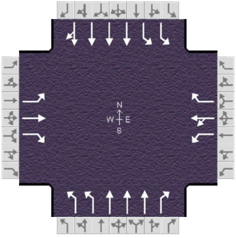
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		9.0		9.0	1.3	3.0	1.2	4.0
Phase Duration, s		30.0		25.0	25.0	50.0	25.0	50.0
Change Period, (*Y+R* *c*), s		6.1		6.1	5.9	5.9	6.1	5.4
Max Allow Headway (*MAH*), s		4.3		4.3	3.1	0.0	3.1	0.0
Queue Clearance Time (*g* *s*), s		8.1		17.3	3.6		4.8	
Green Extension Time (*g* *e*), s		0.8		0.5	6.7	0.0	0.2	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		0.00		1.00	0.25		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	88	66	105	219	208	196	198	1832	353	106	1683	540
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1610	1810	1853	1610	1757	1725	1610	1757	1900	1827
Queue Service Time (*g* *s*), s	5.4	3.8	6.1	15.3	14.1	12.8	1.6	44.1	18.8	2.8	35.8	35.8
Cycle Queue Clearance Time (*g* *c*), s	5.4	3.8	6.1	15.3	14.1	12.8	1.6	44.1	18.8	2.8	35.8	35.8
Green Ratio (*g/C*)	0.18	0.18	0.33	0.15	0.15	0.29	0.28	0.34	0.48	0.31	0.34	0.34
Capacity (*c*), veh/h	333	349	533	263	269	468	645	1756	780	622	1956	627
Volume-to-Capacity Ratio (*X*)	0.264	0.190	0.197	0.834	0.772	0.418	0.307	1.043	0.452	0.171	0.861	0.861
Back of Queue (*Q*), ft/ln (95 th percentile)	113.1	84	71.9	332.5	302.4	223.3	122.9	814	293.7	53.2	598.6	627.2
Back of Queue (*Q*), veh/ln (95 th percentile)	4.5	3.4	2.9	13.3	12.1	8.9	4.9	32.6	11.7	2.1	23.9	25.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* *1*), s/veh	45.5	44.9	6.3	54.0	53.5	37.2	47.1	43.0	22.1	33.6	39.8	39.8
Incremental Delay (*d* *2*), s/veh	0.4	0.3	0.2	20.1	12.9	0.6	0.1	33.7	1.9	0.0	5.2	14.5
Initial Queue Delay (*d* *3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	45.9	45.1	6.5	74.1	66.4	37.8	47.2	76.7	24.0	33.6	45.0	54.3
Level of Service (LOS)	D	D	A	E	E	D	D	F	C	C	D	D
Approach Delay, s/veh / LOS	29.7		C	60.1		E	66.4		E	46.7		D
Intersection Delay, s/veh / LOS	55.8						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.97	C	2.87	C	2.32	B	2.32	B
Bicycle LOS Score / LOS	0.92	A	1.52	B	1.80	B	1.45	A

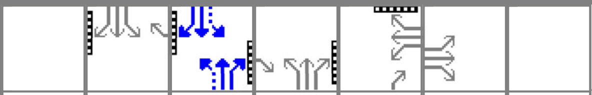
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 27, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing with Project - PM	PHF	0.98
Urban Street	Lincoln Boulevard	Analysis Year	2020	Analysis Period	1> 17:00
Intersection	Lincoln / Maxella	File Name	02PM - Existing with Project.xus		
Project Description	Paseo Marina				

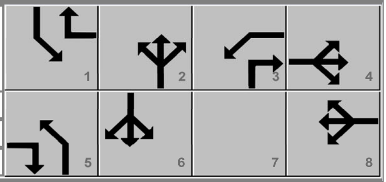


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	86	65	103	320	98	191	194	1795	360	109	2060	118

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	18.9	19.6	19.1	18.9	23.9	0.0
Yellow	3.9	4.4	3.6	3.6	3.6	0.0
Red	2.2	1.0	2.3	2.5	2.5	0.0



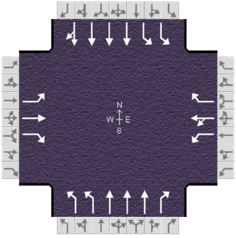
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		9.0		9.0	1.3	3.0	1.2	4.0
Phase Duration, s		30.0		25.0	25.0	50.0	25.0	50.0
Change Period, (*Y+R* c), s		6.1		6.1	5.9	5.9	6.1	5.4
Max Allow Headway (*MAH*), s		4.3		4.3	3.1	0.0	3.1	0.0
Queue Clearance Time (*g* s), s		8.1		17.3	3.6		4.9	
Green Extension Time (*g* e), s		0.8		0.5	6.7	0.0	0.2	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		0.00		1.00	0.26		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	88	66	105	219	208	195	198	1832	367	111	1683	540
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1610	1810	1853	1610	1757	1725	1610	1757	1900	1827
Queue Service Time (*g* s), s	5.4	3.8	6.1	15.3	14.0	12.7	1.6	44.1	19.8	2.9	35.8	35.8
Cycle Queue Clearance Time (*g* c), s	5.4	3.8	6.1	15.3	14.0	12.7	1.6	44.1	19.8	2.9	35.8	35.8
Green Ratio (*g/C*)	0.18	0.18	0.33	0.15	0.15	0.29	0.28	0.34	0.48	0.31	0.34	0.34
Capacity (*c*), veh/h	333	349	533	263	269	468	645	1756	780	622	1956	627
Volume-to-Capacity Ratio (*X*)	0.264	0.190	0.197	0.832	0.771	0.416	0.307	1.043	0.471	0.179	0.861	0.861
Back of Queue (*Q*), ft/ln (95 th percentile)	113.1	84	71.9	330.8	301.8	222.1	122.9	814	306.5	55.8	598.6	627.2
Back of Queue (*Q*), veh/ln (95 th percentile)	4.5	3.4	2.9	13.2	12.1	8.9	4.9	32.6	12.3	2.2	23.9	25.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* 1), s/veh	45.5	44.9	6.3	54.0	53.5	37.2	47.1	43.0	22.4	33.6	39.8	39.8
Incremental Delay (*d* 2), s/veh	0.4	0.3	0.2	19.7	12.8	0.6	0.1	33.7	2.0	0.1	5.2	14.5
Initial Queue Delay (*d* 3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	45.9	45.1	6.5	73.7	66.3	37.8	47.2	76.7	24.4	33.7	45.0	54.3
Level of Service (LOS)	D	D	A	E	E	D	D	F	C	C	D	D
Approach Delay, s/veh / LOS	29.7	C		60.0	E		66.2	E		46.6	D	
Intersection Delay, s/veh / LOS	55.7						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.97	C	2.87	C	2.32	B	2.32	B
Bicycle LOS Score / LOS	0.92	A	1.51	B	1.81	B	1.45	A

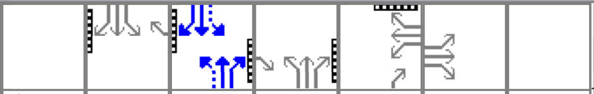
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 27, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - PM	PHF	0.98
Urban Street	Lincoln Boulevard	Analysis Year	2026	Analysis Period	1> 17:00
Intersection	Lincoln / Maxella	File Name	02PM - Future.xus		
Project Description	Paseo Marina				

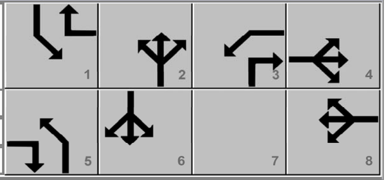


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	91	69	109	382	104	209	206	2001	411	116	2241	125

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	18.9	19.6	19.1	18.9	23.9	0.0
Yellow	3.9	4.4	3.6	3.6	3.6	0.0
Red	2.2	1.0	2.3	2.5	2.5	0.0



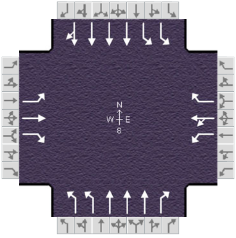
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		9.0		9.0	1.3	3.0	1.2	4.0
Phase Duration, s		30.0		25.0	25.0	50.0	25.0	50.0
Change Period, (*Y+R* $_c$), s		6.1		6.1	5.9	5.9	6.1	5.4
Max Allow Headway (*MAH*), s		4.3		4.3	3.1	0.0	3.1	0.0
Queue Clearance Time (*g* $_s$), s		8.5		20.7	4.5		5.1	
Green Extension Time (*g* $_e$), s		0.9		0.0	7.5	0.0	0.2	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		0.00		1.00	0.37		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	93	70	111	261	235	213	210	2042	419	118	1827	587
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1610	1810	1850	1610	1757	1725	1610	1757	1900	1829
Queue Service Time (*g* $_s$), s	5.7	4.1	6.5	18.7	16.1	14.1	2.5	44.1	23.6	3.1	40.3	40.4
Cycle Queue Clearance Time (*g* $_c$), s	5.7	4.1	6.5	18.7	16.1	14.1	2.5	44.1	23.6	3.1	40.3	40.4
Green Ratio (*g/C*)	0.18	0.18	0.33	0.15	0.15	0.29	0.28	0.34	0.48	0.31	0.34	0.34
Capacity (*c*), veh/h	333	349	533	263	269	468	632	1756	780	622	1956	627
Volume-to-Capacity Ratio (*X*)	0.279	0.202	0.209	0.993	0.873	0.456	0.333	1.163	0.537	0.190	0.934	0.936
Back of Queue (*Q*), ft/ln (95 th percentile)	120	89.5	76.2	457.8	363.3	241.4	130.4	1111.2	355.3	59.5	684.3	732.8
Back of Queue (*Q*), veh/ln (95 th percentile)	4.8	3.6	3.0	18.3	14.5	9.7	5.2	44.4	14.2	2.4	27.4	29.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* $_1$), s/veh	45.6	45.0	6.3	55.5	54.4	37.7	47.7	43.0	23.3	33.7	41.3	41.3
Incremental Delay (*d* $_2$), s/veh	0.5	0.3	0.2	53.4	25.4	0.7	0.1	80.0	2.6	0.1	9.8	23.3
Initial Queue Delay (*d* $_3$), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	46.1	45.2	6.5	108.8	79.8	38.4	47.8	123.0	26.0	33.7	51.1	64.6
Level of Service (LOS)	D	D	A	F	E	D	D	F	C	C	D	E
Approach Delay, s/veh / LOS	29.8	C		78.0	E		101.8	F		53.4	D	
Intersection Delay, s/veh / LOS	76.1						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.97	C	2.87	C	2.32	B	2.32	B
Bicycle LOS Score / LOS	0.94	A	1.66	B	1.96	B	1.53	B

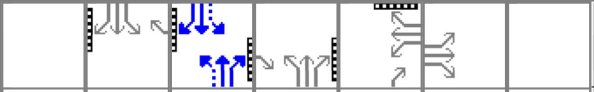
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 27, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future with Project - PM	PHF	0.98
Urban Street	Lincoln Boulevard	Analysis Year	2026	Analysis Period	1> 17:00
Intersection	Lincoln / Maxella	File Name	02PM - Future with Project.xus		
Project Description	Paseo Marina				

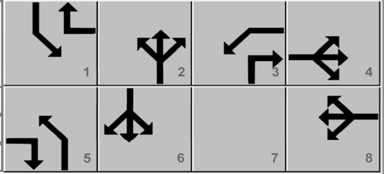


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	91	69	109	381	104	208	206	2001	425	121	2241	125

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	18.9	19.6	19.1	18.9	23.9	0.0
Yellow	3.9	4.4	3.6	3.6	3.6	0.0
Red	2.2	1.0	2.3	2.5	2.5	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		9.0		9.0	1.3	3.0	1.2	4.0
Phase Duration, s		30.0		25.0	25.0	50.0	25.0	50.0
Change Period, ($Y+R_c$), s		6.1		6.1	5.9	5.9	6.1	5.4
Max Allow Headway (MAH), s		4.3		4.3	3.1	0.0	3.1	0.0
Queue Clearance Time (g_s), s		8.5		20.7	4.5		5.3	
Green Extension Time (g_e), s		0.9		0.0	7.5	0.0	0.2	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		0.00		1.00	0.38		0.00	

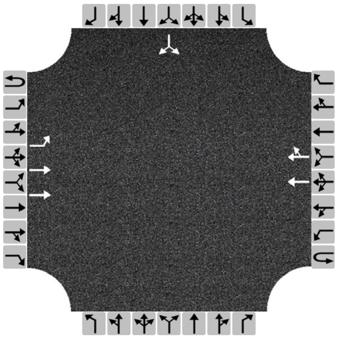
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	93	70	111	260	234	212	210	2042	434	123	1827	587
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1900	1610	1810	1850	1610	1757	1725	1610	1757	1900	1829
Queue Service Time (g_s), s	5.7	4.1	6.5	18.7	16.1	14.0	2.5	44.1	24.7	3.3	40.3	40.4
Cycle Queue Clearance Time (g_c), s	5.7	4.1	6.5	18.7	16.1	14.0	2.5	44.1	24.7	3.3	40.3	40.4
Green Ratio (g/C)	0.18	0.18	0.33	0.15	0.15	0.29	0.28	0.34	0.48	0.31	0.34	0.34
Capacity (c), veh/h	333	349	533	263	269	468	632	1756	780	622	1956	627
Volume-to-Capacity Ratio (X)	0.279	0.202	0.209	0.990	0.871	0.453	0.333	1.163	0.556	0.199	0.934	0.936
Back of Queue (Q), ft/ln (95 th percentile)	120	89.5	76.2	455.2	362.5	240.3	130.4	1111.2	369.4	62.2	684.3	732.8
Back of Queue (Q), veh/ln (95 th percentile)	4.8	3.6	3.0	18.2	14.5	9.6	5.2	44.4	14.8	2.5	27.4	29.3
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	45.6	45.0	6.3	55.5	54.4	37.7	47.7	43.0	23.6	33.7	41.3	41.3
Incremental Delay (d_2), s/veh	0.5	0.3	0.2	52.6	25.2	0.7	0.1	80.0	2.8	0.1	9.8	23.3
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	46.1	45.2	6.5	108.1	79.6	38.3	47.8	123.0	26.5	33.8	51.1	64.6
Level of Service (LOS)	D	D	A	F	E	D	D	F	C	C	D	E
Approach Delay, s/veh / LOS	29.8		C	77.7		E	101.5		F	53.4		D
Intersection Delay, s/veh / LOS	75.9						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.97	C	2.87	C	2.32	B	2.32	B
Bicycle LOS Score / LOS	0.94	A	1.65	B	1.96	B	1.53	B

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Del Rey / Maxella
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	8/12/2020	East/West Street	Maxella Avenue
Analysis Year	2020	North/South Street	Del Rey Avenue
Time Analyzed	Existing - AM	Peak Hour Factor	0.96
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	1	0
Configuration		L	T				T	TR							LR	
Volume (veh/h)	0	146	361				277	82						35		76
Percent Heavy Vehicles (%)	3	3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Left Only								2							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

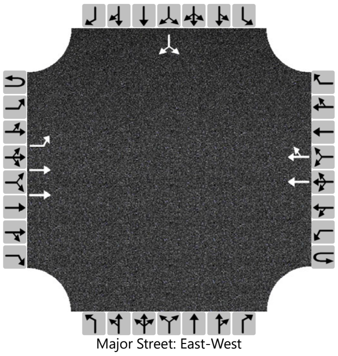
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		152													116	
Capacity, c (veh/h)		1174													645	
v/c Ratio		0.13													0.18	
95% Queue Length, Q_{95} (veh)		0.4													0.6	
Control Delay (s/veh)		8.5													11.8	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	2.5												11.8			
Approach LOS													B			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Del Rey / Maxella
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	8/12/2020	East/West Street	Maxella Avenue
Analysis Year	2020	North/South Street	Del Rey Avenue
Time Analyzed	Existing + Project - AM	Peak Hour Factor	0.96
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	1	0
Configuration		L	T				T	TR							LR	
Volume (veh/h)	0	146	380				300	82						35		76
Percent Heavy Vehicles (%)	3	3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Left Only								2							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

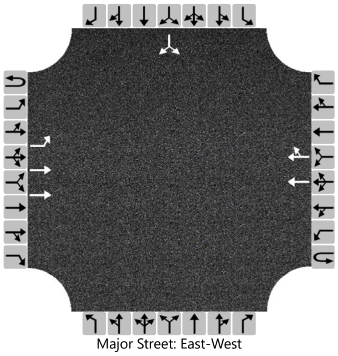
Flow Rate, v (veh/h)		152													116	
Capacity, c (veh/h)		1150													632	
v/c Ratio		0.13													0.18	
95% Queue Length, Q_{95} (veh)		0.5													0.7	
Control Delay (s/veh)		8.6													12.0	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	2.4												12.0			
Approach LOS													B			

HCS7 Two-Way Stop-Control Report

General Information / Site Information

General Information		Site Information	
Analyst	JAS	Intersection	Del Rey / Maxella
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	8/12/2020	East/West Street	Maxella Avenue
Analysis Year	2026	North/South Street	Del Rey Avenue
Time Analyzed	Future - AM	Peak Hour Factor	0.96
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	1	0
Configuration		L	T				T	TR							LR	
Volume (veh/h)	0	155	395				319	86						55		129
Percent Heavy Vehicles (%)	3	3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Left Only								2							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

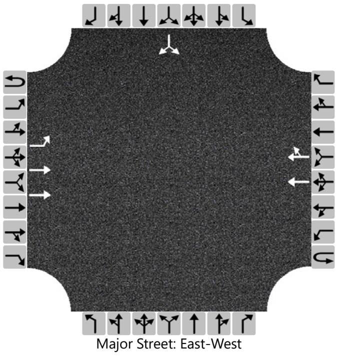
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		161													192	
Capacity, c (veh/h)		1127													620	
v/c Ratio		0.14													0.31	
95% Queue Length, Q_{95} (veh)		0.5													1.3	
Control Delay (s/veh)		8.7													13.4	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	2.5												13.4			
Approach LOS													B			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Del Rey / Maxella
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	8/12/2020	East/West Street	Maxella Avenue
Analysis Year	2026	North/South Street	Del Rey Avenue
Time Analyzed	Future + Project - AM	Peak Hour Factor	0.96
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	1	0
Configuration		L	T				T	TR							LR	
Volume (veh/h)	0	155	414				342	86						55		129
Percent Heavy Vehicles (%)	3	3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Left Only								2							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		161													192	
Capacity, c (veh/h)		1104													608	
v/c Ratio		0.15													0.32	
95% Queue Length, Q_{95} (veh)		0.5													1.3	
Control Delay (s/veh)		8.8													13.6	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	2.4												13.6			
Approach LOS													B			

HCS™ TWSC Version 7.8.5
03AM - Future with Project.xtw

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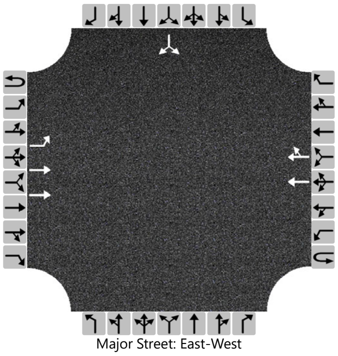
HCS7 Two-Way Stop-Control Report

General Information | Site Information

Analyst	JAS	Intersection	Del Rey / Maxella
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	8/12/2020	East/West Street	Maxella Avenue
Analysis Year	2020	North/South Street	Del Rey Avenue
Time Analyzed	Existing - PM	Peak Hour Factor	0.93
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	1	0
Configuration		L	T				T	TR							LR	
Volume (veh/h)	0	81	477				428	81						89		189
Percent Heavy Vehicles (%)	3	3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Left Only								2							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

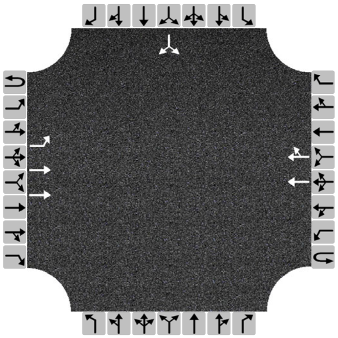
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		87													299	
Capacity, c (veh/h)		1011													596	
v/c Ratio		0.09													0.50	
95% Queue Length, Q_{95} (veh)		0.3													2.8	
Control Delay (s/veh)		8.9													17.0	
Level of Service (LOS)		A													C	
Approach Delay (s/veh)	1.3												17.0			
Approach LOS													C			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Del Rey / Maxella
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	8/12/2020	East/West Street	Maxella Avenue
Analysis Year	2020	North/South Street	Del Rey Avenue
Time Analyzed	Existing + Project - PM	Peak Hour Factor	0.93
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	1	0
Configuration		L	T				T	TR							LR	
Volume (veh/h)	0	81	496				427	81						89		189
Percent Heavy Vehicles (%)	3	3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Left Only								2							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

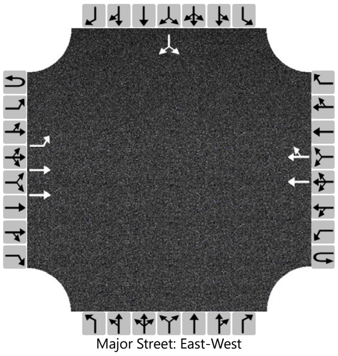
Flow Rate, v (veh/h)		87													299	
Capacity, c (veh/h)		1012													594	
v/c Ratio		0.09													0.50	
95% Queue Length, Q_{95} (veh)		0.3													2.8	
Control Delay (s/veh)		8.9													17.0	
Level of Service (LOS)		A													C	
Approach Delay (s/veh)	1.2												17.0			
Approach LOS													C			

HCS7 Two-Way Stop-Control Report

General Information / Site Information

General Information		Site Information	
Analyst	JAS	Intersection	Del Rey / Maxella
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	8/12/2020	East/West Street	Maxella Avenue
Analysis Year	2026	North/South Street	Del Rey Avenue
Time Analyzed	Future - PM	Peak Hour Factor	0.93
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	1	0
Configuration		L	T				T	TR							LR	
Volume (veh/h)	0	98	545				490	104						97		210
Percent Heavy Vehicles (%)	3	3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Left Only								2							

Critical and Follow-up Headways

	EB U	EB L	EB T	EB R	WB U	WB L	WB T	WB R	NB U	NB L	NB T	NB R	SB U	SB L	SB T	SB R
Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

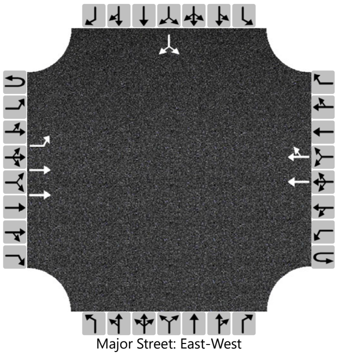
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		105													330	
Capacity, c (veh/h)		934													543	
v/c Ratio		0.11													0.61	
95% Queue Length, Q_{95} (veh)		0.4													4.0	
Control Delay (s/veh)		9.3													21.4	
Level of Service (LOS)		A													C	
Approach Delay (s/veh)	1.4												21.4			
Approach LOS													C			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Del Rey / Maxella
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	8/12/2020	East/West Street	Maxella Avenue
Analysis Year	2026	North/South Street	Del Rey Avenue
Time Analyzed	Future + Project - PM	Peak Hour Factor	0.93
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	1	0
Configuration		L	T				T	TR							LR	
Volume (veh/h)	0	98	564				489	104						97		210
Percent Heavy Vehicles (%)	3	3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Left Only								2							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

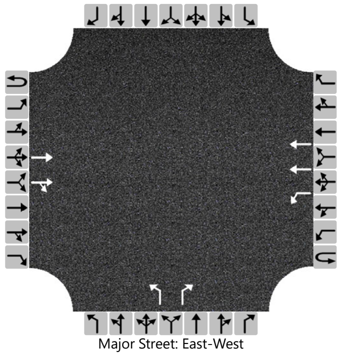
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		105													330	
Capacity, c (veh/h)		935													541	
v/c Ratio		0.11													0.61	
95% Queue Length, Q_{95} (veh)		0.4													4.1	
Control Delay (s/veh)		9.3													21.5	
Level of Service (LOS)		A													C	
Approach Delay (s/veh)	1.4												21.5			
Approach LOS													C			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Ocean Way / Maxella
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	8/12/2020	East/West Street	Maxella Avenue
Analysis Year	2020	North/South Street	Ocean Way
Time Analyzed	Existing - AM	Peak Hour Factor	0.94
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		1	0	1		0	0	0
Configuration			T	TR		L	T			L		R				
Volume (veh/h)			305	43	0	33	278			50		62				
Percent Heavy Vehicles (%)					3	3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized									No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways

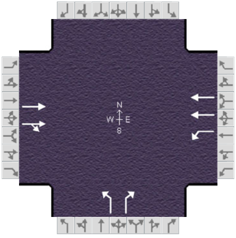
Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.16				6.86		6.96				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						35				53		66				
Capacity, c (veh/h)						1178				439		822				
v/c Ratio						0.03				0.12		0.08				
95% Queue Length, Q_{95} (veh)						0.1				0.4		0.3				
Control Delay (s/veh)						8.2				14.3		9.8				
Level of Service (LOS)						A				B		A				
Approach Delay (s/veh)					0.9				11.8							
Approach LOS									B							

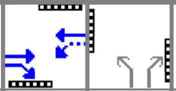
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 13, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing with Project - AM	PHF	0.94
Urban Street	Maxella Avenue	Analysis Year	2020	Analysis Period	1> 8:00
Intersection	Ocean Way/Maxella	File Name	04AM - Existing with Project.xus		
Project Description	Paseo Marina				

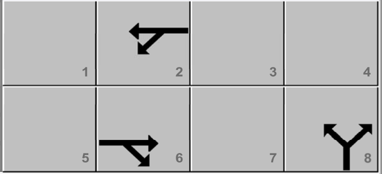


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		307	60	36	278		73		85			

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	24.8	24.9	0.0	0.0	0.0	0.0
Yellow	3.6	3.6	0.0	0.0	0.0	0.0
Red	1.6	1.5	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		
Case Number		8.0		6.0		9.0		
Phase Duration, s		30.0		30.0		30.0		
Change Period, (*Y+R* $_c$), s		5.2		5.2		5.1		
Max Allow Headway (*MAH*), s		0.0		0.0		3.4		
Queue Clearance Time (*g* $_s$), s						4.1		
Green Extension Time (*g* $_e$), s		0.0		0.0		0.3		
Phase Call Probability						1.00		
Max Out Probability						0.00		

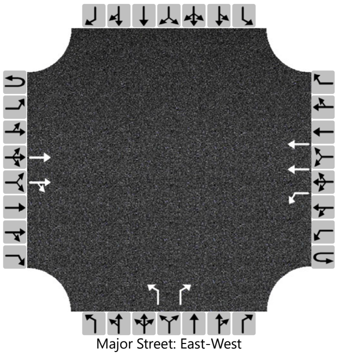
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		6	16	5	2		3		18			
Adjusted Flow Rate (*v*), veh/h		199	192	38	296		78		90			
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1900	1792	1009	1809		1810		1610			
Queue Service Time (*g* $_s$), s		4.1	4.2	1.6	3.1		1.6		2.1			
Cycle Queue Clearance Time (*g* $_c$), s		4.1	4.2	5.8	3.1		1.6		2.1			
Green Ratio (*g/C*)		0.41	0.41	0.41	0.41		0.42		0.42			
Capacity (*c*), veh/h		785	741	466	1495		751		668			
Volume-to-Capacity Ratio (*X*)		0.253	0.259	0.082	0.198		0.103		0.135			
Back of Queue (*Q*), ft/ln (95 th percentile)		78.5	76.3	16.9	54.2		28.5		34.1			
Back of Queue (*Q*), veh/ln (95 th percentile)		3.1	3.1	0.7	2.2		1.1		1.4			
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00	0.00	0.00		0.00		0.00			
Uniform Delay (*d* $_1$), s/veh		11.5	11.6	13.5	11.2		10.7		10.9			
Incremental Delay (*d* $_2$), s/veh		0.8	0.8	0.3	0.3		0.3		0.4			
Initial Queue Delay (*d* $_3$), s/veh		0.0	0.0	0.0	0.0		0.0		0.0			
Control Delay (*d*), s/veh		12.3	12.4	13.8	11.5		11.0		11.3			
Level of Service (LOS)		B	B	B	B		B		B			
Approach Delay, s/veh / LOS	12.4	B		11.8	B		11.2	B		0.0		
Intersection Delay, s/veh / LOS	11.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.92	B	0.72	A	2.28	B	2.11	B
Bicycle LOS Score / LOS	0.81	A	0.76	A		F		

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Ocean Way / Maxella
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	8/12/2020	East/West Street	Maxella Avenue
Analysis Year	2026	North/South Street	Ocean Way
Time Analyzed	Future - AM	Peak Hour Factor	0.94
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		1	0	1		0	0	0
Configuration			T	TR		L	T			L		R				
Volume (veh/h)			351	49	0	38	307			65		77				
Percent Heavy Vehicles (%)					3	3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized									No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways

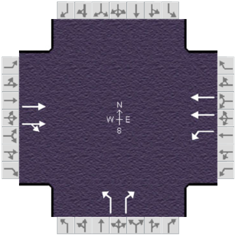
Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.16				6.86		6.96				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

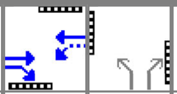
Flow Rate, v (veh/h)						40				69		82				
Capacity, c (veh/h)						1123				389		789				
v/c Ratio						0.04				0.18		0.10				
95% Queue Length, Q_{95} (veh)						0.1				0.6		0.3				
Control Delay (s/veh)						8.3				16.2		10.1				
Level of Service (LOS)						A				C		B				
Approach Delay (s/veh)					0.9				12.9							
Approach LOS									B							

HCS7 Signalized Intersection Results Summary

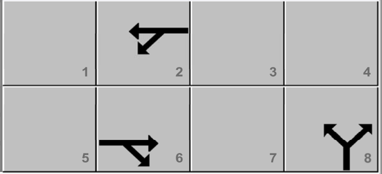
General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 12, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future with Project - AM	PHF	0.94
Urban Street	Maxella Avenue	Analysis Year	2026	Analysis Period	1> 8:00
Intersection	Ocean Way/Maxella	File Name	04AM - Future with Project.xus		
Project Description	Paseo Marina				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		353	66	41	307		88		100			



Signal Information										
Cycle, s	60.0	Reference Phase	2							
Offset, s	0	Reference Point	End	Green	24.8	24.9	0.0	0.0	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.6	3.6	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.6	1.5	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		
Case Number		8.0		6.0		9.0		
Phase Duration, s		30.0		30.0		30.0		
Change Period, (*Y+R* *c*), s		5.2		5.2		5.1		
Max Allow Headway (*MAH*), s		0.0		0.0		3.4		
Queue Clearance Time (*g* *s*), s						4.5		
Green Extension Time (*g* *e*), s		0.0		0.0		0.4		
Phase Call Probability						1.00		
Max Out Probability						0.00		

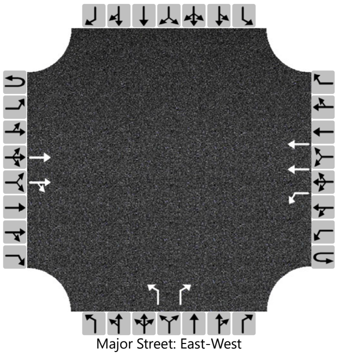
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		6	16	5	2		3		18			
Adjusted Flow Rate (*v*), veh/h		227	218	44	327		94		106			
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1900	1796	959	1809		1810		1610			
Queue Service Time (*g* *s*), s		4.8	4.9	1.9	3.5		1.9		2.5			
Cycle Queue Clearance Time (*g* *c*), s		4.8	4.9	6.8	3.5		1.9		2.5			
Green Ratio (*g/C*)		0.41	0.41	0.41	0.41		0.42		0.42			
Capacity (*c*), veh/h		785	742	439	1495		751		668			
Volume-to-Capacity Ratio (*X*)		0.289	0.294	0.099	0.218		0.125		0.159			
Back of Queue (*Q*), ft/ln (95 th percentile)		91.5	88.8	19.9	60.5		31.7		36.8			
Back of Queue (*Q*), veh/ln (95 th percentile)		3.7	3.6	0.8	2.4		1.3		1.5			
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00	0.00	0.00		0.00		0.00			
Uniform Delay (*d* *1*), s/veh		11.7	11.8	14.0	11.4		10.8		11.0			
Incremental Delay (*d* *2*), s/veh		0.9	1.0	0.5	0.3		0.0		0.0			
Initial Queue Delay (*d* *3*), s/veh		0.0	0.0	0.0	0.0		0.0		0.0			
Control Delay (*d*), s/veh		12.7	12.8	14.5	11.7		10.9		11.0			
Level of Service (LOS)		B	B	B	B		B		B			
Approach Delay, s/veh / LOS	12.7	B		12.0	B		10.9	B		0.0		
Intersection Delay, s/veh / LOS	12.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.92	B	0.72	A	2.28	B	2.11	B
Bicycle LOS Score / LOS	0.86	A	0.79	A		F		

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Ocean Way / Maxella
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	8/13/2020	East/West Street	Maxella Avenue
Analysis Year	2020	North/South Street	Ocean Way
Time Analyzed	Existing - PM	Peak Hour Factor	0.96
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		1	0	1		0	0	0
Configuration			T	TR		L	T			L		R				
Volume (veh/h)			441	90	0	49	392			64		49				
Percent Heavy Vehicles (%)					3	3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized									No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways

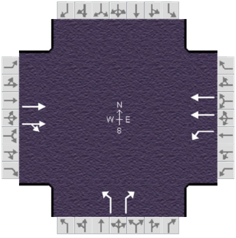
Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.16				6.86		6.96				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						51				67		51				
Capacity, c (veh/h)						1006				299		718				
v/c Ratio						0.05				0.22		0.07				
95% Queue Length, Q_{95} (veh)						0.2				0.8		0.2				
Control Delay (s/veh)						8.8				20.5		10.4				
Level of Service (LOS)						A				C		B				
Approach Delay (s/veh)					1.0				16.1							
Approach LOS									C							

HCS7 Signalized Intersection Results Summary

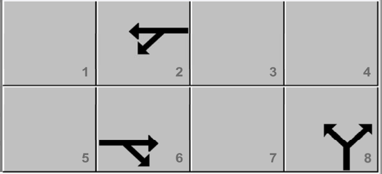
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 13, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing with Project - PM	PHF	0.96
Urban Street	Maxella Avenue	Analysis Year	2020	Analysis Period	1> 17:00
Intersection	Ocean Way/Maxella	File Name	04PM - Existing with Project.xus		
Project Description	Paseo Marina				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		443	107	52	392		63		48			

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	24.8	24.9	0.0	0.0	0.0	0.0
Yellow	3.6	3.6	0.0	0.0	0.0	0.0
Red	1.6	1.5	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		
Case Number		8.0		6.0		9.0		
Phase Duration, s		30.0		30.0		30.0		
Change Period, (*Y+R* $_c$), s		5.2		5.2		5.1		
Max Allow Headway (*MAH*), s		0.0		0.0		3.4		
Queue Clearance Time (*g* $_s$), s						3.3		
Green Extension Time (*g* $_e$), s		0.0		0.0		0.2		
Phase Call Probability						1.00		
Max Out Probability						0.00		

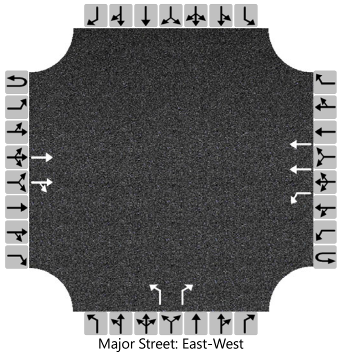
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		6	16	5	2		3		18			
Adjusted Flow Rate (*v*), veh/h		295	278	54	408		66		50			
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1900	1772	853	1809		1810		1610			
Queue Service Time (*g* $_s$), s		6.4	6.6	2.8	4.5		1.3		1.1			
Cycle Queue Clearance Time (*g* $_c$), s		6.4	6.6	9.4	4.5		1.3		1.1			
Green Ratio (*g/C*)		0.41	0.41	0.41	0.41		0.42		0.42			
Capacity (*c*), veh/h		785	733	379	1495		751		668			
Volume-to-Capacity Ratio (*X*)		0.375	0.380	0.143	0.273		0.087		0.075			
Back of Queue (*Q*), ft/ln (95 th percentile)		125.1	119	27	77.7		23.9		18.3			
Back of Queue (*Q*), veh/ln (95 th percentile)		5.0	4.8	1.1	3.1		1.0		0.7			
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00	0.00	0.00		0.00		0.00			
Uniform Delay (*d* $_1$), s/veh		12.2	12.2	15.5	11.6		10.7		10.6			
Incremental Delay (*d* $_2$), s/veh		1.4	1.5	0.8	0.5		0.2		0.2			
Initial Queue Delay (*d* $_3$), s/veh		0.0	0.0	0.0	0.0		0.0		0.0			
Control Delay (*d*), s/veh		13.6	13.7	16.3	12.1		10.9		10.8			
Level of Service (LOS)		B	B	B	B		B		B			
Approach Delay, s/veh / LOS	13.7	B		12.6	B		10.9	B		0.0		
Intersection Delay, s/veh / LOS	12.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.92	B	0.72	A	2.28	B	2.11	B
Bicycle LOS Score / LOS	0.96	A	0.87	A		F		

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Ocean Way / Maxella
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	8/13/2020	East/West Street	Maxella Avenue
Analysis Year	2026	North/South Street	Ocean Way
Time Analyzed	Future - PM	Peak Hour Factor	0.96
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		1	0	1		0	0	0
Configuration			T	TR		L	T			L		R				
Volume (veh/h)			496	110	0	64	463			75		59				
Percent Heavy Vehicles (%)					3	3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized									No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways

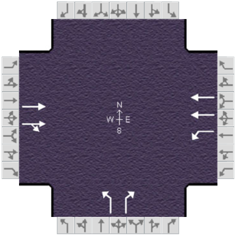
Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.16				6.86		6.96				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						67				78		61				
Capacity, c (veh/h)						940				239		677				
v/c Ratio						0.07				0.33		0.09				
95% Queue Length, Q_{95} (veh)						0.2				1.4		0.3				
Control Delay (s/veh)						9.1				27.2		10.8				
Level of Service (LOS)						A				D		B				
Approach Delay (s/veh)					1.1				20.0							
Approach LOS									C							

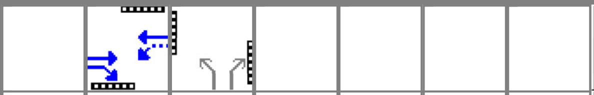
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 13, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future with Project - PM	PHF	0.96
Urban Street	Maxella Avenue	Analysis Year	2026	Analysis Period	1> 17:00
Intersection	Ocean Way/Maxella	File Name	04PM - Future with Project.xus		
Project Description	Paseo Marina				

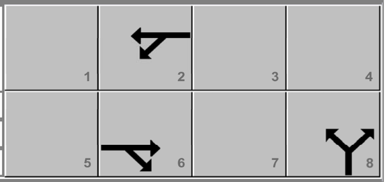


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		498	127	67	463		74		58			

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	24.8	24.9	0.0	0.0	0.0	0.0
Yellow	3.6	3.6	0.0	0.0	0.0	0.0
Red	1.6	1.5	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		
Case Number		8.0		6.0		9.0		
Phase Duration, s		30.0		30.0		30.0		
Change Period, (*Y+R* *c*), s		5.2		5.2		5.1		
Max Allow Headway (*MAH*), s		0.0		0.0		3.4		
Queue Clearance Time (*g* *s*), s						3.6		
Green Extension Time (*g* *e*), s		0.0		0.0		0.3		
Phase Call Probability						1.00		
Max Out Probability						0.00		

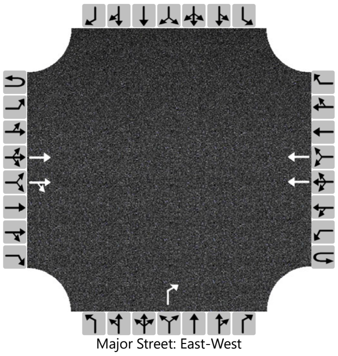
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		6	16	5	2		3		18			
Adjusted Flow Rate (*v*), veh/h		336	315	70	482		77		60			
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1900	1766	793	1809		1810		1610			
Queue Service Time (*g* *s*), s		7.5	7.6	4.1	5.4		1.6		1.4			
Cycle Queue Clearance Time (*g* *c*), s		7.5	7.6	11.8	5.4		1.6		1.4			
Green Ratio (*g/C*)		0.41	0.41	0.41	0.41		0.42		0.42			
Capacity (*c*), veh/h		785	730	347	1495		751		668			
Volume-to-Capacity Ratio (*X*)		0.428	0.431	0.201	0.323		0.103		0.090			
Back of Queue (*Q*), ft/ln (95 th percentile)		147.4	139.4	37.5	94.3		28.3		22.2			
Back of Queue (*Q*), veh/ln (95 th percentile)		5.9	5.6	1.5	3.8		1.1		0.9			
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00	0.00	0.00		0.00		0.00			
Uniform Delay (*d* *1*), s/veh		12.5	12.6	16.8	11.9		10.7		10.7			
Incremental Delay (*d* *2*), s/veh		1.7	1.9	1.3	0.6		0.3		0.3			
Initial Queue Delay (*d* *3*), s/veh		0.0	0.0	0.0	0.0		0.0		0.0			
Control Delay (*d*), s/veh		14.2	14.4	18.1	12.5		11.0		10.9			
Level of Service (LOS)		B	B	B	B		B		B			
Approach Delay, s/veh / LOS	14.3	B		13.2	B		11.0	B		0.0		
Intersection Delay, s/veh / LOS	13.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.92	B	0.72	A	2.28	B	2.11	B
Bicycle LOS Score / LOS	1.02	A	0.94	A		F		

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Maxella Dwy / Maxella
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	8/13/2020	East/West Street	Maxella Avenue
Analysis Year	2020	North/South Street	Maxella Avenue Driveway
Time Analyzed	Existing - AM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	0
Configuration			T	TR			T					R				
Volume (veh/h)			342	1			283					1				
Percent Heavy Vehicles (%)												3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized									No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												6.96				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.33				

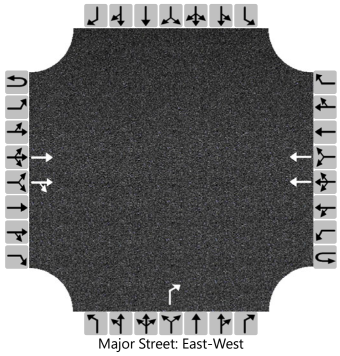
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												1				
Capacity, c (veh/h)												821				
v/c Ratio												0.00				
95% Queue Length, Q_{95} (veh)												0.0				
Control Delay (s/veh)												9.4				
Level of Service (LOS)												A				
Approach Delay (s/veh)									9.4							
Approach LOS									A							

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Maxella Dwy / Maxella
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	8/13/2020	East/West Street	Maxella Avenue
Analysis Year	2020	North/South Street	Maxella Avenue Driveway
Time Analyzed	Existing + Project - AM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	0
Configuration			T	TR			T					R				
Volume (veh/h)			365	3			286					9				
Percent Heavy Vehicles (%)												3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized									No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												6.96				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												10				
Capacity, c (veh/h)												804				
v/c Ratio												0.01				
95% Queue Length, Q_{95} (veh)												0.0				
Control Delay (s/veh)												9.5				
Level of Service (LOS)												A				
Approach Delay (s/veh)									9.5							
Approach LOS									A							

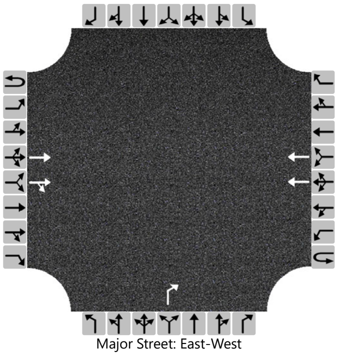
HCS™ TWSC Version 7.8.5
05AM - Existing with Project.xtw

Generated: 8/13/2020 10:19:30 AM

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Maxella Dwy / Maxella
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	8/13/2020	East/West Street	Maxella Avenue
Analysis Year	2026	North/South Street	Maxella Avenue Driveway
Time Analyzed	Future - AM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	0
Configuration			T	TR			T					R				
Volume (veh/h)			401	1			315					1				
Percent Heavy Vehicles (%)												3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized									No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												6.96				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												1				
Capacity, c (veh/h)												783				
v/c Ratio												0.00				
95% Queue Length, Q_{95} (veh)												0.0				
Control Delay (s/veh)												9.6				
Level of Service (LOS)												A				
Approach Delay (s/veh)									9.6							
Approach LOS									A							

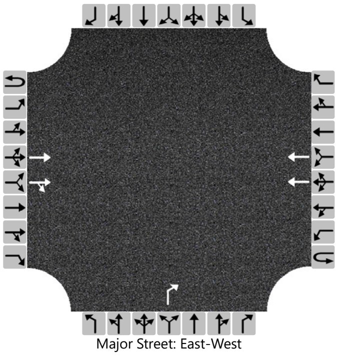
HCS7 Two-Way Stop-Control Report

General Information

Site Information

Analyst	JAS	Intersection	Maxella Dwy / Maxella
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	8/13/2020	East/West Street	Maxella Avenue
Analysis Year	2026	North/South Street	Maxella Avenue Driveway
Time Analyzed	Future + Project - AM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	0
Configuration			T	TR			T					R				
Volume (veh/h)			424	3			318					9				
Percent Heavy Vehicles (%)												3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized									No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												6.96				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.33				

Delay, Queue Length, and Level of Service

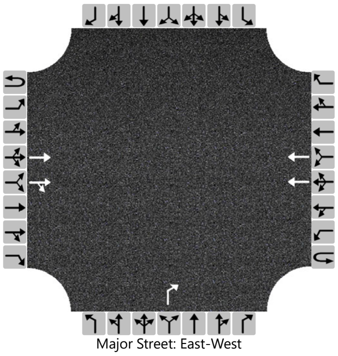
Flow Rate, v (veh/h)												10				
Capacity, c (veh/h)												767				
v/c Ratio												0.01				
95% Queue Length, Q_{95} (veh)												0.0				
Control Delay (s/veh)												9.8				
Level of Service (LOS)												A				
Approach Delay (s/veh)									9.8							
Approach LOS									A							

HCS7 Two-Way Stop-Control Report

General Information / Site Information

General Information		Site Information	
Analyst	JAS	Intersection	Maxella Dwy / Maxella
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	8/13/2020	East/West Street	Maxella Avenue
Analysis Year	2020	North/South Street	Maxella Avenue Driveway
Time Analyzed	Existing - PM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	0
Configuration			T	TR			T					R				
Volume (veh/h)			464	3			394					6				
Percent Heavy Vehicles (%)												3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized									No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												6.96				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.33				

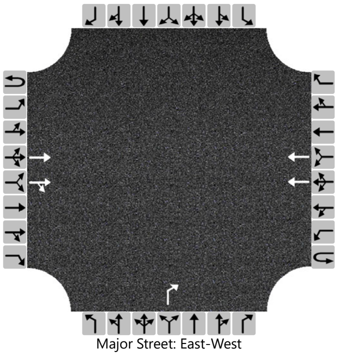
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												7				
Capacity, c (veh/h)												743				
v/c Ratio												0.01				
95% Queue Length, Q_{95} (veh)												0.0				
Control Delay (s/veh)												9.9				
Level of Service (LOS)												A				
Approach Delay (s/veh)									9.9							
Approach LOS									A							

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Maxella Dwy / Maxella
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	8/13/2020	East/West Street	Maxella Avenue
Analysis Year	2020	North/South Street	Maxella Avenue Driveway
Time Analyzed	Existing + Project - PM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	0
Configuration			T	TR			T					R				
Volume (veh/h)			463	5			397					6				
Percent Heavy Vehicles (%)												3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized									No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways

	EB U	EB L	EB T	EB R	WB U	WB L	WB T	WB R	NB U	NB L	NB T	NB R	SB U	SB L	SB T	SB R
Base Critical Headway (sec)												6.9				
Critical Headway (sec)												6.96				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.33				

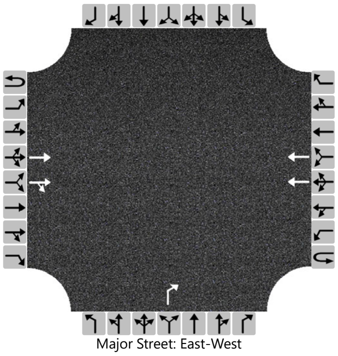
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												7				
Capacity, c (veh/h)												742				
v/c Ratio												0.01				
95% Queue Length, Q_{95} (veh)												0.0				
Control Delay (s/veh)												9.9				
Level of Service (LOS)												A				
Approach Delay (s/veh)									9.9							
Approach LOS									A							

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Maxella Dwy / Maxella
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	8/13/2020	East/West Street	Maxella Avenue
Analysis Year	2026	North/South Street	Maxella Avenue Driveway
Time Analyzed	Future - PM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	0
Configuration			T	TR			T					R				
Volume (veh/h)			528	3			477					6				
Percent Heavy Vehicles (%)												3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized									No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												6.96				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.33				

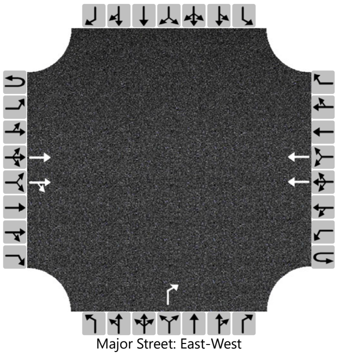
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												7				
Capacity, c (veh/h)												705				
v/c Ratio												0.01				
95% Queue Length, Q_{95} (veh)												0.0				
Control Delay (s/veh)												10.2				
Level of Service (LOS)												B				
Approach Delay (s/veh)									10.2							
Approach LOS									B							

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Maxella Dwy / Maxella
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	8/13/2020	East/West Street	Maxella Avenue
Analysis Year	2026	North/South Street	Maxella Avenue Driveway
Time Analyzed	Future + Project - PM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	0
Configuration			T	TR			T					R				
Volume (veh/h)			527	5			480					6				
Percent Heavy Vehicles (%)												3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized									No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways

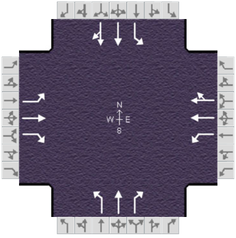
Base Critical Headway (sec)												6.9				
Critical Headway (sec)												6.96				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												7				
Capacity, c (veh/h)												704				
v/c Ratio												0.01				
95% Queue Length, Q_{95} (veh)												0.0				
Control Delay (s/veh)												10.2				
Level of Service (LOS)												B				
Approach Delay (s/veh)									10.2							
Approach LOS									B							

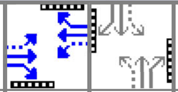
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 13, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - AM	PHF	0.96
Urban Street	Glencoe Avenue	Analysis Year	2020	Analysis Period	1> 8:15
Intersection	Glencoe/Maxella	File Name	06AM - Existing.xus		
Project Description	Paseo Marina				

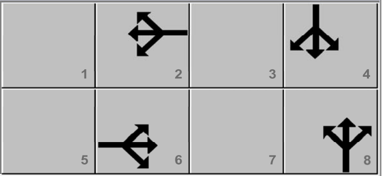


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	108	100	135	65	83	83	116	569	56	73	533	84

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	24.8	24.9	0.0	0.0	0.0	0.0
Yellow	3.6	3.6	0.0	0.0	0.0	0.0
Red	1.6	1.5	0.0	0.0	0.0	0.0



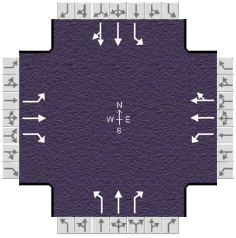
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		5.0		6.0		5.0		6.0
Phase Duration, s		30.0		30.0		30.0		30.0
Change Period, (*Y+R* *c*), s		5.2		5.2		5.1		5.1
Max Allow Headway (*MAH*), s		0.0		0.0		3.4		3.4
Queue Clearance Time (*g* *s*), s						17.9		23.0
Green Extension Time (*g* *e*), s		0.0		0.0		2.6		1.0
Phase Call Probability						1.00		1.00
Max Out Probability						0.54		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	113	104	141	68	86	86	121	593	58	76	328	314
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1231	1900	1610	1310	1900	1610	799	1900	1610	837	1900	1809
Queue Service Time (*g* *s*), s	3.7	2.0	3.4	2.0	1.7	2.0	7.6	15.9	1.3	5.1	7.3	7.4
Cycle Queue Clearance Time (*g* *c*), s	5.7	2.0	3.4	4.1	1.7	2.0	14.9	15.9	1.3	21.0	7.3	7.4
Green Ratio (*g/C*)	0.41	0.41	0.41	0.41	0.41	0.41	0.42	0.42	0.42	0.42	0.42	0.42
Capacity (*c*), veh/h	588	785	666	617	785	666	353	789	668	245	789	751
Volume-to-Capacity Ratio (*X*)	0.191	0.133	0.211	0.110	0.110	0.130	0.342	0.752	0.087	0.310	0.416	0.419
Back of Queue (*Q*), ft/ln (95 th percentile)	47.9	38.6	55.2	27.5	31.7	32.5	59.4	280.9	19.5	44.2	128.1	122.7
Back of Queue (*Q*), veh/ln (95 th percentile)	1.9	1.5	2.2	1.1	1.3	1.3	2.4	11.2	0.8	1.8	5.1	4.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* *1*), s/veh	12.7	10.9	11.3	12.2	10.8	10.9	17.7	14.9	10.7	23.9	12.4	12.4
Incremental Delay (*d* *2*), s/veh	0.7	0.4	0.7	0.4	0.3	0.4	0.2	3.6	0.0	0.3	0.1	0.1
Initial Queue Delay (*d* *3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	13.4	11.3	12.0	12.5	11.1	11.3	17.9	18.6	10.7	24.1	12.5	12.6
Level of Service (LOS)	B	B	B	B	B	B	B	B	B	C	B	B
Approach Delay, s/veh / LOS	12.2		B	11.6		B	17.9		B	13.8		B
Intersection Delay, s/veh / LOS	14.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.28	B	2.11	B	2.11	B	2.28	B
Bicycle LOS Score / LOS	1.08	A	0.69	A	1.76	B	1.08	A

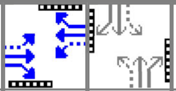
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 13, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing with Project - AM	PHF	0.96
Urban Street	Glencoe Avenue	Analysis Year	2020	Analysis Period	1> 8:15
Intersection	Glencoe/Maxella	File Name	06AM - Existing with Project.xus		
Project Description	Paseo Marina				

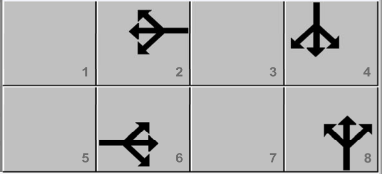


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	126	106	143	65	86	83	116	597	56	73	552	84

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	24.8	24.9	0.0	0.0	0.0	0.0
Yellow	3.6	3.6	0.0	0.0	0.0	0.0
Red	1.6	1.5	0.0	0.0	0.0	0.0

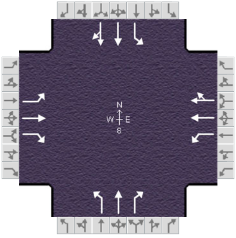


Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		5.0		6.0		5.0		6.0
Phase Duration, s		30.0		30.0		30.0		30.0
Change Period, (*Y+R* *c*), s		5.2		5.2		5.1		5.1
Max Allow Headway (*MAH*), s		0.0		0.0		3.4		3.4
Queue Clearance Time (*g* *s*), s						19.1		24.4
Green Extension Time (*g* *e*), s		0.0		0.0		2.5		0.3
Phase Call Probability						1.00		1.00
Max Out Probability						0.67		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	131	110	149	68	90	86	121	622	58	76	338	324
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1228	1900	1610	1303	1900	1610	785	1900	1610	815	1900	1812
Queue Service Time (*g* *s*), s	4.5	2.2	3.6	2.0	1.7	2.0	7.8	17.1	1.3	5.4	7.6	7.6
Cycle Queue Clearance Time (*g* *c*), s	6.5	2.2	3.6	4.2	1.7	2.0	15.4	17.1	1.3	22.4	7.6	7.6
Green Ratio (*g/C*)	0.41	0.41	0.41	0.41	0.41	0.41	0.42	0.42	0.42	0.42	0.42	0.42
Capacity (*c*), veh/h	587	785	666	611	785	666	346	789	668	226	789	752
Volume-to-Capacity Ratio (*X*)	0.224	0.141	0.224	0.111	0.114	0.130	0.350	0.789	0.087	0.336	0.429	0.431
Back of Queue (*Q*), ft/ln (95 th percentile)	57.2	41.1	59	27.6	32.9	32.5	60.2	304.6	19.5	45.5	132.9	127.4
Back of Queue (*Q*), veh/ln (95 th percentile)	2.3	1.6	2.4	1.1	1.3	1.3	2.4	12.2	0.8	1.8	5.3	5.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* *1*), s/veh	12.9	11.0	11.4	12.3	10.8	10.9	18.0	15.3	10.7	25.0	12.5	12.5
Incremental Delay (*d* *2*), s/veh	0.9	0.4	0.8	0.4	0.3	0.4	0.2	5.0	0.0	0.3	0.1	0.1
Initial Queue Delay (*d* *3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	13.8	11.3	12.2	12.6	11.1	11.3	18.2	20.2	10.7	25.3	12.6	12.6
Level of Service (LOS)	B	B	B	B	B	B	B	C	B	C	B	B
Approach Delay, s/veh / LOS	12.5		B	11.6		B	19.2		B	13.9		B
Intersection Delay, s/veh / LOS	15.4						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.28	B	2.11	B	2.11	B	2.28	B
Bicycle LOS Score / LOS	1.13	A	0.69	A	1.81	B	1.10	A

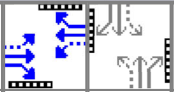
HCS7 Signalized Intersection Results Summary



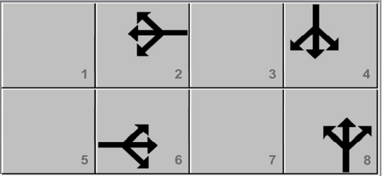
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 13, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - AM	PHF	0.96
Urban Street	Glencoe Avenue	Analysis Year	2026	Analysis Period	1> 8:15
Intersection	Glencoe/Maxella	File Name	06AM - Future.xus		
Project Description	Paseo Marina				

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	126	116	160	69	93	90	124	620	59	79	586	98

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	24.8	24.9	0.0	0.0	0.0	0.0
Yellow	3.6	3.6	0.0	0.0	0.0	0.0
Red	1.6	1.5	0.0	0.0	0.0	0.0



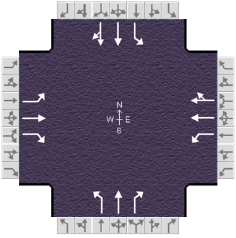
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		5.0		6.0		5.0		6.0
Phase Duration, s		30.0		30.0		30.0		30.0
Change Period, (*Y+R* *c*), s		5.2		5.2		5.1		5.1
Max Allow Headway (*MAH*), s		0.0		0.0		3.5		3.5
Queue Clearance Time (*g* *s*), s						20.1		26.2
Green Extension Time (*g* *e*), s		0.0		0.0		2.3		0.0
Phase Call Probability						1.00		1.00
Max Out Probability						0.82		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	131	121	167	72	97	94	129	646	61	82	365	348
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1211	1900	1610	1291	1900	1610	749	1900	1610	797	1900	1805
Queue Service Time (*g* *s*), s	4.5	2.4	4.1	2.2	1.9	2.2	9.1	18.1	1.4	6.1	8.3	8.4
Cycle Queue Clearance Time (*g* *c*), s	6.7	2.4	4.1	4.6	1.9	2.2	17.4	18.1	1.4	24.2	8.3	8.4
Green Ratio (*g/C*)	0.41	0.41	0.41	0.41	0.41	0.41	0.42	0.42	0.42	0.42	0.42	0.42
Capacity (*c*), veh/h	577	785	666	602	785	666	326	789	668	211	789	749
Volume-to-Capacity Ratio (*X*)	0.228	0.154	0.250	0.119	0.123	0.141	0.396	0.819	0.092	0.391	0.463	0.464
Back of Queue (*Q*), ft/ln (95 th percentile)	57.6	45.3	66.9	29.6	35.7	35.4	67.2	327	20.6	51.1	145.6	139.3
Back of Queue (*Q*), veh/ln (95 th percentile)	2.3	1.8	2.7	1.2	1.4	1.4	2.7	13.1	0.8	2.0	5.8	5.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* *1*), s/veh	13.1	11.0	11.5	12.5	10.9	11.0	19.0	15.6	10.7	26.3	12.7	12.7
Incremental Delay (*d* *2*), s/veh	0.9	0.4	0.9	0.4	0.3	0.4	0.3	6.4	0.0	0.4	0.2	0.2
Initial Queue Delay (*d* *3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	14.0	11.4	12.4	12.9	11.2	11.4	19.3	21.9	10.7	26.7	12.9	12.9
Level of Service (LOS)	B	B	B	B	B	B	B	C	B	C	B	B
Approach Delay, s/veh / LOS	12.6		B	11.7		B	20.7		C	14.3		B
Intersection Delay, s/veh / LOS	16.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.28	B	2.11	B	2.11	B	2.28	B
Bicycle LOS Score / LOS	1.18	A	0.70	A	1.87	B	1.14	A

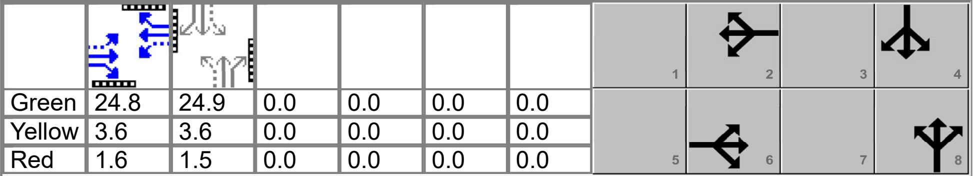
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 13, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future with Project - AM	PHF	0.96
Urban Street	Glencoe Avenue	Analysis Year	2026	Analysis Period	1> 8:15
Intersection	Glencoe/Maxella	File Name	06AM - Future with Project.xus		
Project Description	Paseo Marina				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	144	122	168	69	96	90	124	648	59	79	605	98

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	24.8	24.9	0.0	0.0	0.0	0.0
Yellow	3.6	3.6	0.0	0.0	0.0	0.0
Red	1.6	1.5	0.0	0.0	0.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		5.0		6.0		5.0		6.0
Phase Duration, s		30.0		30.0		30.0		30.0
Change Period, ($Y+R_c$), s		5.2		5.2		5.1		5.1
Max Allow Headway (*MAH*), s		0.0		0.0		3.5		3.5
Queue Clearance Time (g_s), s						21.3		26.9
Green Extension Time (g_e), s		0.0		0.0		1.9		0.0
Phase Call Probability						1.00		1.00
Max Out Probability						0.99		1.00

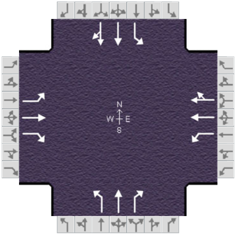
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	150	127	175	72	100	94	129	675	61	82	375	358
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1208	1900	1610	1283	1900	1610	735	1900	1610	776	1900	1807
Queue Service Time (g_s), s	5.3	2.5	4.3	2.2	2.0	2.2	9.3	19.3	1.4	5.6	8.6	8.7
Cycle Queue Clearance Time (g_c), s	7.5	2.5	4.3	4.8	2.0	2.2	18.0	19.3	1.4	24.9	8.6	8.7
Green Ratio (*g/C*)	0.41	0.41	0.41	0.41	0.41	0.41	0.42	0.42	0.42	0.42	0.42	0.42
Capacity (*c*), veh/h	575	785	666	597	785	666	319	789	668	192	789	750
Volume-to-Capacity Ratio (*X*)	0.261	0.162	0.263	0.120	0.127	0.141	0.405	0.856	0.092	0.429	0.475	0.477
Back of Queue (*Q*), ft/ln (95 th percentile)	67.3	47.9	70.8	29.9	37	35.5	68.1	359.7	20.6	53	150.6	144.2
Back of Queue (*Q*), veh/ln (95 th percentile)	2.7	1.9	2.8	1.2	1.5	1.4	2.7	14.4	0.8	2.1	6.0	5.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	13.3	11.1	11.6	12.6	10.9	11.0	19.4	15.9	10.7	27.6	12.8	12.8
Incremental Delay (d_2), s/veh	1.1	0.4	1.0	0.4	0.3	0.4	0.3	8.8	0.0	0.6	0.2	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	14.4	11.5	12.5	13.0	11.2	11.4	19.7	24.7	10.7	28.1	13.0	13.0
Level of Service (LOS)	B	B	B	B	B	B	B	C	B	C	B	B
Approach Delay, s/veh / LOS	12.9	B		11.8	B		23.0	C		14.5	B	
Intersection Delay, s/veh / LOS	16.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.28	B	2.11	B	2.11	B	2.28	B
Bicycle LOS Score / LOS	1.23	A	0.71	A	1.92	B	1.16	A

HCS7 Signalized Intersection Results Summary

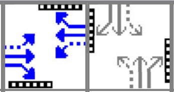
General Information			
Agency	Linscott, Law & Greenspan, Engineers		
Analyst	JAS	Analysis Date	Aug 13, 2020
Jurisdiction	City of Los Angeles	Time Period	Existing - PM
Urban Street	Glencoe Avenue	Analysis Year	2020
Intersection	Glencoe/Maxella	File Name	06PM - Existing.xus
Project Description	Paseo Marina		

Intersection Information	
Duration, h	0.250
Area Type	Other
PHF	0.94
Analysis Period	1> 16:45

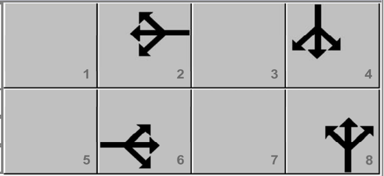


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	144	141	185	96	152	100	125	354	72	47	693	117

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	24.8	24.9	0.0	0.0	0.0	0.0
Yellow	3.6	3.6	0.0	0.0	0.0	0.0
Red	1.6	1.5	0.0	0.0	0.0	0.0



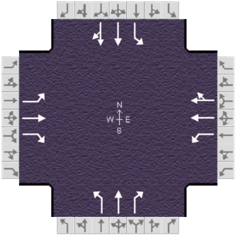
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		5.0		6.0		5.0		6.0
Phase Duration, s		30.0		30.0		30.0		30.0
Change Period, (*Y+R* $_c$), s		5.2		5.2		5.1		5.1
Max Allow Headway (*MAH*), s		0.0		0.0		3.5		3.5
Queue Clearance Time (*g* $_s$), s						24.4		12.9
Green Extension Time (*g* $_e$), s		0.0		0.0		0.3		3.5
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		0.24

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	153	150	197	102	139	129	133	377	77	50	442	420
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1129	1900	1610	1257	1900	1655	652	1900	1610	1022	1900	1804
Queue Service Time (*g* $_s$), s	6.0	3.0	4.9	3.4	2.8	3.0	11.7	8.7	1.8	2.3	10.6	10.6
Cycle Queue Clearance Time (*g* $_c$), s	9.0	3.0	4.9	6.4	2.8	3.0	22.4	8.7	1.8	10.9	10.6	10.6
Green Ratio (*g/C*)	0.41	0.41	0.41	0.41	0.41	0.41	0.42	0.42	0.42	0.42	0.42	0.42
Capacity (*c*), veh/h	530	785	666	576	785	684	275	789	668	396	789	749
Volume-to-Capacity Ratio (*X*)	0.289	0.191	0.296	0.177	0.176	0.189	0.484	0.478	0.115	0.126	0.560	0.561
Back of Queue (*Q*), ft/ln (95 th percentile)	72.3	57.2	81	44.7	52.6	50.1	77.2	151.8	25.9	22.7	189.4	180.2
Back of Queue (*Q*), veh/ln (95 th percentile)	2.9	2.3	3.2	1.8	2.1	2.0	3.1	6.1	1.0	0.9	7.6	7.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* $_1$), s/veh	14.1	11.2	11.8	13.2	11.1	11.2	21.9	12.8	10.8	16.8	13.4	13.4
Incremental Delay (*d* $_2$), s/veh	1.4	0.5	1.1	0.7	0.5	0.6	0.5	0.2	0.0	0.1	0.6	0.6
Initial Queue Delay (*d* $_3$), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	15.4	11.8	12.9	13.9	11.6	11.8	22.4	13.0	10.8	16.8	13.9	14.0
Level of Service (LOS)	B	B	B	B	B	B	C	B	B	B	B	B
Approach Delay, s/veh / LOS	13.3	B		12.3	B		14.8	B		14.1	B	
Intersection Delay, s/veh / LOS	13.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.28	B	2.11	B	2.11	B	2.28	B
Bicycle LOS Score / LOS	1.31	A	0.79	A	1.45	A	1.24	A

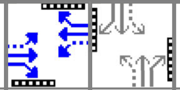
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 13, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing with Project - PM	PHF	0.94
Urban Street	Glencoe Avenue	Analysis Year	2020	Analysis Period	1> 16:45
Intersection	Glencoe/Maxella	File Name	06PM - Existing with Project.xus		
Project Description	Paseo Marina				

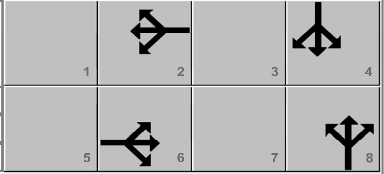


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	143	140	185	96	155	100	125	352	72	47	712	117

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	24.8	24.9	0.0	0.0	0.0	0.0
Yellow	3.6	3.6	0.0	0.0	0.0	0.0
Red	1.6	1.5	0.0	0.0	0.0	0.0



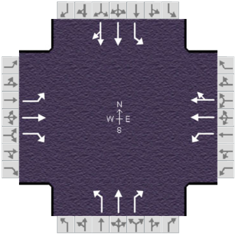
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		5.0		6.0		5.0		6.0
Phase Duration, s		30.0		30.0		30.0		30.0
Change Period, (Y+R c), s		5.2		5.2		5.1		5.1
Max Allow Headway (MAH), s		0.0		0.0		3.5		3.5
Queue Clearance Time (g s), s						25.1		13.0
Green Extension Time (g e), s		0.0		0.0		0.0		3.6
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		0.25

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	152	149	197	102	140	131	133	374	77	50	452	430
Adjusted Saturation Flow Rate (s), veh/h/ln	1126	1900	1610	1258	1900	1658	639	1900	1610	1024	1900	1806
Queue Service Time (g s), s	6.0	3.0	4.9	3.4	2.8	3.0	12.1	8.6	1.8	2.2	11.0	11.0
Cycle Queue Clearance Time (g c), s	9.0	3.0	4.9	6.4	2.8	3.0	23.1	8.6	1.8	10.9	11.0	11.0
Green Ratio (g/C)	0.41	0.41	0.41	0.41	0.41	0.41	0.42	0.42	0.42	0.42	0.42	0.42
Capacity (c), veh/h	529	785	666	577	785	685	269	789	668	398	789	749
Volume-to-Capacity Ratio (X)	0.288	0.190	0.296	0.177	0.179	0.191	0.495	0.475	0.115	0.126	0.573	0.574
Back of Queue (Q), ft/ln (95 th percentile)	72	56.8	81	44.5	53.3	50.7	78.2	150.5	25.9	22.7	194.3	186.5
Back of Queue (Q), veh/ln (95 th percentile)	2.9	2.3	3.2	1.8	2.1	2.0	3.1	6.0	1.0	0.9	7.8	7.5
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d 1), s/veh	14.1	11.2	11.8	13.2	11.1	11.2	22.3	12.8	10.8	16.7	13.5	13.5
Incremental Delay (d 2), s/veh	1.4	0.5	1.1	0.7	0.5	0.6	0.5	0.2	0.0	0.1	0.7	0.7
Initial Queue Delay (d 3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	15.4	11.7	12.9	13.9	11.6	11.8	22.9	13.0	10.8	16.8	14.1	14.2
Level of Service (LOS)	B	B	B	B	B	B	C	B	B	B	B	B
Approach Delay, s/veh / LOS	13.3	B		12.3	B		14.9	B		14.3	B	
Intersection Delay, s/veh / LOS	13.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.28	B	2.11	B	2.11	B	2.28	B
Bicycle LOS Score / LOS	1.31	A	0.80	A	1.45	A	1.26	A

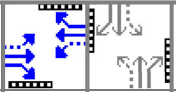
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 13, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - PM	PHF	0.94
Urban Street	Glencoe Avenue	Analysis Year	2026	Analysis Period	1> 16:45
Intersection	Glencoe/Maxella	File Name	06PM - Future.xus		
Project Description	Paseo Marina				

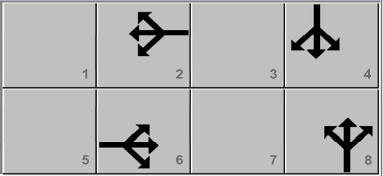


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	169	165	201	102	180	108	151	393	76	54	762	145

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	24.8	24.9	0.0	0.0	0.0	0.0
Yellow	3.6	3.6	0.0	0.0	0.0	0.0
Red	1.6	1.5	0.0	0.0	0.0	0.0



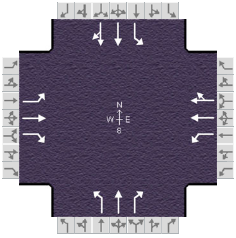
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		5.0		6.0		5.0		6.0
Phase Duration, s		30.0		30.0		30.0		30.0
Change Period, (*Y+R* $_c$), s		5.2		5.2		5.1		5.1
Max Allow Headway (*MAH*), s		0.0		0.0		3.6		3.6
Queue Clearance Time (*g* $_s$), s						26.9		14.7
Green Extension Time (*g* $_e$), s		0.0		0.0		0.0		3.9
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		0.42

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	180	176	214	109	159	148	161	418	81	57	496	469
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1090	1900	1610	1228	1900	1667	592	1900	1610	984	1900	1794
Queue Service Time (*g* $_s$), s	7.6	3.6	5.4	3.8	3.2	3.4	12.5	9.9	1.9	2.8	12.4	12.4
Cycle Queue Clearance Time (*g* $_c$), s	11.1	3.6	5.4	7.3	3.2	3.4	24.9	9.9	1.9	12.7	12.4	12.4
Green Ratio (*g/C*)	0.41	0.41	0.41	0.41	0.41	0.41	0.42	0.42	0.42	0.42	0.42	0.42
Capacity (*c*), veh/h	508	785	666	554	785	689	243	789	668	366	789	744
Volume-to-Capacity Ratio (*X*)	0.354	0.224	0.321	0.196	0.202	0.214	0.661	0.530	0.121	0.157	0.629	0.629
Back of Queue (*Q*), ft/ln (95 th percentile)	90.4	68.3	89.5	48.9	61	57.8	116.9	174.9	27.4	27.4	218	208.9
Back of Queue (*Q*), veh/ln (95 th percentile)	3.6	2.7	3.6	2.0	2.4	2.3	4.7	7.0	1.1	1.1	8.7	8.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* $_1$), s/veh	14.9	11.4	11.9	13.7	11.3	11.3	25.2	13.2	10.8	17.9	13.9	13.9
Incremental Delay (*d* $_2$), s/veh	1.9	0.7	1.3	0.8	0.6	0.7	5.2	0.3	0.0	0.1	1.2	1.3
Initial Queue Delay (*d* $_3$), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	16.8	12.0	13.2	14.5	11.8	12.0	30.5	13.5	10.8	18.0	15.1	15.2
Level of Service (LOS)	B	B	B	B	B	B	C	B	B	B	B	B
Approach Delay, s/veh / LOS	14.0	B		12.6	B		17.3	B		15.3	B	
Intersection Delay, s/veh / LOS	15.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.28	B	2.11	B	2.11	B	2.28	B
Bicycle LOS Score / LOS	1.43	A	0.83	A	1.58	B	1.33	A

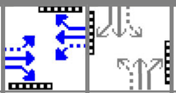
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 13, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future with Project - PM	PHF	0.94
Urban Street	Glencoe Avenue	Analysis Year	2026	Analysis Period	1> 16:45
Intersection	Glencoe/Maxella	File Name	06PM - Future with Project.xus		
Project Description	Paseo Marina				

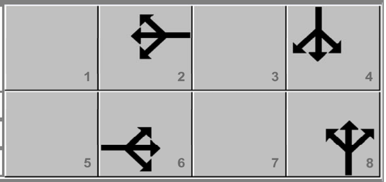


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	168	164	201	102	183	108	151	391	76	54	781	145

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	24.8	24.9	0.0	0.0	0.0	0.0
Yellow	3.6	3.6	0.0	0.0	0.0	0.0
Red	1.6	1.5	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		5.0		6.0		5.0		6.0
Phase Duration, s		30.0		30.0		30.0		30.0
Change Period, (*Y+R* $_c$), s		5.2		5.2		5.1		5.1
Max Allow Headway (*MAH*), s		0.0		0.0		3.6		3.6
Queue Clearance Time (*g* $_s$), s						26.9		14.8
Green Extension Time (*g* $_e$), s		0.0		0.0		0.0		4.0
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		0.43

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	179	174	214	109	160	149	161	416	81	57	506	479
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1087	1900	1610	1229	1900	1669	580	1900	1610	986	1900	1796
Queue Service Time (*g* $_s$), s	7.6	3.6	5.4	3.8	3.2	3.5	12.1	9.8	1.9	2.8	12.8	12.8
Cycle Queue Clearance Time (*g* $_c$), s	11.1	3.6	5.4	7.3	3.2	3.5	24.9	9.8	1.9	12.6	12.8	12.8
Green Ratio (*g/C*)	0.41	0.41	0.41	0.41	0.41	0.41	0.42	0.42	0.42	0.42	0.42	0.42
Capacity (*c*), veh/h	507	785	666	555	785	690	237	789	668	367	789	745
Volume-to-Capacity Ratio (*X*)	0.353	0.222	0.321	0.195	0.204	0.216	0.676	0.528	0.121	0.156	0.642	0.642
Back of Queue (*Q*), ft/ln (95 th percentile)	89.9	67.7	89.5	48.9	61.7	58.6	119.3	173.3	27.4	27.3	224	214.8
Back of Queue (*Q*), veh/ln (95 th percentile)	3.6	2.7	3.6	2.0	2.5	2.3	4.8	6.9	1.1	1.1	9.0	8.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* $_1$), s/veh	14.9	11.4	11.9	13.7	11.3	11.3	25.6	13.1	10.8	17.9	14.0	14.0
Incremental Delay (*d* $_2$), s/veh	1.9	0.7	1.3	0.8	0.6	0.7	6.2	0.3	0.0	0.1	1.4	1.5
Initial Queue Delay (*d* $_3$), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	16.8	12.0	13.2	14.5	11.9	12.1	31.7	13.5	10.8	17.9	15.4	15.5
Level of Service (LOS)	B	B	B	B	B	B	C	B	B	B	B	B
Approach Delay, s/veh / LOS	14.0	B		12.6	B		17.6	B		15.6	B	
Intersection Delay, s/veh / LOS	15.3						B					

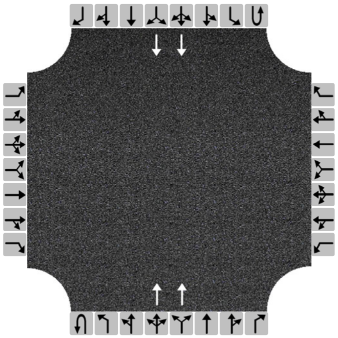
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.28	B	2.11	B	2.11	B	2.28	B
Bicycle LOS Score / LOS	1.42	A	0.83	A	1.57	B	1.35	A

HCS™ Streets Version 7.8.5 Generated: 8/13/2020 11:33:14 AM

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Glencoe/N. Glencoe Dwy
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	8/13/2020	East/West Street	Northerly Glencoe Dwy
Analysis Year	2020	North/South Street	Glencoe Avenue
Time Analyzed	Existing - AM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	2	0	0	0	2	0
Configuration											T				T	
Volume (veh/h)											741				733	
Percent Heavy Vehicles (%)																
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

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

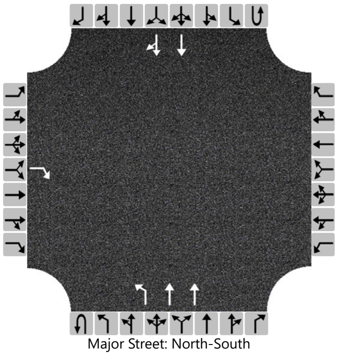
Delay, Queue Length, and Level of Service

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

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Glencoe/N. Glencoe Dwy
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	8/13/2020	East/West Street	Northerly Glencoe Dwy
Analysis Year	2020	North/South Street	Glencoe Avenue
Time Analyzed	Existing + Project - AM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	1	2	0	0	0	2	0
Configuration				R						L	T				T	TR
Volume (veh/h)				51					0	19	769				741	18
Percent Heavy Vehicles (%)				3					3	3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No															
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)				6.9						4.1						
Critical Headway (sec)				6.96						4.16						
Base Follow-Up Headway (sec)				3.3						2.2						
Follow-Up Headway (sec)				3.33						2.23						

Delay, Queue Length, and Level of Service

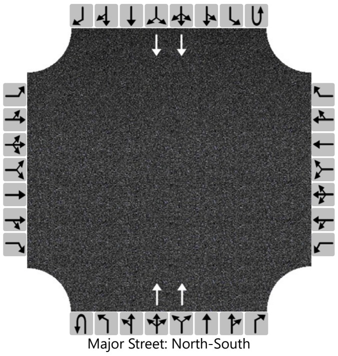
Flow Rate, v (veh/h)				55						21						
Capacity, c (veh/h)				586						795						
v/c Ratio				0.09						0.03						
95% Queue Length, Q_{95} (veh)				0.3						0.1						
Control Delay (s/veh)				11.8						9.7						
Level of Service (LOS)				B						A						
Approach Delay (s/veh)	11.8								0.2							
Approach LOS	B															

HCS7 Two-Way Stop-Control Report

General Information / Site Information

General Information		Site Information	
Analyst	JAS	Intersection	Glencoe/N. Glencoe Dwy
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	8/13/2020	East/West Street	Northerly Glencoe Dwy
Analysis Year	2026	North/South Street	Glencoe Avenue
Time Analyzed	Future - AM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	2	0	0	0	2	0
Configuration											T				T	
Volume (veh/h)											804				815	
Percent Heavy Vehicles (%)																
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

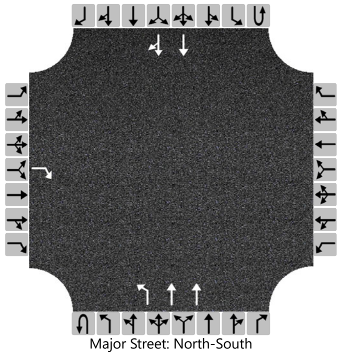
Flow Rate, v (veh/h)																
Capacity, c (veh/h)																
v/c Ratio																
95% Queue Length, Q_{95} (veh)																
Control Delay (s/veh)																
Level of Service (LOS)																
Approach Delay (s/veh)																
Approach LOS																

HCS7 Two-Way Stop-Control Report

General Information / Site Information

Analyst	JAS	Intersection	Glencoe/N. Glencoe Dwy
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	8/13/2020	East/West Street	Northerly Glencoe Dwy
Analysis Year	2026	North/South Street	Glencoe Avenue
Time Analyzed	Future + Project - AM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	1	2	0	0	0	2	0
Configuration				R						L	T				T	TR
Volume (veh/h)				51					0	19	832				823	18
Percent Heavy Vehicles (%)				3					3	3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No															
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)				6.9						4.1						
Critical Headway (sec)				6.96						4.16						
Base Follow-Up Headway (sec)				3.3						2.2						
Follow-Up Headway (sec)				3.33						2.23						

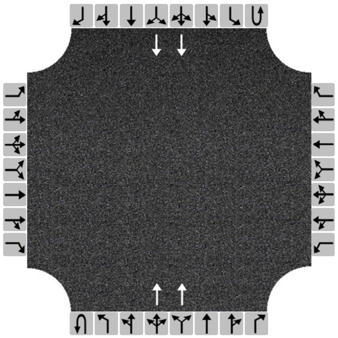
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				55						21						
Capacity, c (veh/h)				548						735						
v/c Ratio				0.10						0.03						
95% Queue Length, Q_{95} (veh)				0.3						0.1						
Control Delay (s/veh)				12.3						10.0						
Level of Service (LOS)				B						B						
Approach Delay (s/veh)	12.3								0.2							
Approach LOS	B															

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Glencoe/N. Glencoe Dwy
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	8/13/2020	East/West Street	Northerly Glencoe Dwy
Analysis Year	2020	North/South Street	Glencoe Avenue
Time Analyzed	Existing - PM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	2	0	0	0	2	0
Configuration											T				T	
Volume (veh/h)											551				974	
Percent Heavy Vehicles (%)																
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

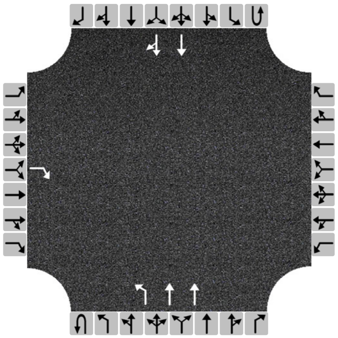
Flow Rate, v (veh/h)																
Capacity, c (veh/h)																
v/c Ratio																
95% Queue Length, Q_{95} (veh)																
Control Delay (s/veh)																
Level of Service (LOS)																
Approach Delay (s/veh)																
Approach LOS																

HCS7 Two-Way Stop-Control Report

General Information / Site Information

Analyst	JAS	Intersection	Glencoe/N. Glencoe Dwy
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	8/13/2020	East/West Street	Northerly Glencoe Dwy
Analysis Year	2020	North/South Street	Glencoe Avenue
Time Analyzed	Existing + Project - PM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	1	2	0	0	0	2	0
Configuration				R						L	T				T	TR
Volume (veh/h)				34					0	34	549				945	32
Percent Heavy Vehicles (%)				3					3	3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No															
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)				6.9						4.1						
Critical Headway (sec)				6.96						4.16						
Base Follow-Up Headway (sec)				3.3						2.2						
Follow-Up Headway (sec)				3.33						2.23						

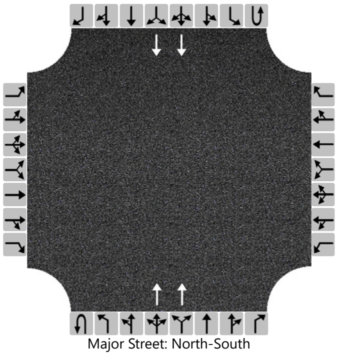
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				37						37						
Capacity, c (veh/h)				490						646						
v/c Ratio				0.08						0.06						
95% Queue Length, Q_{95} (veh)				0.2						0.2						
Control Delay (s/veh)				12.9						10.9						
Level of Service (LOS)				B						B						
Approach Delay (s/veh)	12.9								0.6							
Approach LOS	B															

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Glencoe/N. Glencoe Dwy
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	8/13/2020	East/West Street	Northerly Glencoe Dwy
Analysis Year	2026	North/South Street	Glencoe Avenue
Time Analyzed	Future - PM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	2	0	0	0	2	0
Configuration											T				T	
Volume (veh/h)											620				1065	
Percent Heavy Vehicles (%)																
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

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

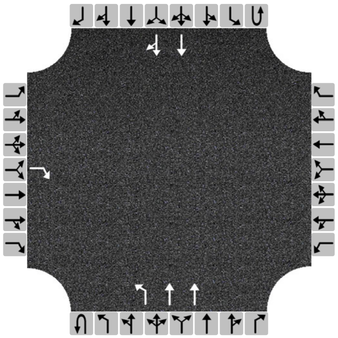
Delay, Queue Length, and Level of Service

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

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Glencoe/N. Glencoe Dwy
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	8/13/2020	East/West Street	Northerly Glencoe Dwy
Analysis Year	2026	North/South Street	Glencoe Avenue
Time Analyzed	Future + Project - PM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	1	2	0	0	0	2	0
Configuration				R						L	T				T	TR
Volume (veh/h)				34					0	34	618				1036	32
Percent Heavy Vehicles (%)				3					3	3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No															
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)				6.9						4.1						
Critical Headway (sec)				6.96						4.16						
Base Follow-Up Headway (sec)				3.3						2.2						
Follow-Up Headway (sec)				3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				37						37						
Capacity, c (veh/h)				455						592						
v/c Ratio				0.08						0.06						
95% Queue Length, Q_{95} (veh)				0.3						0.2						
Control Delay (s/veh)				13.6						11.5						
Level of Service (LOS)				B						B						
Approach Delay (s/veh)	13.6								0.6							
Approach LOS	B															

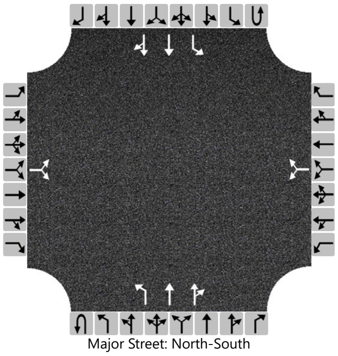
HCS7 Two-Way Stop-Control Report

General Information

Site Information

Analyst	JAS	Intersection	Glencoe/S. Glencoe Dwy
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	8/13/2020	East/West Street	Southerly Glencoe Dwy
Analysis Year	2020	North/South Street	Glencoe Avenue
Time Analyzed	Existing - AM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LR				LR			L	T	TR		L	T	TR
Volume (veh/h)		13		6		10		10	0	14	718	3	0	3	714	16
Percent Heavy Vehicles (%)		3		3		3		3	3	3			3	3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9		7.5		6.9		4.1				4.1		
Critical Headway (sec)		7.56		6.96		7.56		6.96		4.16				4.16		
Base Follow-Up Headway (sec)		3.5		3.3		3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53		3.33		3.53		3.33		2.23				2.23		

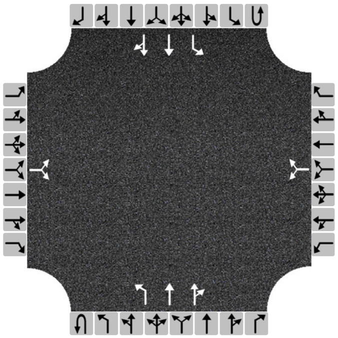
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			21				22			15				3		
Capacity, c (veh/h)			175				219			817				824		
v/c Ratio			0.12				0.10			0.02				0.00		
95% Queue Length, Q_{95} (veh)			0.4				0.3			0.1				0.0		
Control Delay (s/veh)			28.3				23.2			9.5				9.4		
Level of Service (LOS)			D				C			A				A		
Approach Delay (s/veh)	28.3				23.2				0.2				0.0			
Approach LOS	D				C											

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Glencoe/S. Glencoe Dwy
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	8/13/2020	East/West Street	Southerly Glencoe Dwy
Analysis Year	2020	North/South Street	Glencoe Avenue
Time Analyzed	Existing + Project - AM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LR				LR			L	T	TR		L	T	TR
Volume (veh/h)		41		27		10		10	0	18	734	3	0	3	766	26
Percent Heavy Vehicles (%)		3		3		3		3	3	3			3	3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9		7.5		6.9		4.1				4.1		
Critical Headway (sec)		7.56		6.96		7.56		6.96		4.16				4.16		
Base Follow-Up Headway (sec)		3.5		3.3		3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53		3.33		3.53		3.33		2.23				2.23		

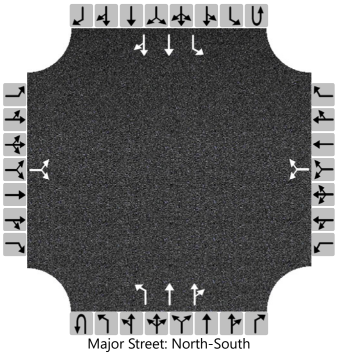
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			74				22			20				3		
Capacity, c (veh/h)			168				195			770				811		
v/c Ratio			0.44				0.11			0.03				0.00		
95% Queue Length, Q_{95} (veh)			2.0				0.4			0.1				0.0		
Control Delay (s/veh)			42.3				25.8			9.8				9.5		
Level of Service (LOS)			E				D			A				A		
Approach Delay (s/veh)	42.3				25.8				0.2				0.0			
Approach LOS	E				D											

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Glencoe/S. Glencoe Dwy
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	8/13/2020	East/West Street	Southerly Glencoe Dwy
Analysis Year	2026	North/South Street	Glencoe Avenue
Time Analyzed	Future - AM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LR				LR			L	T	TR		L	T	TR
Volume (veh/h)		14		6		11		11	0	15	779	3	0	3	795	17
Percent Heavy Vehicles (%)		3		3		3		3	3	3			3	3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9		7.5		6.9		4.1				4.1		
Critical Headway (sec)		7.56		6.96		7.56		6.96		4.16				4.16		
Base Follow-Up Headway (sec)		3.5		3.3		3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53		3.33		3.53		3.33		2.23				2.23		

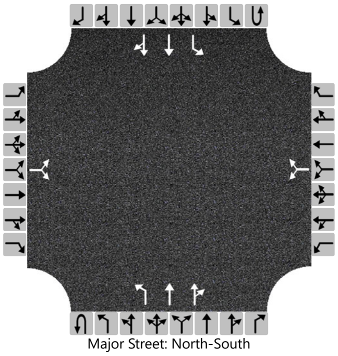
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			22				24			16				3		
Capacity, c (veh/h)			140				185			756				778		
v/c Ratio			0.15				0.13			0.02				0.00		
95% Queue Length, Q_{95} (veh)			0.5				0.4			0.1				0.0		
Control Delay (s/veh)			35.3				27.3			9.9				9.6		
Level of Service (LOS)			E				D			A				A		
Approach Delay (s/veh)	35.3				27.3				0.2				0.0			
Approach LOS	E				D											

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Glencoe/S. Glencoe Dwy
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	8/13/2020	East/West Street	Southerly Glencoe Dwy
Analysis Year	2026	North/South Street	Glencoe Avenue
Time Analyzed	Future + Project - AM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LR				LR			L	T	TR		L	T	TR
Volume (veh/h)		42		27		11		11	0	19	795	3	0	3	847	27
Percent Heavy Vehicles (%)		3		3		3		3	3	3			3	3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

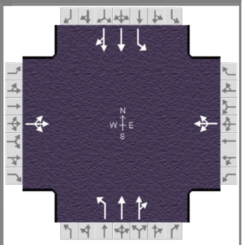
Base Critical Headway (sec)		7.5		6.9		7.5		6.9		4.1				4.1		
Critical Headway (sec)		7.56		6.96		7.56		6.96		4.16				4.16		
Base Follow-Up Headway (sec)		3.5		3.3		3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53		3.33		3.53		3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			75				24			21				3		
Capacity, c (veh/h)			136				163			712				766		
v/c Ratio			0.55				0.15			0.03				0.00		
95% Queue Length, Q_{95} (veh)			2.7				0.5			0.1				0.0		
Control Delay (s/veh)			59.8				30.8			10.2				9.7		
Level of Service (LOS)			F				D			B				A		
Approach Delay (s/veh)	59.8				30.8				0.2				0.0			
Approach LOS	F				D											

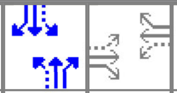
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Oct 7, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future with Project - AM (Improvements)	PHF	0.92
Urban Street	Glencoe Avenue	Analysis Year	2026	Analysis Period	1> 7:45
Intersection	Glencoe/N. Dwy-VV Dwy	File Name	08AM - Future with Project (Improvements).xus		
Project Description	Paseo Marina				

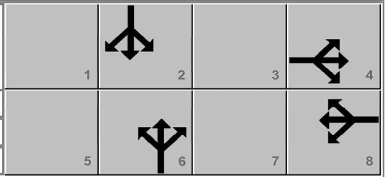


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	0	27	11	0	11	19	795	3	3	847	27

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



Green	60.6	19.7	0.0	0.0	0.0	0.0
Yellow	3.7	3.6	0.0	0.0	0.0	0.0
Red	0.7	1.7	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		6		2
Case Number		8.0		8.0		6.0		6.0
Phase Duration, s		25.0		25.0		65.0		65.0
Change Period, (*Y+R* $_c$), s		5.3		5.3		4.4		4.4
Max Allow Headway (*MAH*), s		3.3		3.3		0.0		0.0
Queue Clearance Time (g_s), s		5.5		3.0				
Green Extension Time (g_e), s		0.1		0.1		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		75			24		21	434	433	3	478	472
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1510			1532		600	1900	1897	648	1900	1879
Queue Service Time (g_s), s		2.2			0.0		1.4	8.7	8.7	0.2	9.9	9.9
Cycle Queue Clearance Time (g_c), s		3.5			1.0		11.3	8.7	8.7	8.9	9.9	9.9
Green Ratio (*g/C*)		0.22			0.22		0.67	0.67	0.67	0.67	0.67	0.67
Capacity (*c*), veh/h		395			395		418	1279	1278	454	1279	1265
Volume-to-Capacity Ratio (*X*)		0.190			0.060		0.049	0.339	0.339	0.007	0.373	0.373
Back of Queue (*Q*), ft/ln (95 th percentile)		60			18.5		8.9	145.5	145.3	1.3	165.6	163.9
Back of Queue (*Q*), veh/ln (95 th percentile)		2.4			0.7		0.4	5.8	5.8	0.1	6.6	6.6
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		28.8			27.8		8.9	6.2	6.2	8.1	6.4	6.4
Incremental Delay (d_2), s/veh		0.1			0.0		0.2	0.7	0.7	0.0	0.8	0.8
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		28.8			27.9		9.1	6.9	6.9	8.1	7.3	7.3
Level of Service (LOS)		C			C		A	A	A	A	A	A
Approach Delay, s/veh / LOS	28.8	C		27.9	C		7.0	A		7.3	A	
Intersection Delay, s/veh / LOS	8.2						A					

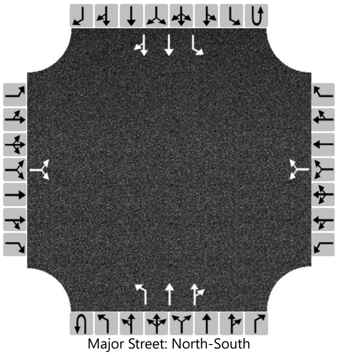
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.29	B	2.29	B	1.72	B	1.72	B
Bicycle LOS Score / LOS	0.61	A	0.53	A	1.22	A	1.27	A

HCS7 Two-Way Stop-Control Report

General Information / Site Information

General Information		Site Information	
Analyst	JAS	Intersection	Glencoe/S. Glencoe Dwy
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	8/13/2020	East/West Street	Southerly Glencoe Dwy
Analysis Year	2020	North/South Street	Glencoe Avenue
Time Analyzed	Existing - PM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LR				LR			L	T	TR		L	T	TR
Volume (veh/h)		71		32		6		6	0	41	474	10	0	10	913	51
Percent Heavy Vehicles (%)		3		3		3		3	3	3			3	3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9		7.5		6.9		4.1				4.1		
Critical Headway (sec)		7.56		6.96		7.56		6.96		4.16				4.16		
Base Follow-Up Headway (sec)		3.5		3.3		3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53		3.33		3.53		3.33		2.23				2.23		

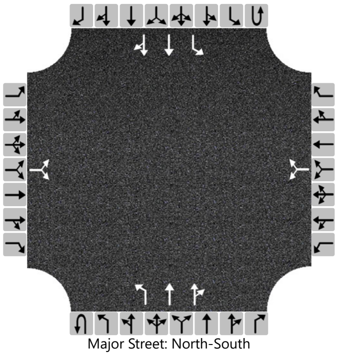
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			112				13			45				11		
Capacity, c (veh/h)			126				232			654				1030		
v/c Ratio			0.89				0.06			0.07				0.01		
95% Queue Length, Q_{95} (veh)			5.7				0.2			0.2				0.0		
Control Delay (s/veh)			118.5				21.4			10.9				8.5		
Level of Service (LOS)			F				C			B				A		
Approach Delay (s/veh)	118.5				21.4				0.9				0.1			
Approach LOS	F				C											

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Glencoe/S. Glencoe Dwy
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	9/1/2020	East/West Street	Southerly Glencoe Dwy
Analysis Year	2020	North/South Street	Glencoe Avenue
Time Analyzed	Existing + Project - PM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LR				LR			L	T	TR		L	T	TR
Volume (veh/h)		69		31		6		6	0	38	498	10	0	10	910	64
Percent Heavy Vehicles (%)		3		3		3		3	3	3			3	3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9		7.5		6.9		4.1				4.1		
Critical Headway (sec)		7.56		6.96		7.56		6.96		4.16				4.16		
Base Follow-Up Headway (sec)		3.5		3.3		3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53		3.33		3.53		3.33		2.23				2.23		

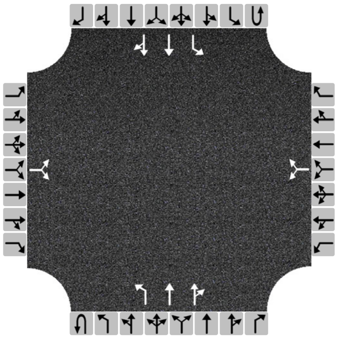
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			109				13			41				11		
Capacity, c (veh/h)			124				227			648				1007		
v/c Ratio			0.88				0.06			0.06				0.01		
95% Queue Length, Q_{95} (veh)			5.5				0.2			0.2				0.0		
Control Delay (s/veh)			116.7				21.9			10.9				8.6		
Level of Service (LOS)			F				C			B				A		
Approach Delay (s/veh)	116.7				21.9				0.8				0.1			
Approach LOS	F				C											

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Glencoe/S. Glencoe Dwy
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	8/13/2020	East/West Street	Southerly Glencoe Dwy
Analysis Year	2026	North/South Street	Glencoe Avenue
Time Analyzed	Future - PM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LR				LR			L	T	TR		L	T	TR
Volume (veh/h)		75		34		6		6	0	44	538	11	0	11	1000	54
Percent Heavy Vehicles (%)		3		3		3		3	3	3			3	3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9		7.5		6.9		4.1				4.1		
Critical Headway (sec)		7.56		6.96		7.56		6.96		4.16				4.16		
Base Follow-Up Headway (sec)		3.5		3.3		3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53		3.33		3.53		3.33		2.23				2.23		

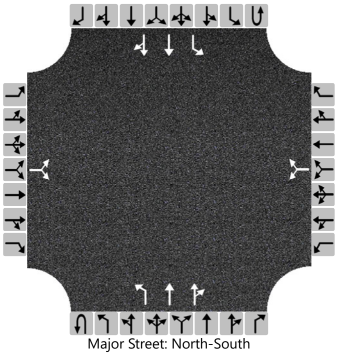
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			118				13			48				12		
Capacity, c (veh/h)			99				188			600				969		
v/c Ratio			1.19				0.07			0.08				0.01		
95% Queue Length, Q_{95} (veh)			8.0				0.2			0.3				0.0		
Control Delay (s/veh)			230.9				25.5			11.5				8.8		
Level of Service (LOS)			F				D			B				A		
Approach Delay (s/veh)	230.9				25.5				0.9				0.1			
Approach LOS	F				D											

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Glencoe/S. Glencoe Dwy
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	8/13/2020	East/West Street	Southerly Glencoe Dwy
Analysis Year	2026	North/South Street	Glencoe Avenue
Time Analyzed	Future + Project - PM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LR				LR			L	T	TR		L	T	TR
Volume (veh/h)		73		33		6		6	0	41	562	11	0	11	997	67
Percent Heavy Vehicles (%)		3		3		3		3	3	3			3	3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

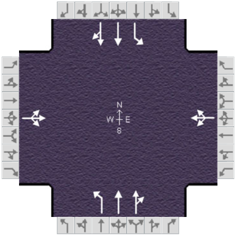
Base Critical Headway (sec)		7.5		6.9		7.5		6.9		4.1				4.1		
Critical Headway (sec)		7.56		6.96		7.56		6.96		4.16				4.16		
Base Follow-Up Headway (sec)		3.5		3.3		3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53		3.33		3.53		3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			115				13			45				12		
Capacity, c (veh/h)			98				184			594				947		
v/c Ratio			1.18				0.07			0.08				0.01		
95% Queue Length, Q_{95} (veh)			7.7				0.2			0.2				0.0		
Control Delay (s/veh)			227.0				26.1			11.5				8.8		
Level of Service (LOS)			F				D			B				A		
Approach Delay (s/veh)	227.0				26.1				0.8				0.1			
Approach LOS	F				D											

HCS7 Signalized Intersection Results Summary

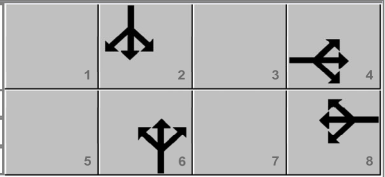
General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Oct 7, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future with Project - PM (Improvements)	PHF	0.92
Urban Street	Glencoe Avenue	Analysis Year	2026	Analysis Period	1> 17:00
Intersection	Glencoe/N. Dwy-VV Dwy	File Name	08PM - Future with Project (Improvements).xus		
Project Description	Paseo Marina				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	73	0	33	6	0	6	41	562	11	11	997	67

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

Green	60.6	19.7	0.0	0.0	0.0	0.0
Yellow	3.7	3.6	0.0	0.0	0.0	0.0
Red	0.7	1.7	0.0	0.0	0.0	0.0



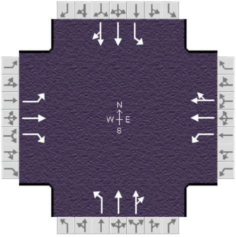
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		6		2
Case Number		8.0		8.0		6.0		6.0
Phase Duration, s		25.0		25.0		65.0		65.0
Change Period, (*Y+R* *c*), s		5.3		5.3		4.4		4.4
Max Allow Headway (*MAH*), s		3.3		3.3		0.0		0.0
Queue Clearance Time (*g* *s*), s		7.7		2.5				
Green Extension Time (*g* *e*), s		0.2		0.2		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		115			13		45	312	310	12	585	572
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1497			1541		494	1900	1887	814	1900	1857
Queue Service Time (*g* *s*), s		4.8			0.0		4.2	5.8	5.8	0.5	13.1	13.1
Cycle Queue Clearance Time (*g* *c*), s		5.7			0.5		17.3	5.8	5.8	6.3	13.1	13.1
Green Ratio (*g/C*)		0.22			0.22		0.67	0.67	0.67	0.67	0.67	0.67
Capacity (*c*), veh/h		395			397		341	1279	1271	576	1279	1251
Volume-to-Capacity Ratio (*X*)		0.291			0.033		0.131	0.244	0.244	0.021	0.457	0.457
Back of Queue (*Q*), ft/ln (95 th percentile)		95.1			10		23	96.3	95.8	4.2	212.7	209.4
Back of Queue (*Q*), veh/ln (95 th percentile)		3.8			0.4		0.9	3.9	3.8	0.2	8.5	8.4
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* *1*), s/veh		29.6			27.7		11.0	5.7	5.7	7.0	6.9	6.9
Incremental Delay (*d* *2*), s/veh		0.2			0.0		0.8	0.5	0.5	0.1	1.2	1.2
Initial Queue Delay (*d* *3*), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		29.8			27.7		11.8	6.2	6.2	7.0	8.1	8.1
Level of Service (LOS)		C			C		B	A	A	A	A	A
Approach Delay, s/veh / LOS	29.8	C		27.7	C		6.6	A		8.1	A	
Intersection Delay, s/veh / LOS	9.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.29	B	2.29	B	1.72	B	1.72	B
Bicycle LOS Score / LOS	0.68	A	0.51	A	1.04	A	1.45	A

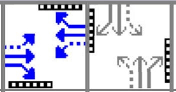
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 13, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - AM	PHF	0.96
Urban Street	Mindanao Way	Analysis Year	2020	Analysis Period	1> 7:45
Intersection	Mindanao/Glencoe	File Name	09AM - Existing.xus		
Project Description	Paseo Marina				

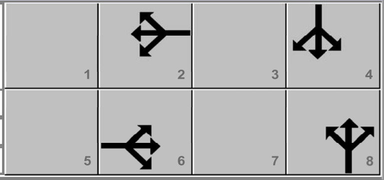


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	73	138	454	45	203	14	429	585	84	8	384	105

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



Green	44.6	34.9	0.0	0.0	0.0	0.0
Yellow	3.6	3.7	0.0	0.0	0.0	0.0
Red	1.8	1.4	0.0	0.0	0.0	0.0



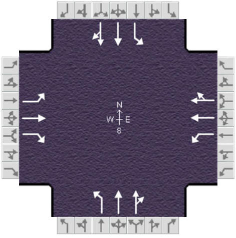
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		5.0		6.0		6.0		6.0
Phase Duration, s		50.0		50.0		40.0		40.0
Change Period, (*Y+R c*), s		5.4		5.4		5.1		5.1
Max Allow Headway (*MAH*), s		0.0		0.0		3.5		3.5
Queue Clearance Time (*g s*), s						36.9		15.5
Green Extension Time (*g e*), s		0.0		0.0		0.0		4.8
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		0.11

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	76	144	473	47	114	112	447	356	341	8	262	247
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1173	1900	1610	1264	1900	1857	904	1900	1816	760	1900	1760
Queue Service Time (*g s*), s	3.4	3.7	18.9	1.9	2.9	2.9	25.9	12.7	12.7	0.8	8.8	9.0
Cycle Queue Clearance Time (*g c*), s	6.3	3.7	18.9	5.6	2.9	2.9	34.9	12.7	12.7	13.5	8.8	9.0
Green Ratio (*g/C*)	0.50	0.50	0.50	0.50	0.50	0.50	0.39	0.39	0.39	0.39	0.39	0.39
Capacity (*c*), veh/h	623	942	798	654	942	920	340	737	704	267	737	682
Volume-to-Capacity Ratio (*X*)	0.122	0.153	0.593	0.072	0.121	0.122	1.313	0.483	0.484	0.031	0.356	0.362
Back of Queue (*Q*), ft/ln (95 th percentile)	42.5	73.6	295.3	25.8	57	56.7	892.7	233	225.5	6.1	171.2	161.9
Back of Queue (*Q*), veh/ln (95 th percentile)	1.7	2.9	11.8	1.0	2.3	2.3	35.7	9.3	9.0	0.2	6.8	6.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d 1*), s/veh	13.9	12.4	16.2	13.9	12.2	12.2	35.1	20.8	20.8	25.9	19.6	19.6
Incremental Delay (*d 2*), s/veh	0.4	0.3	3.2	0.2	0.3	0.3	160.4	0.2	0.2	0.0	0.1	0.1
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	14.3	12.7	19.4	14.1	12.4	12.5	195.5	20.9	21.0	25.9	19.7	19.7
Level of Service (LOS)	B	B	B	B	B	B	F	C	C	C	B	B
Approach Delay, s/veh / LOS	17.5		B	12.7		B	89.2		F	19.8		B
Intersection Delay, s/veh / LOS	48.7						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	2.13	B	2.30	B
Bicycle LOS Score / LOS	1.63	B	0.71	A	1.43	A	0.91	A

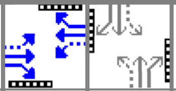
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 13, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing with Project - AM	PHF	0.96
Urban Street	Mindanao Way	Analysis Year	2020	Analysis Period	1> 7:45
Intersection	Mindanao/Glencoe	File Name	09AM - Existing with Project.xus		
Project Description	Paseo Marina				

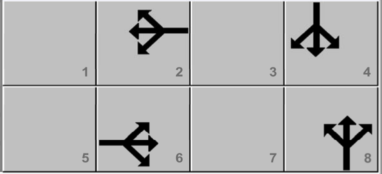


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	85	146	508	45	206	14	442	585	84	8	384	110

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



Green	44.6	34.9	0.0	0.0	0.0	0.0
Yellow	3.6	3.7	0.0	0.0	0.0	0.0
Red	1.8	1.4	0.0	0.0	0.0	0.0



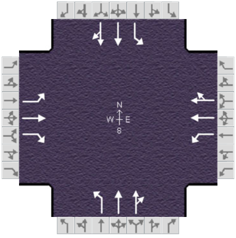
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		5.0		6.0		6.0		6.0
Phase Duration, s		50.0		50.0		40.0		40.0
Change Period, (*Y+R* *c*), s		5.4		5.4		5.1		5.1
Max Allow Headway (*MAH*), s		0.0		0.0		3.6		3.6
Queue Clearance Time (*g* *s*), s						36.9		15.5
Green Extension Time (*g* *e*), s		0.0		0.0		0.0		4.9
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		0.12

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	89	152	529	47	115	114	460	356	341	8	265	249
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1170	1900	1610	1255	1900	1857	900	1900	1816	760	1900	1755
Queue Service Time (*g* *s*), s	4.0	4.0	22.2	1.9	2.9	3.0	25.8	12.7	12.7	0.8	8.9	9.1
Cycle Queue Clearance Time (*g* *c*), s	6.9	4.0	22.2	5.9	2.9	3.0	34.9	12.7	12.7	13.5	8.9	9.1
Green Ratio (*g/C*)	0.50	0.50	0.50	0.50	0.50	0.50	0.39	0.39	0.39	0.39	0.39	0.39
Capacity (*c*), veh/h	621	942	798	647	942	920	338	737	704	267	737	680
Volume-to-Capacity Ratio (*X*)	0.143	0.162	0.663	0.072	0.122	0.124	1.363	0.483	0.484	0.031	0.360	0.366
Back of Queue (*Q*), ft/ln (95 th percentile)	50.1	78.3	341.4	26	58	57.5	970.9	233	225.5	6.1	173.5	163.7
Back of Queue (*Q*), veh/ln (95 th percentile)	2.0	3.1	13.7	1.0	2.3	2.3	38.8	9.3	9.0	0.2	6.9	6.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* *1*), s/veh	14.1	12.4	17.1	14.1	12.2	12.2	35.2	20.8	20.8	25.9	19.6	19.7
Incremental Delay (*d* *2*), s/veh	0.5	0.4	4.3	0.2	0.3	0.3	181.4	0.2	0.2	0.0	0.1	0.1
Initial Queue Delay (*d* *3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	14.5	12.8	21.4	14.3	12.5	12.5	216.5	20.9	21.0	25.9	19.7	19.8
Level of Service (LOS)	B	B	C	B	B	B	F	C	C	C	B	B
Approach Delay, s/veh / LOS	18.9		B	12.8		B	98.8		F	19.8		B
Intersection Delay, s/veh / LOS	52.4						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	2.13	B	2.30	B
Bicycle LOS Score / LOS	1.76	B	0.72	A	1.44	A	0.92	A

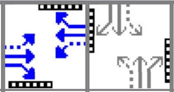
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 13, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - AM	PHF	0.96
Urban Street	Mindanao Way	Analysis Year	2026	Analysis Period	1> 7:45
Intersection	Mindanao/Glencoe	File Name	09AM - Future.xus		
Project Description	Paseo Marina				

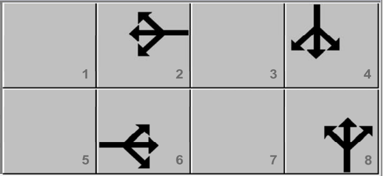


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	87	159	496	50	218	15	467	624	96	9	419	113

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



Green	44.6	34.9	0.0	0.0	0.0	0.0
Yellow	3.6	3.7	0.0	0.0	0.0	0.0
Red	1.8	1.4	0.0	0.0	0.0	0.0



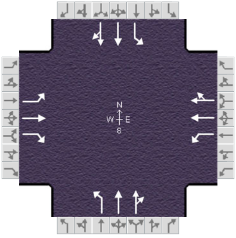
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		5.0		6.0		6.0		6.0
Phase Duration, s		50.0		50.0		40.0		40.0
Change Period, (*Y+R* *c*), s		5.4		5.4		5.1		5.1
Max Allow Headway (*MAH*), s		0.0		0.0		3.6		3.6
Queue Clearance Time (*g* *s*), s						36.9		16.9
Green Extension Time (*g* *e*), s		0.0		0.0		0.0		5.4
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		0.19

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	91	166	517	52	122	121	486	384	366	9	286	268
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1155	1900	1610	1239	1900	1857	868	1900	1811	723	1900	1761
Queue Service Time (*g* *s*), s	4.1	4.3	21.5	2.2	3.1	3.2	25.0	13.9	14.0	0.9	9.8	9.9
Cycle Queue Clearance Time (*g* *c*), s	7.3	4.3	21.5	6.5	3.1	3.2	34.9	13.9	14.0	14.9	9.8	9.9
Green Ratio (*g/C*)	0.50	0.50	0.50	0.50	0.50	0.50	0.39	0.39	0.39	0.39	0.39	0.39
Capacity (*c*), veh/h	612	942	798	634	942	920	321	737	702	248	737	683
Volume-to-Capacity Ratio (*X*)	0.148	0.176	0.648	0.082	0.130	0.131	1.516	0.521	0.522	0.038	0.388	0.393
Back of Queue (*Q*), ft/ln (95 th percentile)	51.8	86	330.7	29.3	61.6	61	1182	251.8	243	7	189.3	178.3
Back of Queue (*Q*), veh/ln (95 th percentile)	2.1	3.4	13.2	1.2	2.5	2.4	47.3	10.1	9.7	0.3	7.6	7.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* *1*), s/veh	14.2	12.5	16.9	14.3	12.2	12.2	35.6	21.1	21.1	26.9	19.9	19.9
Incremental Delay (*d* *2*), s/veh	0.5	0.4	4.0	0.3	0.3	0.3	247.5	0.3	0.3	0.0	0.1	0.1
Initial Queue Delay (*d* *3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	14.7	13.0	20.9	14.6	12.5	12.5	283.1	21.4	21.5	26.9	20.0	20.0
Level of Service (LOS)	B	B	C	B	B	B	F	C	C	C	B	C
Approach Delay, s/veh / LOS	18.5		B	12.9		B	124.4		F	20.1		C
Intersection Delay, s/veh / LOS	63.9						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	2.13	B	2.30	B
Bicycle LOS Score / LOS	1.76	B	0.73	A	1.51	B	0.95	A

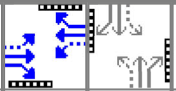
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 13, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future with Project - AM	PHF	0.96
Urban Street	Mindanao Way	Analysis Year	2026	Analysis Period	1> 7:45
Intersection	Mindanao/Glencoe	File Name	09AM - Future with Project.xus		
Project Description	Paseo Marina				

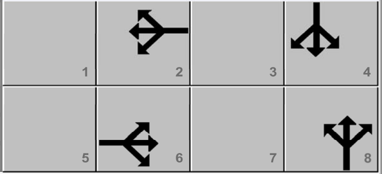


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	99	167	550	50	221	15	480	624	96	9	419	118

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



Green	44.6	34.9	0.0	0.0	0.0	0.0
Yellow	3.6	3.7	0.0	0.0	0.0	0.0
Red	1.8	1.4	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		5.0		6.0		6.0		6.0
Phase Duration, s		50.0		50.0		40.0		40.0
Change Period, (*Y+R* *c*), s		5.4		5.4		5.1		5.1
Max Allow Headway (*MAH*), s		0.0		0.0		3.6		3.6
Queue Clearance Time (*g* *s*), s						36.9		16.9
Green Extension Time (*g* *e*), s		0.0		0.0		0.0		5.5
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		0.19

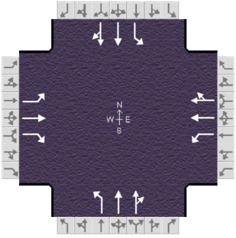
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	103	174	573	52	124	122	500	384	366	9	289	271
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1152	1900	1610	1230	1900	1857	864	1900	1811	723	1900	1756
Queue Service Time (*g* *s*), s	4.8	4.6	25.1	2.2	3.2	3.2	24.9	13.9	14.0	0.9	9.9	10.0
Cycle Queue Clearance Time (*g* *c*), s	8.0	4.6	25.1	6.8	3.2	3.2	34.9	13.9	14.0	14.9	9.9	10.0
Green Ratio (*g/C*)	0.50	0.50	0.50	0.50	0.50	0.50	0.39	0.39	0.39	0.39	0.39	0.39
Capacity (*c*), veh/h	610	942	798	627	942	920	319	737	702	248	737	681
Volume-to-Capacity Ratio (*X*)	0.169	0.185	0.718	0.083	0.131	0.133	1.569	0.521	0.522	0.038	0.392	0.397
Back of Queue (*Q*), ft/ln (95 th percentile)	59.9	90.8	381.3	29.4	62.4	62	1264.2	251.8	243	7	191.2	180.1
Back of Queue (*Q*), veh/ln (95 th percentile)	2.4	3.6	15.3	1.2	2.5	2.5	50.6	10.1	9.7	0.3	7.6	7.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* *1*), s/veh	14.4	12.6	17.8	14.5	12.2	12.3	35.7	21.1	21.1	26.9	19.9	19.9
Incremental Delay (*d* *2*), s/veh	0.6	0.4	5.5	0.3	0.3	0.3	271.0	0.3	0.3	0.0	0.1	0.1
Initial Queue Delay (*d* *3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	15.0	13.0	23.3	14.7	12.5	12.6	306.7	21.4	21.5	26.9	20.0	20.1
Level of Service (LOS)	B	B	C	B	B	B	F	C	C	C	C	C
Approach Delay, s/veh / LOS	20.2	C		12.9	B		135.5	F		20.2	C	
Intersection Delay, s/veh / LOS	68.1						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	2.13	B	2.30	B
Bicycle LOS Score / LOS	1.89	B	0.73	A	1.52	B	0.96	A

HCS™ Streets Version 7.8.5 Generated: 8/13/2020 2:47:47 PM

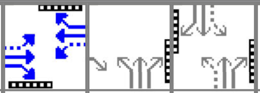
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Oct 6, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future with Project - AM (Improvements)	PHF	0.96
Urban Street	Mindanao Way	Analysis Year	2026	Analysis Period	1> 7:45
Intersection	Mindanao/Glencoe	File Name	09AM - Future with Project (Improvements).xus		
Project Description	Paseo Marina				

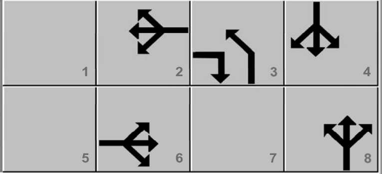


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	99	167	550	50	221	15	480	624	96	9	419	118

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



Green	36.0	21.6	17.9	0.0	0.0	0.0
Yellow	3.6	4.0	3.7	0.0	0.0	0.0
Red	1.8	0.0	1.4	0.0	0.0	0.0



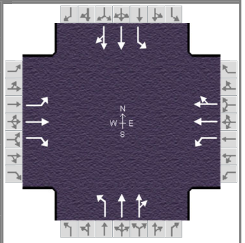
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2	3	8		4
Case Number		5.0		6.0	1.0	4.0		6.3
Phase Duration, s		41.4		41.4	25.6	48.6		23.0
Change Period, (*Y+R* $_c$), s		5.4		5.4	4.0	5.1		5.1
Max Allow Headway (*MAH*), s		0.0		0.0	3.2	3.2		3.2
Queue Clearance Time (*g* $_s$), s					20.5	13.8		15.1
Green Extension Time (*g* $_e$), s		0.0		0.0	1.1	2.8		2.8
Phase Call Probability					1.00	1.00		1.00
Max Out Probability					0.00	0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	103	174	573	52	124	122	500	384	366	9	289	271
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1152	1900	1610	1230	1900	1857	1810	1900	1811	723	1900	1756
Queue Service Time (*g* $_s$), s	5.7	5.4	17.9	2.6	3.8	3.8	18.5	11.8	11.8	0.9	12.9	13.1
Cycle Queue Clearance Time (*g* $_c$), s	9.5	5.4	17.9	8.1	3.8	3.8	18.5	11.8	11.8	0.9	12.9	13.1
Green Ratio (*g/C*)	0.40	0.40	0.64	0.40	0.40	0.40	0.46	0.48	0.48	0.20	0.20	0.20
Capacity (*c*), veh/h	492	759	1030	497	759	742	560	919	876	224	379	350
Volume-to-Capacity Ratio (*X*)	0.210	0.229	0.556	0.105	0.163	0.165	0.893	0.417	0.418	0.042	0.762	0.773
Back of Queue (*Q*), ft/ln (95 th percentile)	74.3	113	259.1	36.5	77.7	77.2	303.4	211.3	204	7.4	249	237.5
Back of Queue (*Q*), veh/ln (95 th percentile)	3.0	4.5	10.4	1.5	3.1	3.1	12.1	8.5	8.2	0.3	10.0	9.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* $_1$), s/veh	20.4	17.8	9.1	20.5	17.3	17.4	20.0	15.0	15.0	29.2	34.0	34.1
Incremental Delay (*d* $_2$), s/veh	1.0	0.7	2.2	0.4	0.5	0.5	2.1	0.1	0.1	0.0	1.2	1.4
Initial Queue Delay (*d* $_3$), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	21.4	18.6	11.2	20.9	17.8	17.8	22.1	15.1	15.2	29.3	35.2	35.5
Level of Service (LOS)	C	B	B	C	B	B	C	B	B	C	D	D
Approach Delay, s/veh / LOS	14.0	B		18.4	B		17.9	B		35.3	D	
Intersection Delay, s/veh / LOS	20.2						C					

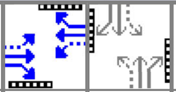
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	2.13	B	2.30	B
Bicycle LOS Score / LOS	1.89	B	0.73	A	1.52	B	0.96	A

HCS7 Signalized Intersection Results Summary

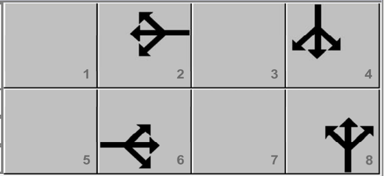
General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 13, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - PM	PHF	0.94
Urban Street	Mindanao Way	Analysis Year	2020	Analysis Period	1> 17:00
Intersection	Mindanao/Glencoe	File Name	09PM - Existing.xus		
Project Description	Paseo Marina				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	133	213	616	122	215	27	225	346	45	10	514	96



Signal Information										
Cycle, s	90.0	Reference Phase	2							
Offset, s	0	Reference Point	End	Green	44.6	34.9	0.0	0.0	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.6	3.7	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.8	1.4	0.0	0.0	0.0	0.0



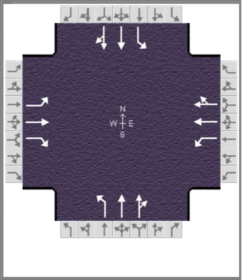
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		5.0		6.0		6.0		6.0
Phase Duration, s		50.0		50.0		40.0		40.0
Change Period, (*Y+R* $_c$), s		5.4		5.4		5.1		5.1
Max Allow Headway (*MAH*), s		0.0		0.0		3.5		3.5
Queue Clearance Time (*g* $_s$), s						36.9		13.8
Green Extension Time (*g* $_e$), s		0.0		0.0		0.0		3.5
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		0.03

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	141	227	655	130	130	128	239	211	205	11	333	316
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1140	1900	1610	1172	1900	1826	795	1900	1823	986	1900	1796
Queue Service Time (*g* $_s$), s	6.9	6.1	31.2	6.4	3.3	3.4	23.1	6.9	7.0	0.7	11.7	11.8
Cycle Queue Clearance Time (*g* $_c$), s	10.3	6.1	31.2	12.6	3.3	3.4	34.9	6.9	7.0	7.7	11.7	11.8
Green Ratio (*g/C*)	0.50	0.50	0.50	0.50	0.50	0.50	0.39	0.39	0.39	0.39	0.39	0.39
Capacity (*c*), veh/h	602	942	798	581	942	905	284	737	707	386	737	696
Volume-to-Capacity Ratio (*X*)	0.235	0.241	0.821	0.223	0.138	0.141	0.842	0.286	0.290	0.028	0.451	0.454
Back of Queue (*Q*), ft/ln (95 th percentile)	86.1	122.1	473.9	83	66	64.9	276.3	133.3	129.9	7	218.4	210
Back of Queue (*Q*), veh/ln (95 th percentile)	3.4	4.9	19.0	3.3	2.6	2.6	11.1	5.3	5.2	0.3	8.7	8.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* $_1$), s/veh	15.1	13.0	19.3	16.6	12.3	12.3	35.1	19.0	19.0	21.6	20.4	20.5
Incremental Delay (*d* $_2$), s/veh	0.9	0.6	9.3	0.9	0.3	0.3	19.0	0.1	0.1	0.0	0.2	0.2
Initial Queue Delay (*d* $_3$), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	16.0	13.6	28.6	17.5	12.6	12.6	54.1	19.1	19.1	21.7	20.6	20.6
Level of Service (LOS)	B	B	C	B	B	B	D	B	B	C	C	C
Approach Delay, s/veh / LOS	23.5		C	14.2		B	31.9		C	20.6		C
Intersection Delay, s/veh / LOS	23.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	2.13	B	2.30	B
Bicycle LOS Score / LOS	2.18	B	0.81	A	1.03	A	1.03	A

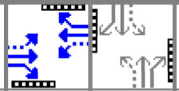
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 13, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing with Project - PM	PHF	0.94
Urban Street	Mindanao Way	Analysis Year	2020	Analysis Period	1> 17:00
Intersection	Mindanao/Glencoe	File Name	09PM - Existing with Project.xus		
Project Description	Paseo Marina				

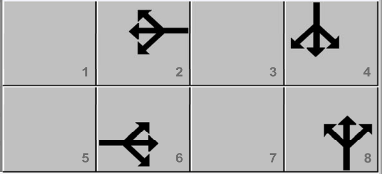


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	132	213	613	122	219	27	238	346	45	10	514	101

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



Green	44.6	34.9	0.0	0.0	0.0	0.0
Yellow	3.6	3.7	0.0	0.0	0.0	0.0
Red	1.8	1.4	0.0	0.0	0.0	0.0



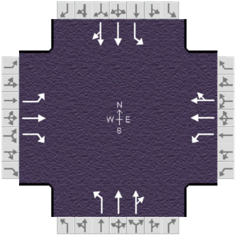
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		5.0		6.0		6.0		6.0
Phase Duration, s		50.0		50.0		40.0		40.0
Change Period, (*Y+R* $_c$), s		5.4		5.4		5.1		5.1
Max Allow Headway (*MAH*), s		0.0		0.0		3.5		3.5
Queue Clearance Time (*g* $_s$), s						36.9		13.9
Green Extension Time (*g* $_e$), s		0.0		0.0		0.0		3.6
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		0.03

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	140	227	652	130	132	130	253	211	205	11	336	318
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1135	1900	1610	1172	1900	1827	791	1900	1823	986	1900	1791
Queue Service Time (*g* $_s$), s	6.9	6.1	30.9	6.4	3.4	3.5	23.0	6.9	7.0	0.7	11.8	11.9
Cycle Queue Clearance Time (*g* $_c$), s	10.4	6.1	30.9	12.6	3.4	3.5	34.9	6.9	7.0	7.7	11.8	11.9
Green Ratio (*g/C*)	0.50	0.50	0.50	0.50	0.50	0.50	0.39	0.39	0.39	0.39	0.39	0.39
Capacity (*c*), veh/h	599	942	798	581	942	905	282	737	707	386	737	695
Volume-to-Capacity Ratio (*X*)	0.234	0.241	0.817	0.223	0.140	0.143	0.898	0.286	0.290	0.028	0.456	0.459
Back of Queue (*Q*), ft/ln (95 th percentile)	85.5	122.1	469.8	83	67.1	66.2	309.6	133.3	129.9	7	220.3	211.4
Back of Queue (*Q*), veh/ln (95 th percentile)	3.4	4.9	18.8	3.3	2.7	2.6	12.4	5.3	5.2	0.3	8.8	8.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* $_1$), s/veh	15.1	13.0	19.2	16.6	12.3	12.3	35.8	19.0	19.0	21.6	20.5	20.5
Incremental Delay (*d* $_2$), s/veh	0.9	0.6	9.1	0.9	0.3	0.3	28.2	0.1	0.1	0.0	0.2	0.2
Initial Queue Delay (*d* $_3$), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	16.1	13.6	28.3	17.5	12.6	12.7	64.1	19.1	19.1	21.7	20.7	20.7
Level of Service (LOS)	B	B	C	B	B	B	E	B	B	C	C	C
Approach Delay, s/veh / LOS	23.4	C		14.2	B		36.1	D		20.7	C	
Intersection Delay, s/veh / LOS	24.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	2.13	B	2.30	B
Bicycle LOS Score / LOS	2.17	B	0.81	A	1.04	A	1.04	A

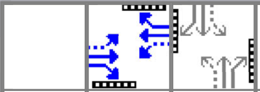
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 13, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - PM	PHF	0.94
Urban Street	Mindanao Way	Analysis Year	2026	Analysis Period	1> 17:00
Intersection	Mindanao/Glencoe	File Name	09PM - Future.xus		
Project Description	Paseo Marina				

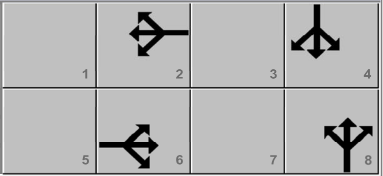


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	147	233	673	140	242	30	251	385	54	12	561	112

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



Green	44.6	34.9	0.0	0.0	0.0	0.0
Yellow	3.6	3.7	0.0	0.0	0.0	0.0
Red	1.8	1.4	0.0	0.0	0.0	0.0



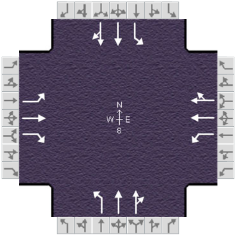
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		5.0		6.0		6.0		6.0
Phase Duration, s		50.0		50.0		40.0		40.0
Change Period, (*Y+R* *c*), s		5.4		5.4		5.1		5.1
Max Allow Headway (*MAH*), s		0.0		0.0		3.6		3.6
Queue Clearance Time (*g* *s*), s						36.9		15.3
Green Extension Time (*g* *e*), s		0.0		0.0		0.0		4.1
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		0.07

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	156	248	716	149	146	143	267	237	230	13	368	348
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1107	1900	1610	1150	1900	1827	747	1900	1818	940	1900	1790
Queue Service Time (*g* *s*), s	8.1	6.8	36.3	7.8	3.8	3.9	21.6	7.9	8.0	0.9	13.2	13.3
Cycle Queue Clearance Time (*g* *c*), s	12.0	6.8	36.3	14.6	3.8	3.9	34.9	7.9	8.0	8.8	13.2	13.3
Green Ratio (*g/C*)	0.50	0.50	0.50	0.50	0.50	0.50	0.39	0.39	0.39	0.39	0.39	0.39
Capacity (*c*), veh/h	581	942	798	563	942	905	259	737	705	361	737	694
Volume-to-Capacity Ratio (*X*)	0.269	0.263	0.897	0.265	0.155	0.158	1.030	0.322	0.326	0.035	0.499	0.501
Back of Queue (*Q*), ft/ln (95 th percentile)	98.6	135.4	567.3	99.3	74.8	73.7	397.3	152.4	147.9	8.6	240.8	230.8
Back of Queue (*Q*), veh/ln (95 th percentile)	3.9	5.4	22.7	4.0	3.0	2.9	15.9	6.1	5.9	0.3	9.6	9.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* *1*), s/veh	15.7	13.2	20.6	17.4	12.4	12.4	37.5	19.3	19.3	22.4	20.9	20.9
Incremental Delay (*d* *2*), s/veh	1.1	0.7	14.9	1.1	0.4	0.4	63.9	0.1	0.1	0.0	0.2	0.2
Initial Queue Delay (*d* *3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	16.8	13.9	35.5	18.5	12.8	12.8	101.4	19.4	19.4	22.4	21.1	21.2
Level of Service (LOS)	B	B	D	B	B	B	F	B	B	C	C	C
Approach Delay, s/veh / LOS	28.1		C	14.7		B	49.2		D	21.2		C
Intersection Delay, s/veh / LOS	29.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	2.13	B	2.30	B
Bicycle LOS Score / LOS	2.34	B	0.85	A	1.09	A	1.09	A

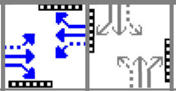
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 13, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future with Project - PM	PHF	0.94
Urban Street	Mindanao Way	Analysis Year	2026	Analysis Period	1> 17:00
Intersection	Mindanao/Glencoe	File Name	09PM - Future with Project.xus		
Project Description	Paseo Marina				

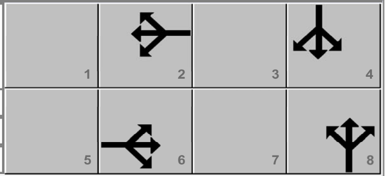


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	146	233	670	140	246	30	264	385	54	12	561	117

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



Green	44.6	34.9	0.0	0.0	0.0	0.0
Yellow	3.6	3.7	0.0	0.0	0.0	0.0
Red	1.8	1.4	0.0	0.0	0.0	0.0



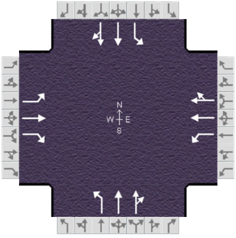
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		5.0		6.0		6.0		6.0
Phase Duration, s		50.0		50.0		40.0		40.0
Change Period, (*Y+R* $_c$), s		5.4		5.4		5.1		5.1
Max Allow Headway (*MAH*), s		0.0		0.0		3.6		3.6
Queue Clearance Time (*g* $_s$), s						36.9		15.4
Green Extension Time (*g* $_e$), s		0.0		0.0		0.0		4.2
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		0.08

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	155	248	713	149	148	145	281	237	230	13	371	350
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1103	1900	1610	1150	1900	1828	743	1900	1818	940	1900	1786
Queue Service Time (*g* $_s$), s	8.1	6.8	36.1	7.8	3.8	3.9	21.5	7.9	8.0	0.9	13.4	13.4
Cycle Queue Clearance Time (*g* $_c$), s	12.0	6.8	36.1	14.6	3.8	3.9	34.9	7.9	8.0	8.8	13.4	13.4
Green Ratio (*g/C*)	0.50	0.50	0.50	0.50	0.50	0.50	0.39	0.39	0.39	0.39	0.39	0.39
Capacity (*c*), veh/h	578	942	798	563	942	906	257	737	705	361	737	692
Volume-to-Capacity Ratio (*X*)	0.269	0.263	0.893	0.265	0.157	0.160	1.092	0.322	0.326	0.035	0.504	0.506
Back of Queue (*Q*), ft/ln (95 th percentile)	98.1	135.4	561.7	99.3	76.1	74.8	453.8	152.4	147.9	8.6	242.9	232.5
Back of Queue (*Q*), veh/ln (95 th percentile)	3.9	5.4	22.5	4.0	3.0	3.0	18.2	6.1	5.9	0.3	9.7	9.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* $_1$), s/veh	15.7	13.2	20.5	17.4	12.4	12.4	37.6	19.3	19.3	22.4	21.0	21.0
Incremental Delay (*d* $_2$), s/veh	1.1	0.7	14.5	1.1	0.4	0.4	82.9	0.1	0.1	0.0	0.2	0.2
Initial Queue Delay (*d* $_3$), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	16.9	13.9	35.0	18.5	12.8	12.8	120.5	19.4	19.4	22.4	21.2	21.2
Level of Service (LOS)	B	B	D	B	B	B	F	B	B	C	C	C
Approach Delay, s/veh / LOS	27.8	C		14.7	B		57.4	E		21.2	C	
Intersection Delay, s/veh / LOS	31.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	2.13	B	2.30	B
Bicycle LOS Score / LOS	2.33	B	0.85	A	1.10	A	1.09	A

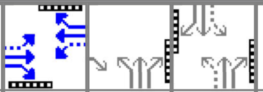
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Oct 7, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future with Project - PM (Improvements)	PHF	0.94
Urban Street	Mindanao Way	Analysis Year	2026	Analysis Period	1> 17:00
Intersection	Mindanao/Glencoe	File Name	09PM - Future with Project (Improvements).xus		
Project Description	Paseo Marina				

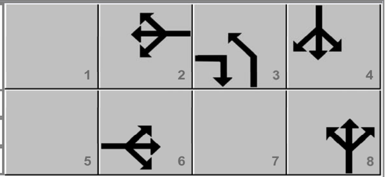


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	146	233	670	140	246	30	264	385	54	12	561	117

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



Green	41.7	12.5	21.3	0.0	0.0	0.0
Yellow	3.6	4.0	3.7	0.0	0.0	0.0
Red	1.8	0.0	1.4	0.0	0.0	0.0



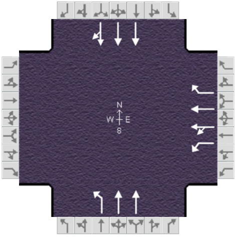
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2	3	8		4
Case Number		5.0		6.0	1.0	4.0		6.3
Phase Duration, s		47.1		47.1	16.5	42.9		26.4
Change Period, (*Y+R* $_c$), s		5.4		5.4	4.0	5.1		5.1
Max Allow Headway (*MAH*), s		0.0		0.0	3.2	3.2		3.2
Queue Clearance Time (g_s), s					12.0	9.6		18.8
Green Extension Time (g_e), s		0.0		0.0	0.5	2.5		2.5
Phase Call Probability					1.00	1.00		1.00
Max Out Probability					0.00	0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	155	248	713	149	148	145	281	237	230	13	371	350
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1103	1900	1610	1150	1900	1828	1810	1900	1818	940	1900	1786
Queue Service Time (g_s), s	8.6	7.2	28.4	8.3	4.1	4.2	10.0	7.5	7.6	0.9	16.7	16.8
Cycle Queue Clearance Time (g_c), s	12.8	7.2	28.4	15.5	4.1	4.2	10.0	7.5	7.6	0.9	16.7	16.8
Green Ratio (*g/C*)	0.46	0.46	0.60	0.46	0.46	0.46	0.40	0.42	0.42	0.24	0.24	0.24
Capacity (*c*), veh/h	540	881	970	520	881	847	369	797	763	302	449	422
Volume-to-Capacity Ratio (*X*)	0.288	0.281	0.735	0.286	0.168	0.172	0.762	0.298	0.301	0.042	0.826	0.830
Back of Queue (*Q*), ft/ln (95 th percentile)	105.9	146.7	398.8	107.3	82.2	81	187.2	142.5	138.3	9.5	305	291.8
Back of Queue (*Q*), veh/ln (95 th percentile)	4.2	5.9	16.0	4.3	3.3	3.2	7.5	5.7	5.5	0.4	12.2	11.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	17.8	14.9	12.8	19.7	14.0	14.1	22.0	17.3	17.3	26.6	32.6	32.6
Incremental Delay (d_2), s/veh	1.3	0.8	4.9	1.4	0.4	0.4	1.2	0.1	0.1	0.0	1.5	1.6
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	19.1	15.7	17.7	21.1	14.5	14.5	23.3	17.4	17.4	26.6	34.1	34.3
Level of Service (LOS)	B	B	B	C	B	B	C	B	B	C	C	C
Approach Delay, s/veh / LOS	17.4	B		16.7	B		19.6	B		34.1	C	
Intersection Delay, s/veh / LOS	21.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	2.13	B	2.30	B
Bicycle LOS Score / LOS	2.33	B	0.85	A	1.10	A	1.09	A

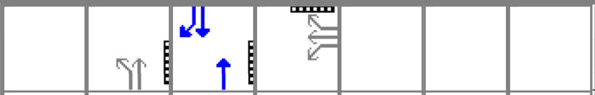
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 31, 2020	Area Type	Other
Jurisdiction	City of Los Angeles / Caltrans	Time Period	Existing - AM	PHF	0.93
Urban Street	SR-90 Westbound	Analysis Year	2020	Analysis Period	1> 8:00
Intersection	Mindanao/SR-90 WB	File Name	10AM - Existing.xus		
Project Description	Paseo Marina				

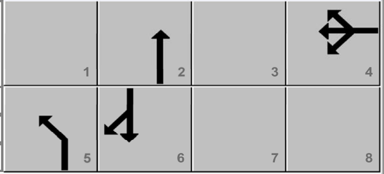


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				665	1268	709	7	547			863	23

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



Green	14.9	24.8	33.7	0.0	0.0	0.0
Yellow	3.6	3.7	4.8	0.0	0.0	0.0
Red	1.5	1.5	1.5	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4	5	2		6
Case Number				9.0	2.0	4.0		8.3
Phase Duration, s				40.0	20.0	50.0		30.0
Change Period, (*Y+R* *c*), s				6.3	5.1	5.2		5.2
Max Allow Headway (*MAH*), s				3.0	3.2	0.0		0.0
Queue Clearance Time (*g* *s*), s				35.7	2.3			
Green Extension Time (*g* *e*), s				0.0	0.0	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				1.00	0.00			

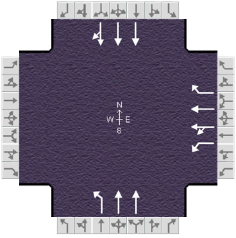
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14	5	2			6	16
Adjusted Flow Rate (*v*), veh/h				479	1599	762	8	588			638	315
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1810	1887	1610	1810	1809			1900	1874
Queue Service Time (*g* *s*), s				20.3	33.7	33.7	0.3	8.8			13.2	13.2
Cycle Queue Clearance Time (*g* *c*), s				20.3	33.7	33.7	0.3	8.8			13.2	13.2
Green Ratio (*g/C*)				0.37	0.37	0.37	0.17	0.50			0.28	0.28
Capacity (*c*), veh/h				678	1413	603	300	1801			1047	516
Volume-to-Capacity Ratio (*X*)				0.707	1.132	1.264	0.025	0.327			0.609	0.610
Back of Queue (*Q*), ft/ln (95 th percentile)				330	969.8	1250.5	6.2	158			257.8	267.8
Back of Queue (*Q*), veh/ln (95 th percentile)				13.2	38.8	50.0	0.2	6.3			10.3	10.7
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00	0.00	0.00	0.00	0.00			0.00	0.00
Uniform Delay (*d* *1*), s/veh				24.0	28.2	28.2	31.5	13.6			28.4	28.4
Incremental Delay (*d* *2*), s/veh				2.9	68.8	131.9	0.0	0.5			2.6	5.3
Initial Queue Delay (*d* *3*), s/veh				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh				26.8	97.0	160.0	31.5	14.0			31.0	33.7
Level of Service (LOS)				C	F	F	C	B			C	C

	EB		WB		NB		SB	
Approach Delay, s/veh / LOS	0.0		102.1	F	14.3	B	31.9	C
Intersection Delay, s/veh / LOS	74.9				E			

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.30	B	2.13	B	1.70	B
Bicycle LOS Score / LOS			2.83	C	0.98	A	1.01	A

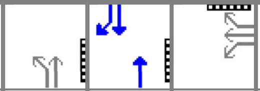
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 31, 2020	Area Type	Other
Jurisdiction	City of Los Angeles / Caltrans	Time Period	Existing with Project - AM	PHF	0.93
Urban Street	SR-90 Westbound	Analysis Year	2020	Analysis Period	1> 8:00
Intersection	Mindanao/SR-90 WB	File Name	10AM - Existing with Project.xus		
Project Description	Paseo Marina				

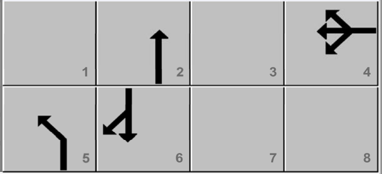


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				665	1277	718	7	551			917	23

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



Green	14.9	24.8	33.7	0.0	0.0	0.0
Yellow	3.6	3.7	4.8	0.0	0.0	0.0
Red	1.5	1.5	1.5	0.0	0.0	0.0

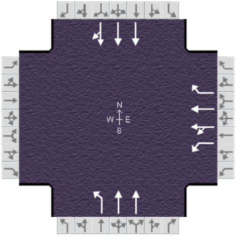


Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4	5	2		6
Case Number				9.0	2.0	4.0		8.3
Phase Duration, s				40.0	20.0	50.0		30.0
Change Period, (*Y+R* $_c$), s				6.3	5.1	5.2		5.2
Max Allow Headway (*MAH*), s				3.0	3.2	0.0		0.0
Queue Clearance Time (g_s), s				35.7	2.3			
Green Extension Time (g_e), s				0.0	0.0	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				1.00	0.00			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14	5	2			6	16
Adjusted Flow Rate (*v*), veh/h				479	1609	772	8	592			677	334
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1810	1887	1610	1810	1809			1900	1875
Queue Service Time (g_s), s				20.3	33.7	33.7	0.3	8.9			14.1	14.1
Cycle Queue Clearance Time (g_c), s				20.3	33.7	33.7	0.3	8.9			14.1	14.1
Green Ratio (*g/C*)				0.37	0.37	0.37	0.17	0.50			0.28	0.28
Capacity (*c*), veh/h				678	1413	603	300	1801			1047	517
Volume-to-Capacity Ratio (*X*)				0.707	1.139	1.281	0.025	0.329			0.646	0.647
Back of Queue (*Q*), ft/ln (95 th percentile)				330	990.5	1296.3	6.2	159.6			274.1	286.2
Back of Queue (*Q*), veh/ln (95 th percentile)				13.2	39.6	51.9	0.2	6.4			11.0	11.4
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00	0.00	0.00	0.00	0.00			0.00	0.00
Uniform Delay (d_1), s/veh				24.0	28.2	28.2	31.5	13.6			28.7	28.7
Incremental Delay (d_2), s/veh				2.9	71.6	138.6	0.0	0.5			3.1	6.1
Initial Queue Delay (d_3), s/veh				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh				26.8	99.7	166.8	31.5	14.1			31.8	34.9
Level of Service (LOS)				C	F	F	C	B			C	C
Approach Delay, s/veh / LOS	0.0			105.6		F	14.3		B	32.8		C
Intersection Delay, s/veh / LOS	76.9						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.30	B	2.13	B	1.70	B
Bicycle LOS Score / LOS			2.85	C	0.98	A	1.04	A

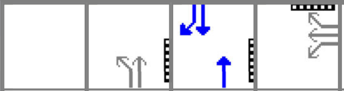
HCS7 Signalized Intersection Results Summary



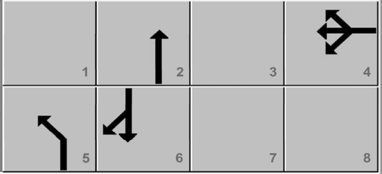
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 31, 2020	Area Type	Other
Jurisdiction	City of Los Angeles / Caltrans	Time Period	Future - AM	PHF	0.93
Urban Street	SR-90 Westbound	Analysis Year	2026	Analysis Period	1> 8:00
Intersection	Mindanao/SR-90 WB	File Name	10AM - Future.xus		
Project Description	Paseo Marina				

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				720	1355	762	7	592			943	24

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



Green	14.9	24.8	33.7	0.0	0.0	0.0
Yellow	3.6	3.7	4.8	0.0	0.0	0.0
Red	1.5	1.5	1.5	0.0	0.0	0.0



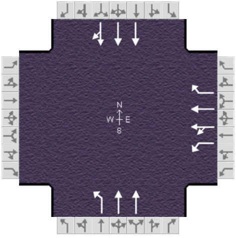
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4	5	2		6
Case Number				9.0	2.0	4.0		8.3
Phase Duration, s				40.0	20.0	50.0		30.0
Change Period, (*Y+R* $_c$), s				6.3	5.1	5.2		5.2
Max Allow Headway (*MAH*), s				3.0	3.2	0.0		0.0
Queue Clearance Time (*g* $_s$), s				35.7	2.3			
Green Extension Time (*g* $_e$), s				0.0	0.0	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				1.00	0.00			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14	5	2			6	16
Adjusted Flow Rate (*v*), veh/h				519	1712	819	8	637			696	344
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1810	1887	1610	1810	1809			1900	1875
Queue Service Time (*g* $_s$), s				22.6	33.7	33.7	0.3	9.7			14.6	14.6
Cycle Queue Clearance Time (*g* $_c$), s				22.6	33.7	33.7	0.3	9.7			14.6	14.6
Green Ratio (*g/C*)				0.37	0.37	0.37	0.17	0.50			0.28	0.28
Capacity (*c*), veh/h				678	1413	603	300	1801			1047	517
Volume-to-Capacity Ratio (*X*)				0.766	1.212	1.359	0.025	0.353			0.665	0.665
Back of Queue (*Q*), ft/ln (95 th percentile)				369.5	1222.9	1525.8	6.2	174			282.9	295.5
Back of Queue (*Q*), veh/ln (95 th percentile)				14.8	48.9	61.0	0.2	7.0			11.3	11.8
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00	0.00	0.00	0.00	0.00			0.00	0.00
Uniform Delay (*d* $_1$), s/veh				24.7	28.2	28.2	31.5	13.8			28.9	28.9
Incremental Delay (*d* $_2$), s/veh				4.7	102.3	172.1	0.0	0.5			3.3	6.6
Initial Queue Delay (*d* $_3$), s/veh				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh				29.4	130.4	200.3	31.5	14.3			32.2	35.6
Level of Service (LOS)				C	F	F	C	B			C	D
Approach Delay, s/veh / LOS	0.0			132.0	F		14.5	B		33.3	C	
Intersection Delay, s/veh / LOS	94.4						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.30	B	2.13	B	1.70	B
Bicycle LOS Score / LOS			3.00	C	1.02	A	1.06	A

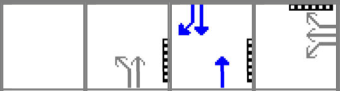
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 31, 2020	Area Type	Other
Jurisdiction	City of Los Angeles / Caltrans	Time Period	Future with Project - AM	PHF	0.93
Urban Street	SR-90 Westbound	Analysis Year	2026	Analysis Period	1> 8:00
Intersection	Mindanao/SR-90 WB	File Name	10AM - Future with Project.xus		
Project Description	Paseo Marina				

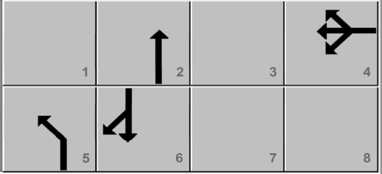


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				720	1364	771	7	596			997	24

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



Green	14.9	24.8	33.7	0.0	0.0	0.0
Yellow	3.6	3.7	4.8	0.0	0.0	0.0
Red	1.5	1.5	1.5	0.0	0.0	0.0



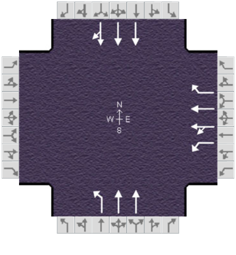
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4	5	2		6
Case Number				9.0	2.0	4.0		8.3
Phase Duration, s				40.0	20.0	50.0		30.0
Change Period, (*Y+R* $_c$), s				6.3	5.1	5.2		5.2
Max Allow Headway (*MAH*), s				3.0	3.2	0.0		0.0
Queue Clearance Time (*g* $_s$), s				35.7	2.3			
Green Extension Time (*g* $_e$), s				0.0	0.0	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				1.00	0.00			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14	5	2			6	16
Adjusted Flow Rate (*v*), veh/h				519	1722	829	8	641			735	363
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1810	1887	1610	1810	1809			1900	1876
Queue Service Time (*g* $_s$), s				22.6	33.7	33.7	0.3	9.7			15.6	15.6
Cycle Queue Clearance Time (*g* $_c$), s				22.6	33.7	33.7	0.3	9.7			15.6	15.6
Green Ratio (*g/C*)				0.37	0.37	0.37	0.17	0.50			0.28	0.28
Capacity (*c*), veh/h				678	1413	603	300	1801			1047	517
Volume-to-Capacity Ratio (*X*)				0.766	1.219	1.375	0.025	0.356			0.702	0.702
Back of Queue (*Q*), ft/ln (95 th percentile)				369.5	1246	1573.6	6.2	175.2			300.2	315.1
Back of Queue (*Q*), veh/ln (95 th percentile)				14.8	49.8	62.9	0.2	7.0			12.0	12.6
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00	0.00	0.00	0.00	0.00			0.00	0.00
Uniform Delay (*d* $_1$), s/veh				24.7	28.2	28.2	31.5	13.8			29.3	29.3
Incremental Delay (*d* $_2$), s/veh				4.7	105.2	179.1	0.0	0.6			3.9	7.8
Initial Queue Delay (*d* $_3$), s/veh				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh				29.4	133.3	207.2	31.5	14.3			33.2	37.0
Level of Service (LOS)				C	F	F	C	B			C	D
Approach Delay, s/veh / LOS	0.0			135.7	F		14.5	B		34.5	C	
Intersection Delay, s/veh / LOS	96.3						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.30	B	2.13	B	1.70	B
Bicycle LOS Score / LOS			3.02	C	1.02	A	1.09	A

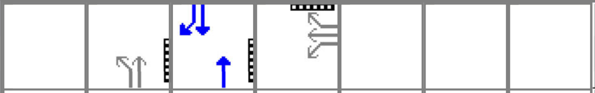
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 31, 2020	Area Type	Other
Jurisdiction	City of Los Angeles / Caltrans	Time Period	Existing - PM	PHF	0.96
Urban Street	SR-90 Westbound	Analysis Year	2020	Analysis Period	1> 17:00
Intersection	Mindanao/SR-90 WB	File Name	10PM - Existing.xus		
Project Description	Paseo Marina				

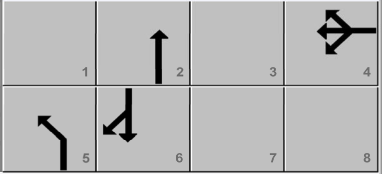


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				552	990	346	17	449			1394	42

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



Green	14.9	24.8	33.7	0.0	0.0	0.0
Yellow	3.6	3.7	4.8	0.0	0.0	0.0
Red	1.5	1.5	1.5	0.0	0.0	0.0



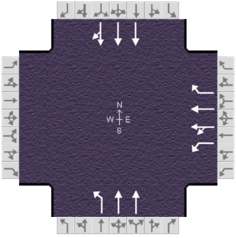
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4	5	2		6
Case Number				9.0	2.0	4.0		8.3
Phase Duration, s				40.0	20.0	50.0		30.0
Change Period, (*Y+R* c), s				6.3	5.1	5.2		5.2
Max Allow Headway (*MAH*), s				3.0	3.2	0.0		0.0
Queue Clearance Time (*g* s), s				28.9	2.7			
Green Extension Time (*g* e), s				2.5	0.0	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				0.75	0.00			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14	5	2			6	16
Adjusted Flow Rate (*v*), veh/h				385	1221	360	18	468			1002	493
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1810	1886	1610	1810	1809			1900	1870
Queue Service Time (*g* s), s				15.2	26.9	16.2	0.7	6.7			23.4	23.4
Cycle Queue Clearance Time (*g* c), s				15.2	26.9	16.2	0.7	6.7			23.4	23.4
Green Ratio (*g/C*)				0.37	0.37	0.37	0.17	0.50			0.28	0.28
Capacity (*c*), veh/h				678	1412	603	300	1801			1047	515
Volume-to-Capacity Ratio (*X*)				0.569	0.865	0.598	0.059	0.260			0.957	0.957
Back of Queue (*Q*), ft/ln (95 th percentile)				251.9	442.1	243.7	14.6	120.6			478.2	520.3
Back of Queue (*Q*), veh/ln (95 th percentile)				10.1	17.7	9.7	0.6	4.8			19.1	20.8
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00	0.00	0.00	0.00	0.00			0.00	0.00
Uniform Delay (*d* 1), s/veh				22.4	26.0	22.7	31.6	13.0			32.1	32.1
Incremental Delay (*d* 2), s/veh				0.7	5.6	1.1	0.0	0.4			19.3	30.4
Initial Queue Delay (*d* 3), s/veh				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh				23.1	31.6	23.8	31.7	13.4			51.3	62.4
Level of Service (LOS)				C	C	C	C	B			D	E
Approach Delay, s/veh / LOS	0.0			28.5	C		14.1	B		55.0	E	
Intersection Delay, s/veh / LOS	36.8						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.30	B	2.13	B	1.70	B
Bicycle LOS Score / LOS			2.11	B	0.89	A	1.31	A

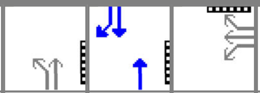
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 31, 2020	Area Type	Other
Jurisdiction	City of Los Angeles / Caltrans	Time Period	Existing with Project - PM	PHF	0.96
Urban Street	SR-90 Westbound	Analysis Year	2020	Analysis Period	1> 17:00
Intersection	Mindanao/SR-90 WB	File Name	10PM - Existing with Project.xus		
Project Description	Paseo Marina				

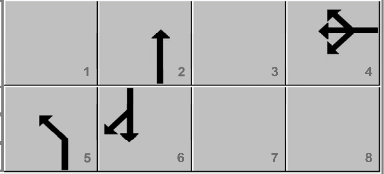


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				552	1000	356	17	452			1391	42

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



Green	14.9	24.8	33.7	0.0	0.0	0.0
Yellow	3.6	3.7	4.8	0.0	0.0	0.0
Red	1.5	1.5	1.5	0.0	0.0	0.0



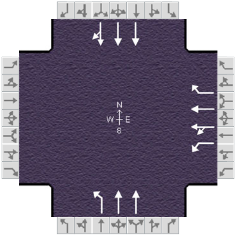
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4	5	2		6
Case Number				9.0	2.0	4.0		8.3
Phase Duration, s				40.0	20.0	50.0		30.0
Change Period, (*Y+R* $_c$), s				6.3	5.1	5.2		5.2
Max Allow Headway (*MAH*), s				3.0	3.2	0.0		0.0
Queue Clearance Time (*g* $_s$), s				29.3	2.7			
Green Extension Time (*g* $_e$), s				2.4	0.0	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				0.80	0.00			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14	5	2			6	16
Adjusted Flow Rate (*v*), veh/h				385	1231	371	18	471			1000	492
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1810	1886	1610	1810	1809			1900	1870
Queue Service Time (*g* $_s$), s				15.2	27.3	16.8	0.7	6.8			23.3	23.3
Cycle Queue Clearance Time (*g* $_c$), s				15.2	27.3	16.8	0.7	6.8			23.3	23.3
Green Ratio (*g/C*)				0.37	0.37	0.37	0.17	0.50			0.28	0.28
Capacity (*c*), veh/h				678	1412	603	300	1801			1047	515
Volume-to-Capacity Ratio (*X*)				0.569	0.872	0.615	0.059	0.261			0.955	0.955
Back of Queue (*Q*), ft/ln (95 th percentile)				251.9	449	252.5	14.6	121.7			476.1	518
Back of Queue (*Q*), veh/ln (95 th percentile)				10.1	18.0	10.1	0.6	4.9			19.0	20.7
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00	0.00	0.00	0.00	0.00			0.00	0.00
Uniform Delay (*d* $_1$), s/veh				22.4	26.1	22.9	31.6	13.0			32.1	32.1
Incremental Delay (*d* $_2$), s/veh				0.7	6.0	1.4	0.0	0.4			18.9	30.0
Initial Queue Delay (*d* $_3$), s/veh				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh				23.1	32.1	24.3	31.7	13.4			51.0	62.0
Level of Service (LOS)				C	C	C	C	B			D	E
Approach Delay, s/veh / LOS	0.0			28.9	C		14.1	B		54.6	D	
Intersection Delay, s/veh / LOS	36.8						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.30	B	2.13	B	1.70	B
Bicycle LOS Score / LOS			2.13	B	0.89	A	1.31	A

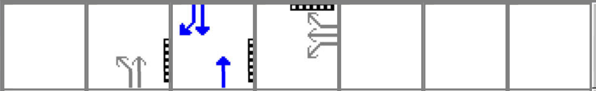
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 31, 2020	Area Type	Other
Jurisdiction	City of Los Angeles / Caltrans	Time Period	Future - PM	PHF	0.96
Urban Street	SR-90 Westbound	Analysis Year	2026	Analysis Period	1> 17:00
Intersection	Mindanao/SR-90 WB	File Name	10PM - Future.xus		
Project Description	Paseo Marina				

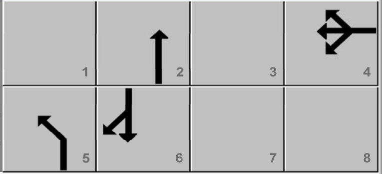


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				635	1120	384	18	496			1521	47

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



Green	14.9	24.8	33.7	0.0	0.0	0.0
Yellow	3.6	3.7	4.8	0.0	0.0	0.0
Red	1.5	1.5	1.5	0.0	0.0	0.0



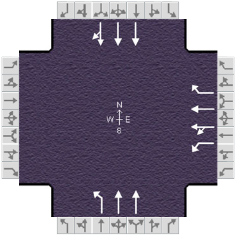
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4	5	2		6
Case Number				9.0	2.0	4.0		8.3
Phase Duration, s				40.0	20.0	50.0		30.0
Change Period, (*Y+R* $_c$), s				6.3	5.1	5.2		5.2
Max Allow Headway (*MAH*), s				3.0	3.2	0.0		0.0
Queue Clearance Time (*g* $_s$), s				34.7	2.8			
Green Extension Time (*g* $_e$), s				0.0	0.0	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				1.00	0.00			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14	5	2			6	16
Adjusted Flow Rate (*v*), veh/h				443	1385	400	19	517			1095	539
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1810	1886	1610	1810	1718			1900	1869
Queue Service Time (*g* $_s$), s				18.3	32.7	18.6	0.8	8.0			26.4	24.8
Cycle Queue Clearance Time (*g* $_c$), s				18.3	32.7	18.6	0.8	8.0			26.4	24.8
Green Ratio (*g/C*)				0.37	0.37	0.37	0.17	0.50			0.28	0.28
Capacity (*c*), veh/h				678	1412	603	300	1711			1047	515
Volume-to-Capacity Ratio (*X*)				0.654	0.981	0.663	0.063	0.302			1.045	1.046
Back of Queue (*Q*), ft/ln (95 th percentile)				297.5	594.9	277	15.4	136.9			607	650.1
Back of Queue (*Q*), veh/ln (95 th percentile)				11.9	23.8	11.1	0.6	5.5			24.3	26.0
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00	0.00	0.00	0.00	0.00			0.00	0.00
Uniform Delay (*d* $_1$), s/veh				23.3	27.8	23.4	31.7	13.4			32.6	32.6
Incremental Delay (*d* $_2$), s/veh				1.8	19.4	2.2	0.0	0.5			40.4	52.1
Initial Queue Delay (*d* $_3$), s/veh				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh				25.1	47.2	25.6	31.7	13.8			73.0	84.7
Level of Service (LOS)				C	D	C	C	B			F	F
Approach Delay, s/veh / LOS	0.0			38.9	D		14.4	B		76.9	E	
Intersection Delay, s/veh / LOS	50.0						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.30	B	2.13	B	1.70	B
Bicycle LOS Score / LOS			2.33	B	0.93	A	1.39	A

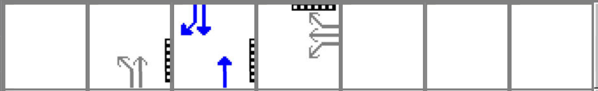
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 31, 2020	Area Type	Other
Jurisdiction	City of Los Angeles / Caltrans	Time Period	Future with Project - PM	PHF	0.96
Urban Street	SR-90 Westbound	Analysis Year	2026	Analysis Period	1> 17:00
Intersection	Mindanao/SR-90 WB	File Name	10PM - Future with Project.xus		
Project Description	Paseo Marina				

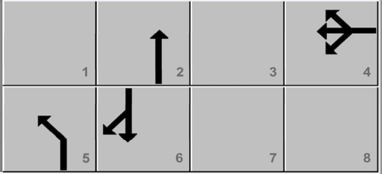


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				635	1130	394	18	499			1518	47

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



Green	14.9	24.8	33.7	0.0	0.0	0.0
Yellow	3.6	3.7	4.8	0.0	0.0	0.0
Red	1.5	1.5	1.5	0.0	0.0	0.0



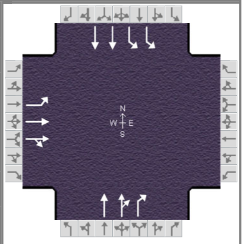
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4	5	2		6
Case Number				9.0	2.0	4.0		8.3
Phase Duration, s				40.0	20.0	50.0		30.0
Change Period, (*Y+R* c), s				6.3	5.1	5.2		5.2
Max Allow Headway (*MAH*), s				3.0	3.2	0.0		0.0
Queue Clearance Time (*g* s), s				35.1	2.8			
Green Extension Time (*g* e), s				0.0	0.0	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				1.00	0.00			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14	5	2			6	16
Adjusted Flow Rate (*v*), veh/h				443	1395	410	19	520			1093	538
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1810	1886	1610	1810	1718			1900	1869
Queue Service Time (*g* s), s				18.3	33.1	19.3	0.8	8.1			26.3	24.8
Cycle Queue Clearance Time (*g* c), s				18.3	33.1	19.3	0.8	8.1			26.3	24.8
Green Ratio (*g/C*)				0.37	0.37	0.37	0.17	0.50			0.28	0.28
Capacity (*c*), veh/h				678	1412	603	300	1711			1047	515
Volume-to-Capacity Ratio (*X*)				0.654	0.988	0.681	0.063	0.304			1.043	1.044
Back of Queue (*Q*), ft/ln (95 th percentile)				297.5	609.9	286.4	15.4	138.1			603.5	646.8
Back of Queue (*Q*), veh/ln (95 th percentile)				11.9	24.4	11.5	0.6	5.5			24.1	25.9
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00	0.00	0.00	0.00	0.00			0.00	0.00
Uniform Delay (*d* 1), s/veh				23.3	27.9	23.6	31.7	13.4			32.6	32.6
Incremental Delay (*d* 2), s/veh				1.8	21.0	2.6	0.0	0.5			39.8	51.5
Initial Queue Delay (*d* 3), s/veh				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh				25.1	48.9	26.2	31.7	13.8			72.4	84.1
Level of Service (LOS)				C	D	C	C	B			F	F
Approach Delay, s/veh / LOS	0.0			40.1	D		14.5	B		76.3	E	
Intersection Delay, s/veh / LOS	50.3						D					

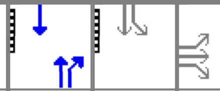
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.30	B	2.13	B	1.70	B
Bicycle LOS Score / LOS			2.34	B	0.93	A	1.38	A

HCS7 Signalized Intersection Results Summary

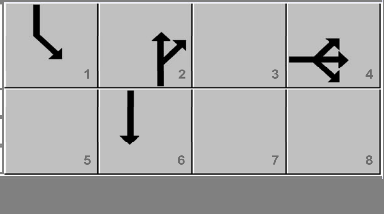
General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Sep 1, 2020	Area Type	Other
Jurisdiction	City of Los Angeles/ Caltrans	Time Period	Existing - AM	PHF	0.98
Urban Street	SR-90 Eastbound	Analysis Year	2020	Analysis Period	1> 8:00
Intersection	Mindanao/SR-90 EB	File Name	11AM - Existing.xus		
Project Description	Paseo Marina				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	30	1226	20					527	752	487	1043	



Signal Information										
Cycle, s	90.0	Reference Phase	2							
Offset, s	0	Reference Point	End	Green	14.8	24.8	33.7	0.0	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.7	3.7	4.8	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.5	1.5	1.5	0.0	0.0	0.0



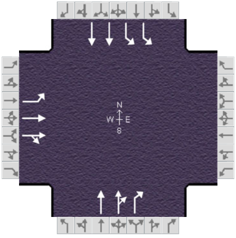
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2	1	6
Case Number		10.0				7.4	2.0	4.0
Phase Duration, s		40.0				20.0	30.0	50.0
Change Period, (*Y+R* $_c$), s		6.3				5.2	5.2	5.2
Max Allow Headway (*MAH*), s		3.0				0.0	3.2	0.0
Queue Clearance Time (g_s), s		30.4					12.7	
Green Extension Time (g_e), s		1.2				0.0	3.9	0.0
Phase Call Probability		1.00					1.00	
Max Out Probability		0.93					0.16	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14					2	12	1	6	
Adjusted Flow Rate (*v*), veh/h	31	637	634					791	514	497	1064	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1889					1807	1610	1757	1809	
Queue Service Time (g_s), s	1.0	28.4	28.4					14.8	14.8	10.7	18.8	
Cycle Queue Clearance Time (g_c), s	1.0	28.4	28.4					14.8	14.8	10.7	18.8	
Green Ratio (*g/C*)	0.37	0.37	0.37					0.16	0.16	0.28	0.50	
Capacity (*c*), veh/h	678	711	707					594	265	968	1801	
Volume-to-Capacity Ratio (*X*)	0.045	0.896	0.896					1.331	1.942	0.513	0.591	
Back of Queue (*Q*), ft/ln (95 th percentile)	17.3	518.7	517.7					760.8	1498.1	197.3	304.5	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.7	20.7	20.7					30.4	59.9	7.9	12.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00					0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	17.9	26.5	26.5					37.6	37.6	27.5	16.1	
Incremental Delay (d_2), s/veh	0.0	13.6	13.8					160.2	437.3	0.2	1.4	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	17.9	40.1	40.3					197.8	474.9	27.7	17.5	
Level of Service (LOS)	B	D	D					F	F	C	B	
Approach Delay, s/veh / LOS	39.7		D	0.0			307.0		F	20.8		C
Intersection Delay, s/veh / LOS	116.3						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.47	B	1.70	B	1.94	B
Bicycle LOS Score / LOS	1.56	B			1.56	B	1.78	B

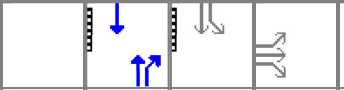
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Sep 1, 2020	Area Type	Other
Jurisdiction	City of Los Angeles/ Caltrans	Time Period	Existing with Project - AM	PHF	0.98
Urban Street	SR-90 Eastbound	Analysis Year	2020	Analysis Period	1> 8:00
Intersection	Mindanao/SR-90 EB	File Name	11AM - Existing with Project.xus		
Project Description	Paseo Marina				

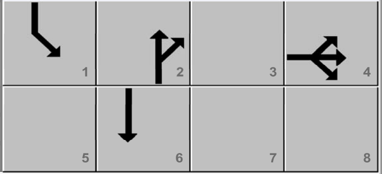


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	30	1226	20					531	752	531	1052	

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



Green	14.8	24.8	33.7	0.0	0.0	0.0
Yellow	3.7	3.7	4.8	0.0	0.0	0.0
Red	1.5	1.5	1.5	0.0	0.0	0.0



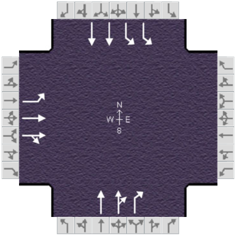
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2	1	6
Case Number		10.0				7.4	2.0	4.0
Phase Duration, s		40.0				20.0	30.0	50.0
Change Period, (*Y+R* $_c$), s		6.3				5.2	5.2	5.2
Max Allow Headway (*MAH*), s		3.0				0.0	3.2	0.0
Queue Clearance Time (*g* $_s$), s		30.4					13.9	
Green Extension Time (*g* $_e$), s		1.2				0.0	3.9	0.0
Phase Call Probability		1.00					1.00	
Max Out Probability		0.93					0.21	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14					2	12	1	6	
Adjusted Flow Rate (*v*), veh/h	31	637	634					795	514	542	1073	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1889					1808	1610	1757	1809	
Queue Service Time (*g* $_s$), s	1.0	28.4	28.4					14.8	14.8	11.9	19.1	
Cycle Queue Clearance Time (*g* $_c$), s	1.0	28.4	28.4					14.8	14.8	11.9	19.1	
Green Ratio (*g/C*)	0.37	0.37	0.37					0.16	0.16	0.28	0.50	
Capacity (*c*), veh/h	678	711	707					595	265	968	1801	
Volume-to-Capacity Ratio (*X*)	0.045	0.896	0.896					1.337	1.942	0.560	0.596	
Back of Queue (*Q*), ft/ln (95 th percentile)	17.3	518.7	517.7					770.1	1498.1	214.8	307.3	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.7	20.7	20.7					30.8	59.9	8.6	12.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00					0.00	0.00	0.00	0.00	
Uniform Delay (*d* $_1$), s/veh	17.9	26.5	26.5					37.6	37.6	27.9	16.1	
Incremental Delay (*d* $_2$), s/veh	0.0	13.6	13.8					163.0	437.3	0.4	1.5	
Initial Queue Delay (*d* $_3$), s/veh	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	17.9	40.1	40.3					200.6	474.9	28.4	17.6	
Level of Service (LOS)	B	D	D					F	F	C	B	
Approach Delay, s/veh / LOS	39.7	D		0.0			308.3	F		21.2	C	
Intersection Delay, s/veh / LOS	115.8						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.47	B	1.70	B	1.94	B
Bicycle LOS Score / LOS	1.56	B			1.57	B	1.82	B

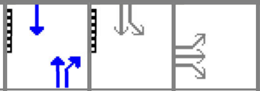
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Sep 1, 2020	Area Type	Other
Jurisdiction	City of Los Angeles/ Caltrans	Time Period	Future - AM	PHF	0.98
Urban Street	SR-90 Eastbound	Analysis Year	2026	Analysis Period	1> 8:00
Intersection	Mindanao/SR-90 EB	File Name	11AM - Future.xus		
Project Description	Paseo Marina				

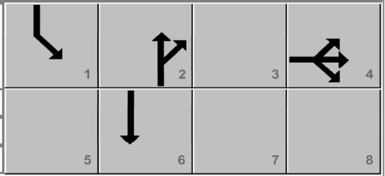


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	36	1348	21					567	808	534	1131	

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



Green	14.8	24.8	33.7	0.0	0.0	0.0
Yellow	3.7	3.7	4.8	0.0	0.0	0.0
Red	1.5	1.5	1.5	0.0	0.0	0.0



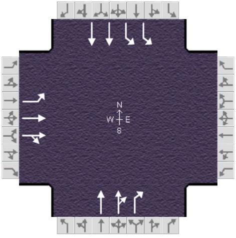
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2	1	6
Case Number		10.0				7.4	2.0	4.0
Phase Duration, s		40.0				20.0	30.0	50.0
Change Period, (*Y+R* $_c$), s		6.3				5.2	5.2	5.2
Max Allow Headway (*MAH*), s		3.0				0.0	3.2	0.0
Queue Clearance Time (*g* $_s$), s		34.9					14.0	
Green Extension Time (*g* $_e$), s		0.0				0.0	4.1	0.0
Phase Call Probability		1.00					1.00	
Max Out Probability		1.00					0.24	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14					2	12	1	6	
Adjusted Flow Rate (*v*), veh/h	37	700	697					851	552	545	1154	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1890					1807	1610	1757	1809	
Queue Service Time (*g* $_s$), s	1.2	32.8	32.9					14.8	14.8	12.0	21.2	
Cycle Queue Clearance Time (*g* $_c$), s	1.2	32.8	32.9					14.8	14.8	12.0	21.2	
Green Ratio (*g/C*)	0.37	0.37	0.37					0.16	0.16	0.28	0.50	
Capacity (*c*), veh/h	678	711	708					594	265	968	1801	
Volume-to-Capacity Ratio (*X*)	0.054	0.984	0.985					1.431	2.086	0.563	0.641	
Back of Queue (*Q*), ft/ln (95 th percentile)	20.9	668.3	668.1					902.7	1683.9	215.8	336.3	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.8	26.7	26.7					36.1	67.4	8.6	13.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00					0.00	0.00	0.00	0.00	
Uniform Delay (*d* $_1$), s/veh	18.0	27.9	27.9					37.6	37.6	28.0	16.7	
Incremental Delay (*d* $_2$), s/veh	0.0	29.6	29.9					203.6	501.5	0.5	1.8	
Initial Queue Delay (*d* $_3$), s/veh	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	18.0	57.4	57.8					241.2	539.1	28.4	18.4	
Level of Service (LOS)	B	E	E					F	F	C	B	
Approach Delay, s/veh / LOS	56.6		E	0.0			358.5		F	21.6		C
Intersection Delay, s/veh / LOS	136.9						F					

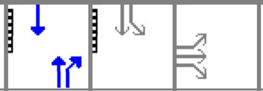
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.47	B	1.70	B	1.94	B
Bicycle LOS Score / LOS	1.67	B			1.65	B	1.89	B

HCS7 Signalized Intersection Results Summary

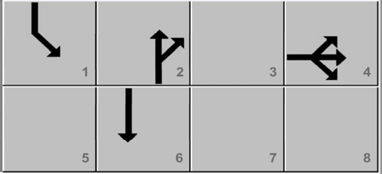
General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Sep 1, 2020	Area Type	Other
Jurisdiction	City of Los Angeles/ Caltrans	Time Period	Future with Project - AM	PHF	0.98
Urban Street	SR-90 Eastbound	Analysis Year	2026	Analysis Period	1> 8:00
Intersection	Mindanao/SR-90 EB	File Name	11AM - Future with Project.xus		
Project Description	Paseo Marina				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	36	1348	21					571	808	578	1140	



Signal Information										
Cycle, s	90.0	Reference Phase	2							
Offset, s	0	Reference Point	End	Green	14.8	24.8	33.7	0.0	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.7	3.7	4.8	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.5	1.5	1.5	0.0	0.0	0.0



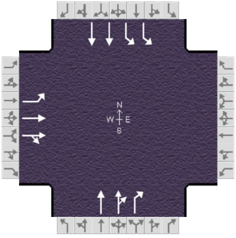
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2	1	6
Case Number		10.0				7.4	2.0	4.0
Phase Duration, s		40.0				20.0	30.0	50.0
Change Period, (*Y+R* $_c$), s		6.3				5.2	5.2	5.2
Max Allow Headway (*MAH*), s		3.0				0.0	3.2	0.0
Queue Clearance Time (*g* $_s$), s		34.9					15.2	
Green Extension Time (*g* $_e$), s		0.0				0.0	4.0	0.0
Phase Call Probability		1.00					1.00	
Max Out Probability		1.00					0.32	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14					2	12	1	6	
Adjusted Flow Rate (*v*), veh/h	37	700	697					855	552	590	1163	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1890					1808	1610	1757	1809	
Queue Service Time (*g* $_s$), s	1.2	32.8	32.9					14.8	14.8	13.2	21.4	
Cycle Queue Clearance Time (*g* $_c$), s	1.2	32.8	32.9					14.8	14.8	13.2	21.4	
Green Ratio (*g/C*)	0.37	0.37	0.37					0.16	0.16	0.28	0.50	
Capacity (*c*), veh/h	678	711	708					595	265	968	1801	
Volume-to-Capacity Ratio (*X*)	0.054	0.984	0.985					1.438	2.086	0.609	0.646	
Back of Queue (*Q*), ft/ln (95 th percentile)	20.9	668.3	668.1					912.2	1683.9	233.9	339.2	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.8	26.7	26.7					36.5	67.4	9.4	13.6	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00					0.00	0.00	0.00	0.00	
Uniform Delay (*d* $_1$), s/veh	18.0	27.9	27.9					37.6	37.6	28.4	16.7	
Incremental Delay (*d* $_2$), s/veh	0.0	29.6	29.9					206.4	501.5	0.8	1.8	
Initial Queue Delay (*d* $_3$), s/veh	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	18.0	57.4	57.8					244.0	539.1	29.2	18.5	
Level of Service (LOS)	B	E	E					F	F	C	B	
Approach Delay, s/veh / LOS	56.6		E	0.0			359.9		F	22.1		C
Intersection Delay, s/veh / LOS	136.3						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.47	B	1.70	B	1.94	B
Bicycle LOS Score / LOS	1.67	B			1.65	B	1.93	B

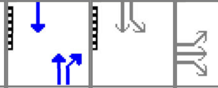
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Sep 1, 2020	Area Type	Other
Jurisdiction	City of Los Angeles/ Caltrans	Time Period	Existing - PM	PHF	0.98
Urban Street	SR-90 Eastbound	Analysis Year	2020	Analysis Period	1> 16:45
Intersection	Mindanao/SR-90 EB	File Name	11PM - Existing.xus		
Project Description	Paseo Marina				

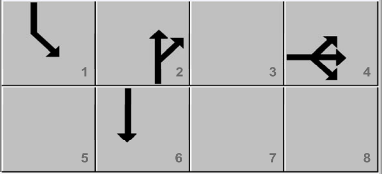


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	18	1177	18					476	681	727	1154	

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



Green	14.8	24.8	33.7	0.0	0.0	0.0
Yellow	3.7	3.7	4.8	0.0	0.0	0.0
Red	1.5	1.5	1.5	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2	1	6
Case Number		10.0				7.4	2.0	4.0
Phase Duration, s		40.0				20.0	30.0	50.0
Change Period, (*Y+R* c), s		6.3				5.2	5.2	5.2
Max Allow Headway (*MAH*), s		3.0				0.0	3.2	0.0
Queue Clearance Time (*g* s), s		28.7					19.4	
Green Extension Time (*g* e), s		1.5				0.0	3.0	0.0
Phase Call Probability		1.00					1.00	
Max Out Probability		0.57					0.72	

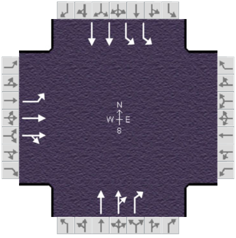
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14					2	12	1	6	
Adjusted Flow Rate (*v*), veh/h	18	611	608					715	466	742	1178	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1890					1807	1610	1757	1809	
Queue Service Time (*g* s), s	0.6	26.7	26.7					14.8	14.8	17.4	21.8	
Cycle Queue Clearance Time (*g* c), s	0.6	26.7	26.7					14.8	14.8	17.4	21.8	
Green Ratio (*g/C*)	0.37	0.37	0.37					0.16	0.16	0.28	0.50	
Capacity (*c*), veh/h	678	711	708					594	265	968	1801	
Volume-to-Capacity Ratio (*X*)	0.027	0.859	0.859					1.203	1.758	0.766	0.654	
Back of Queue (*Q*), ft/ln (95 th percentile)	10.3	474.6	473					587.7	1261.5	303.4	344.5	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.4	19.0	18.9					23.5	50.5	12.1	13.8	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00					0.00	0.00	0.00	0.00	
Uniform Delay (*d* 1), s/veh	17.8	26.0	26.0					37.6	37.6	29.9	16.8	
Incremental Delay (*d* 2), s/veh	0.0	9.9	10.0					106.8	356.4	3.4	1.9	
Initial Queue Delay (*d* 3), s/veh	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	17.8	35.9	35.9					144.4	394.0	33.3	18.7	
Level of Service (LOS)	B	D	D					F	F	C	B	

Approach Delay, s/veh / LOS	35.6	D	0.0		242.8	F	24.3	C
Intersection Delay, s/veh / LOS	87.0				F			

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.47	B	1.70	B	1.94	B
Bicycle LOS Score / LOS	1.51	B			1.46	A	2.07	B

HCS7 Signalized Intersection Results Summary

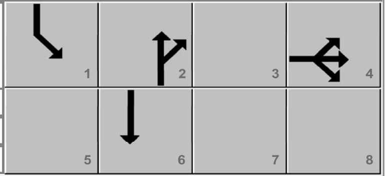
General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Sep 1, 2020	Area Type	Other
Jurisdiction	City of Los Angeles/ Caltrans	Time Period	Existing with Project - PM	PHF	0.98
Urban Street	SR-90 Eastbound	Analysis Year	2020	Analysis Period	1> 16:45
Intersection	Mindanao/SR-90 EB	File Name	11PM - Existing with Project.xus		
Project Description	Paseo Marina				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	18	1177	18					479	681	725	1154	

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

Green	14.8	24.8	33.7	0.0	0.0	0.0
Yellow	3.7	3.7	4.8	0.0	0.0	0.0
Red	1.5	1.5	1.5	0.0	0.0	0.0



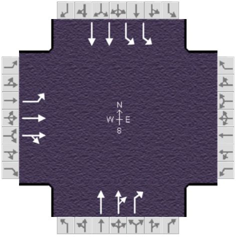
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2	1	6
Case Number		10.0				7.4	2.0	4.0
Phase Duration, s		40.0				20.0	30.0	50.0
Change Period, (*Y+R* *c*), s		6.3				5.2	5.2	5.2
Max Allow Headway (*MAH*), s		3.0				0.0	3.2	0.0
Queue Clearance Time (*g* *s*), s		28.7					19.4	
Green Extension Time (*g* *e*), s		1.5				0.0	3.0	0.0
Phase Call Probability		1.00					1.00	
Max Out Probability		0.57					0.71	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14					2	12	1	6	
Adjusted Flow Rate (*v*), veh/h	18	611	608					718	466	740	1178	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1890					1807	1610	1757	1809	
Queue Service Time (*g* *s*), s	0.6	26.7	26.7					14.8	14.8	17.4	21.8	
Cycle Queue Clearance Time (*g* *c*), s	0.6	26.7	26.7					14.8	14.8	17.4	21.8	
Green Ratio (*g/C*)	0.37	0.37	0.37					0.16	0.16	0.28	0.50	
Capacity (*c*), veh/h	678	711	708					594	265	968	1801	
Volume-to-Capacity Ratio (*X*)	0.027	0.859	0.859					1.208	1.758	0.764	0.654	
Back of Queue (*Q*), ft/ln (95 th percentile)	10.3	474.6	473					594.2	1261.5	302.5	344.5	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.4	19.0	18.9					23.8	50.5	12.1	13.8	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00					0.00	0.00	0.00	0.00	
Uniform Delay (*d* *1*), s/veh	17.8	26.0	26.0					37.6	37.6	29.9	16.8	
Incremental Delay (*d* *2*), s/veh	0.0	9.9	10.0					108.7	356.4	3.3	1.9	
Initial Queue Delay (*d* *3*), s/veh	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	17.8	35.9	35.9					146.3	394.0	33.2	18.7	
Level of Service (LOS)	B	D	D					F	F	C	B	
Approach Delay, s/veh / LOS	35.6		D	0.0			243.7		F	24.3		C
Intersection Delay, s/veh / LOS	87.4						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.47	B	1.70	B	1.94	B
Bicycle LOS Score / LOS	1.51	B			1.46	A	2.07	B

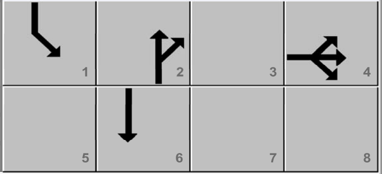
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Sep 1, 2020	Area Type	Other
Jurisdiction	City of Los Angeles/ Caltrans	Time Period	Future - PM	PHF	0.98
Urban Street	SR-90 Eastbound	Analysis Year	2026	Analysis Period	1> 16:45
Intersection	Mindanao/SR-90 EB	File Name	11PM - Future.xus		
Project Description	Paseo Marina				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	20	1280	19					523	772	794	1297	

Signal Information										
Cycle, s	90.0	Reference Phase	2							
Offset, s	0	Reference Point	End	Green	14.8	24.8	33.7	0.0	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.7	3.7	4.8	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.5	1.5	1.5	0.0	0.0	0.0



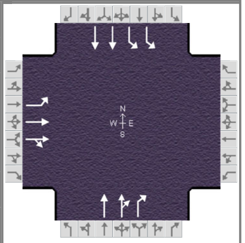
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2	1	6
Case Number		10.0				7.4	2.0	4.0
Phase Duration, s		40.0				20.0	30.0	50.0
Change Period, (*Y+R* $_c$), s		6.3				5.2	5.2	5.2
Max Allow Headway (*MAH*), s		3.0				0.0	3.2	0.0
Queue Clearance Time (*g* $_s$), s		32.3					21.5	
Green Extension Time (*g* $_e$), s		0.6				0.0	2.2	0.0
Phase Call Probability		1.00					1.00	
Max Out Probability		1.00					0.99	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14					2	12	1	6	
Adjusted Flow Rate (*v*), veh/h	20	664	661					794	528	810	1323	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1890					1805	1610	1757	1809	
Queue Service Time (*g* $_s$), s	0.6	30.3	30.3					14.8	14.8	19.5	26.1	
Cycle Queue Clearance Time (*g* $_c$), s	0.6	30.3	30.3					14.8	14.8	19.5	26.1	
Green Ratio (*g/C*)	0.37	0.37	0.37					0.16	0.16	0.28	0.50	
Capacity (*c*), veh/h	678	711	708					594	265	968	1801	
Volume-to-Capacity Ratio (*X*)	0.030	0.934	0.934					1.337	1.993	0.837	0.735	
Back of Queue (*Q*), ft/ln (95 th percentile)	11.5	574.1	573.4					768.5	1564.6	343.2	403.2	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.5	23.0	22.9					30.7	62.6	13.7	16.1	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00					0.00	0.00	0.00	0.00	
Uniform Delay (*d* $_1$), s/veh	17.8	27.1	27.1					37.6	37.6	30.7	17.9	
Incremental Delay (*d* $_2$), s/veh	0.0	19.1	19.3					162.8	460.2	6.1	2.7	
Initial Queue Delay (*d* $_3$), s/veh	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	17.8	46.2	46.3					200.4	497.8	36.8	20.6	
Level of Service (LOS)	B	D	D					F	F	D	C	
Approach Delay, s/veh / LOS	45.8		D	0.0			319.2		F	26.8		C
Intersection Delay, s/veh / LOS	112.6						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.47	B	1.70	B	1.94	B
Bicycle LOS Score / LOS	1.60	B			1.58	B	2.25	B

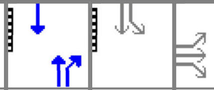
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Sep 1, 2020	Area Type	Other
Jurisdiction	City of Los Angeles/ Caltrans	Time Period	Future with Project - PM	PHF	0.98
Urban Street	SR-90 Eastbound	Analysis Year	2026	Analysis Period	1> 16:45
Intersection	Mindanao/SR-90 EB	File Name	11PM - Future with Project.xus		
Project Description	Paseo Marina				

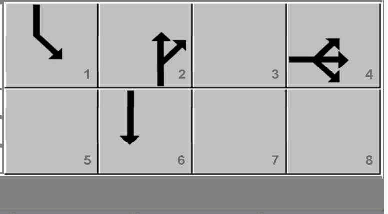


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	20	1280	19					526	772	792	1297	

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



Green	14.8	24.8	33.7	0.0	0.0	0.0
Yellow	3.7	3.7	4.8	0.0	0.0	0.0
Red	1.5	1.5	1.5	0.0	0.0	0.0



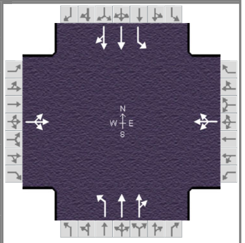
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2	1	6
Case Number		10.0				7.4	2.0	4.0
Phase Duration, s		40.0				20.0	30.0	50.0
Change Period, (*Y+R* $_c$), s		6.3				5.2	5.2	5.2
Max Allow Headway (*MAH*), s		3.0				0.0	3.2	0.0
Queue Clearance Time (*g* $_s$), s		32.3					21.5	
Green Extension Time (*g* $_e$), s		0.6				0.0	2.2	0.0
Phase Call Probability		1.00					1.00	
Max Out Probability		1.00					0.98	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14					2	12	1	6	
Adjusted Flow Rate (*v*), veh/h	20	664	661					797	528	808	1323	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1890					1805	1610	1757	1809	
Queue Service Time (*g* $_s$), s	0.6	30.3	30.3					14.8	14.8	19.5	26.1	
Cycle Queue Clearance Time (*g* $_c$), s	0.6	30.3	30.3					14.8	14.8	19.5	26.1	
Green Ratio (*g/C*)	0.37	0.37	0.37					0.16	0.16	0.28	0.50	
Capacity (*c*), veh/h	678	711	708					594	265	968	1801	
Volume-to-Capacity Ratio (*X*)	0.030	0.934	0.934					1.342	1.993	0.835	0.735	
Back of Queue (*Q*), ft/ln (95 th percentile)	11.5	574.1	573.4					775.4	1564.6	341.7	403.2	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.5	23.0	22.9					31.0	62.6	13.7	16.1	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00					0.00	0.00	0.00	0.00	
Uniform Delay (*d* $_1$), s/veh	17.8	27.1	27.1					37.6	37.6	30.7	17.9	
Incremental Delay (*d* $_2$), s/veh	0.0	19.1	19.3					164.9	460.2	6.0	2.7	
Initial Queue Delay (*d* $_3$), s/veh	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	17.8	46.2	46.3					202.5	497.8	36.7	20.6	
Level of Service (LOS)	B	D	D					F	F	D	C	
Approach Delay, s/veh / LOS	45.8		D	0.0			320.2		F	26.7		C
Intersection Delay, s/veh / LOS	113.0						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.47	B	1.70	B	1.94	B
Bicycle LOS Score / LOS	1.60	B			1.58	B	2.25	B

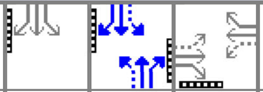
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 14, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - AM	PHF	0.96
Urban Street	Mindanao Way	Analysis Year	2020	Analysis Period	1> 7:45
Intersection	Mindanao/La Villa Marina	File Name	12AM - Existing.xus		
Project Description	Paseo Marina				

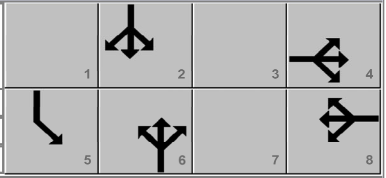


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	17	1	10	64	0	156	23	1079	54	61	965	27

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



Green	10.1	50.6	14.7	0.0	0.0	0.0
Yellow	3.6	3.7	3.6	0.0	0.0	0.0
Red	1.3	0.7	1.7	0.0	0.0	0.0



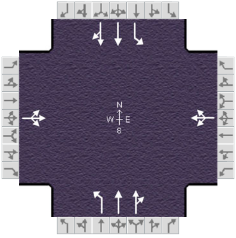
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		6	5	2
Case Number		8.0		8.0		6.3	1.0	4.0
Phase Duration, s		20.0		20.0		55.0	15.0	70.0
Change Period, (*Y+R* $_c$), s		5.3		5.3		4.4	4.9	4.4
Max Allow Headway (*MAH*), s		3.4		3.4		0.0	3.2	0.0
Queue Clearance Time (*g* $_s$), s		3.3		14.8			3.0	
Green Extension Time (*g* $_e$), s		0.5		0.0		0.0	0.0	0.0
Phase Call Probability		1.00		1.00			1.00	
Max Out Probability		0.00		1.00			0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		29			229		24	595	585	64	519	514
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1168			1574		555	1900	1868	1810	1900	1881
Queue Service Time (*g* $_s$), s		0.0			10.3		1.8	18.0	18.0	1.0	9.2	9.2
Cycle Queue Clearance Time (*g* $_c$), s		1.3			12.8		1.8	18.0	18.0	1.0	9.2	9.2
Green Ratio (*g/C*)		0.16			0.16		0.56	0.56	0.56	0.70	0.73	0.73
Capacity (*c*), veh/h		255			309		392	1068	1050	458	1385	1371
Volume-to-Capacity Ratio (*X*)		0.114			0.742		0.061	0.557	0.557	0.139	0.375	0.375
Back of Queue (*Q*), ft/ln (95 th percentile)		24.6			236.9		10.6	302.9	299.3	14.1	139.4	138.1
Back of Queue (*Q*), veh/ln (95 th percentile)		1.0			9.5		0.4	12.1	12.0	0.6	5.6	5.5
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* $_1$), s/veh		32.0			36.8		9.0	12.6	12.6	6.8	4.6	4.6
Incremental Delay (*d* $_2$), s/veh		0.1			8.2		0.3	2.1	2.1	0.1	0.8	0.8
Initial Queue Delay (*d* $_3$), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		32.1			45.0		9.3	14.7	14.7	6.9	5.3	5.3
Level of Service (LOS)		C			D		A	B	B	A	A	A
Approach Delay, s/veh / LOS	32.1		C	45.0		D	14.6		B	5.4		A
Intersection Delay, s/veh / LOS	13.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	1.71	B	1.71	B
Bicycle LOS Score / LOS	0.54	A	0.87	A	1.48	A	1.39	A

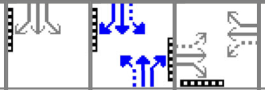
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 14, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing with Project - AM	PHF	0.96
Urban Street	Mindanao Way	Analysis Year	2020	Analysis Period	1> 7:45
Intersection	Mindanao/La Villa Marina	File Name	12AM - Existing with Project.xus		
Project Description	Paseo Marina				

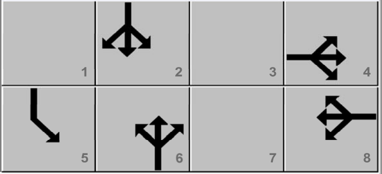


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	17	1	10	64	0	156	23	1083	54	61	974	27

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



Green	10.1	50.6	14.7	0.0	0.0	0.0
Yellow	3.6	3.7	3.6	0.0	0.0	0.0
Red	1.3	0.7	1.7	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		6	5	2
Case Number		8.0		8.0		6.3	1.0	4.0
Phase Duration, s		20.0		20.0		55.0	15.0	70.0
Change Period, (*Y+R* $_c$), s		5.3		5.3		4.4	4.9	4.4
Max Allow Headway (*MAH*), s		3.4		3.4		0.0	3.2	0.0
Queue Clearance Time (*g* $_s$), s		3.3		14.8			3.0	
Green Extension Time (*g* $_e$), s		0.5		0.0		0.0	0.0	0.0
Phase Call Probability		1.00		1.00			1.00	
Max Out Probability		0.00		1.00			0.00	

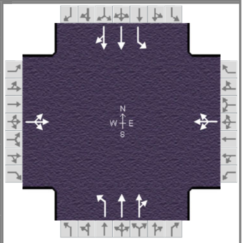
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		29			229		24	597	587	64	524	519
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1168			1574		550	1900	1868	1810	1900	1882
Queue Service Time (*g* $_s$), s		0.0			10.3		1.8	18.1	18.1	1.0	9.3	9.3
Cycle Queue Clearance Time (*g* $_c$), s		1.3			12.8		1.8	18.1	18.1	1.0	9.3	9.3
Green Ratio (*g/C*)		0.16			0.16		0.56	0.56	0.56	0.70	0.73	0.73
Capacity (*c*), veh/h		255			309		389	1068	1050	457	1385	1372
Volume-to-Capacity Ratio (*X*)		0.114			0.742		0.062	0.559	0.559	0.139	0.378	0.378
Back of Queue (*Q*), ft/ln (95 th percentile)		24.6			236.9		10.6	303.8	300.7	14.1	140.7	139.5
Back of Queue (*Q*), veh/ln (95 th percentile)		1.0			9.5		0.4	12.2	12.0	0.6	5.6	5.6
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* $_1$), s/veh		32.0			36.8		9.0	12.6	12.6	6.9	4.6	4.6
Incremental Delay (*d* $_2$), s/veh		0.1			8.2		0.3	2.1	2.2	0.1	0.8	0.8
Initial Queue Delay (*d* $_3$), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		32.1			45.0		9.3	14.7	14.7	6.9	5.4	5.4
Level of Service (LOS)		C			D		A	B	B	A	A	A

Approach Delay, s/veh / LOS	32.1	C	45.0	D	14.6	B	5.4	A
Intersection Delay, s/veh / LOS	13.6				B			

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	1.71	B	1.71	B
Bicycle LOS Score / LOS	0.54	A	0.87	A	1.48	A	1.40	A

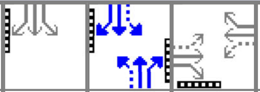
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 14, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - AM	PHF	0.96
Urban Street	Mindanao Way	Analysis Year	2026	Analysis Period	1> 7:45
Intersection	Mindanao/La Villa Marina	File Name	12AM - Future.xus		
Project Description	Paseo Marina				

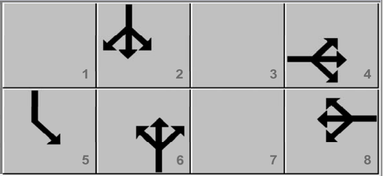


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	18	1	11	68	0	166	24	1163	57	65	1048	29

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



Green	10.1	50.6	14.7	0.0	0.0	0.0
Yellow	3.6	3.7	3.6	0.0	0.0	0.0
Red	1.3	0.7	1.7	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		6	5	2
Case Number		8.0		8.0		6.3	1.0	4.0
Phase Duration, s		20.0		20.0		55.0	15.0	70.0
Change Period, (*Y+R* $_c$), s		5.3		5.3		4.4	4.9	4.4
Max Allow Headway (*MAH*), s		3.4		3.4		0.0	3.2	0.0
Queue Clearance Time (*g* $_s$), s		3.4		15.8			3.1	
Green Extension Time (*g* $_e$), s		0.5		0.0		0.0	0.0	0.0
Phase Call Probability		1.00		1.00			1.00	
Max Out Probability		0.00		1.00			0.00	

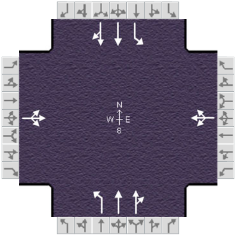
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		31			244		25	640	631	68	564	558
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1122			1572		510	1900	1868	1810	1900	1882
Queue Service Time (*g* $_s$), s		0.0			11.5		2.0	20.0	20.1	1.1	10.3	10.3
Cycle Queue Clearance Time (*g* $_c$), s		1.4			13.8		2.0	20.0	20.1	1.1	10.3	10.3
Green Ratio (*g/C*)		0.16			0.16		0.56	0.56	0.56	0.70	0.73	0.73
Capacity (*c*), veh/h		247			308		367	1068	1050	433	1385	1372
Volume-to-Capacity Ratio (*X*)		0.126			0.790		0.068	0.599	0.600	0.156	0.407	0.407
Back of Queue (*Q*), ft/ln (95 th percentile)		26.4			260		11.2	332.4	328.7	15.1	156.3	155
Back of Queue (*Q*), veh/ln (95 th percentile)		1.1			10.4		0.4	13.3	13.1	0.6	6.3	6.2
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* $_1$), s/veh		32.1			37.2		9.1	13.0	13.0	7.5	4.7	4.7
Incremental Delay (*d* $_2$), s/veh		0.1			12.0		0.4	2.5	2.5	0.1	0.9	0.9
Initial Queue Delay (*d* $_3$), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		32.1			49.2		9.4	15.5	15.6	7.6	5.6	5.6
Level of Service (LOS)		C			D		A	B	B	A	A	A

Approach Delay, s/veh / LOS	32.1	C	49.2	D	15.4	B	5.7	A
Intersection Delay, s/veh / LOS	14.4				B			

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	1.71	B	1.71	B
Bicycle LOS Score / LOS	0.54	A	0.89	A	1.56	B	1.47	A

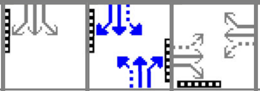
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 14, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future with Project - AM	PHF	0.96
Urban Street	Mindanao Way	Analysis Year	2026	Analysis Period	1> 7:45
Intersection	Mindanao/La Villa Marina	File Name	12AM - Future with Project.xus		
Project Description	Paseo Marina				

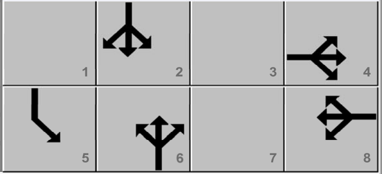


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	18	1	11	68	0	166	24	1167	57	65	1057	29

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



Green	10.1	50.6	14.7	0.0	0.0	0.0
Yellow	3.6	3.7	3.6	0.0	0.0	0.0
Red	1.3	0.7	1.7	0.0	0.0	0.0



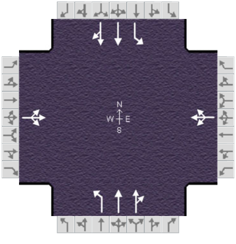
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		6	5	2
Case Number		8.0		8.0		6.3	1.0	4.0
Phase Duration, s		20.0		20.0		55.0	15.0	70.0
Change Period, ($Y+R_c$), s		5.3		5.3		4.4	4.9	4.4
Max Allow Headway (*MAH*), s		3.4		3.4		0.0	3.2	0.0
Queue Clearance Time (g_s), s		3.4		15.8			3.1	
Green Extension Time (g_e), s		0.5		0.0		0.0	0.0	0.0
Phase Call Probability		1.00		1.00			1.00	
Max Out Probability		0.00		1.00			0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		31			244		25	642	633	68	568	563
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1122			1572		505	1900	1868	1810	1900	1882
Queue Service Time (g_s), s		0.0			11.5		2.0	20.1	20.2	1.1	10.4	10.4
Cycle Queue Clearance Time (g_c), s		1.4			13.8		2.1	20.1	20.2	1.1	10.4	10.4
Green Ratio (*g/C*)		0.16			0.16		0.56	0.56	0.56	0.70	0.73	0.73
Capacity (*c*), veh/h		247			308		364	1068	1050	432	1385	1372
Volume-to-Capacity Ratio (*X*)		0.126			0.790		0.069	0.601	0.602	0.157	0.410	0.410
Back of Queue (*Q*), ft/ln (95 th percentile)		26.4			260		11.2	333.9	330.2	15.1	158.4	157.1
Back of Queue (*Q*), veh/ln (95 th percentile)		1.1			10.4		0.4	13.4	13.2	0.6	6.3	6.3
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		32.1			37.2		9.1	13.0	13.0	7.5	4.7	4.7
Incremental Delay (d_2), s/veh		0.1			12.0		0.4	2.5	2.6	0.1	0.9	0.9
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		32.1			49.2		9.4	15.5	15.6	7.6	5.6	5.6
Level of Service (LOS)		C			D		A	B	B	A	A	A
Approach Delay, s/veh / LOS	32.1		C	49.2		D	15.4		B	5.7		A
Intersection Delay, s/veh / LOS	14.4						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	1.71	B	1.71	B
Bicycle LOS Score / LOS	0.54	A	0.89	A	1.56	B	1.48	A

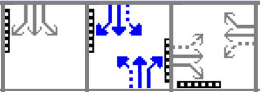
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 14, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - PM	PHF	0.99
Urban Street	Mindanao Way	Analysis Year	2020	Analysis Period	1> 16:45
Intersection	Mindanao/La Villa Marina	File Name	12PM - Existing.xus		
Project Description	Paseo Marina				

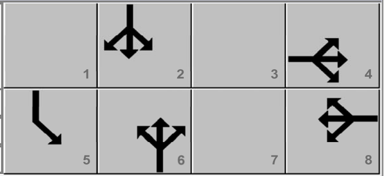


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	20	1	36	50	2	72	27	957	64	129	1088	13

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



Green	10.1	50.6	14.7	0.0	0.0	0.0
Yellow	3.6	3.7	3.6	0.0	0.0	0.0
Red	1.3	0.7	1.7	0.0	0.0	0.0



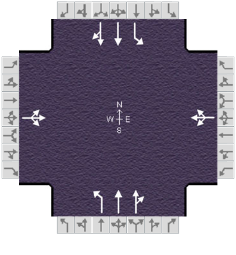
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		6	5	2
Case Number		8.0		8.0		6.3	1.0	4.0
Phase Duration, s		20.0		20.0		55.0	15.0	70.0
Change Period, (*Y+R* $_c$), s		5.3		5.3		4.4	4.9	4.4
Max Allow Headway (*MAH*), s		3.4		3.4		0.0	3.2	0.0
Queue Clearance Time (g_s), s		4.6		8.4			4.1	
Green Extension Time (g_e), s		0.3		0.2		0.0	0.1	0.0
Phase Call Probability		1.00		1.00			1.00	
Max Out Probability		0.00		0.06			0.04	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		58			125		27	521	510	130	557	555
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1586			1558		515	1900	1858	1810	1900	1892
Queue Service Time (g_s), s		0.0			3.5		2.2	14.9	14.9	2.1	10.1	10.1
Cycle Queue Clearance Time (g_c), s		2.6			6.4		2.2	14.9	14.9	2.1	10.1	10.1
Green Ratio (*g/C*)		0.16			0.16		0.56	0.56	0.56	0.70	0.73	0.73
Capacity (*c*), veh/h		313			311		369	1068	1044	503	1385	1379
Volume-to-Capacity Ratio (*X*)		0.184			0.403		0.074	0.488	0.488	0.259	0.402	0.402
Back of Queue (*Q*), ft/ln (95 th percentile)		49.3			112.5		12.3	258.9	254.6	30.1	153.7	153.1
Back of Queue (*Q*), veh/ln (95 th percentile)		2.0			4.5		0.5	10.4	10.2	1.2	6.1	6.1
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		32.6			34.1		9.1	11.9	11.9	6.5	4.7	4.7
Incremental Delay (d_2), s/veh		0.1			0.3		0.4	1.6	1.6	0.1	0.9	0.9
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		32.7			34.4		9.5	13.5	13.5	6.6	5.6	5.6
Level of Service (LOS)		C			C		A	B	B	A	A	A
Approach Delay, s/veh / LOS	32.7		C	34.4		C	13.4		B	5.7		A
Intersection Delay, s/veh / LOS	11.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	1.71	B	1.71	B
Bicycle LOS Score / LOS	0.58	A	0.69	A	1.36	A	1.51	B

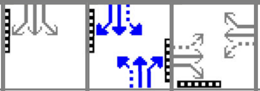
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 14, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing with Project - PM	PHF	0.99
Urban Street	Mindanao Way	Analysis Year	2020	Analysis Period	1> 16:45
Intersection	Mindanao/La Villa Marina	File Name	12PM - Existing with Project.xus		
Project Description	Paseo Marina				

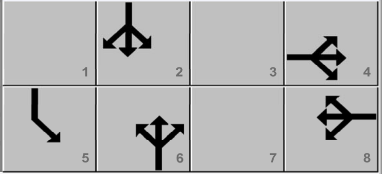


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	20	1	36	50	2	72	27	960	64	129	1088	13

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



Green	10.1	50.6	14.7	0.0	0.0	0.0
Yellow	3.6	3.7	3.6	0.0	0.0	0.0
Red	1.3	0.7	1.7	0.0	0.0	0.0



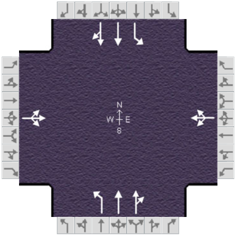
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		6	5	2
Case Number		8.0		8.0		6.3	1.0	4.0
Phase Duration, s		20.0		20.0		55.0	15.0	70.0
Change Period, (*Y+R* $_c$), s		5.3		5.3		4.4	4.9	4.4
Max Allow Headway (*MAH*), s		3.4		3.4		0.0	3.2	0.0
Queue Clearance Time (*g* $_s$), s		4.6		8.4			4.1	
Green Extension Time (*g* $_e$), s		0.3		0.2		0.0	0.1	0.0
Phase Call Probability		1.00		1.00			1.00	
Max Out Probability		0.00		0.06			0.04	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		58			125		27	523	511	130	557	555
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1586			1558		515	1900	1858	1810	1900	1892
Queue Service Time (*g* $_s$), s		0.0			3.5		2.2	15.0	15.0	2.1	10.1	10.1
Cycle Queue Clearance Time (*g* $_c$), s		2.6			6.4		2.2	15.0	15.0	2.1	10.1	10.1
Green Ratio (*g/C*)		0.16			0.16		0.56	0.56	0.56	0.70	0.73	0.73
Capacity (*c*), veh/h		313			311		369	1068	1044	502	1385	1379
Volume-to-Capacity Ratio (*X*)		0.184			0.403		0.074	0.490	0.490	0.259	0.402	0.402
Back of Queue (*Q*), ft/ln (95 th percentile)		49.3			112.5		12.3	260	255.7	30.1	153.7	153.1
Back of Queue (*Q*), veh/ln (95 th percentile)		2.0			4.5		0.5	10.4	10.2	1.2	6.1	6.1
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* $_1$), s/veh		32.6			34.1		9.1	11.9	11.9	6.6	4.7	4.7
Incremental Delay (*d* $_2$), s/veh		0.1			0.3		0.4	1.6	1.6	0.1	0.9	0.9
Initial Queue Delay (*d* $_3$), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		32.7			34.4		9.5	13.5	13.5	6.7	5.6	5.6
Level of Service (LOS)		C			C		A	B	B	A	A	A
Approach Delay, s/veh / LOS	32.7	C		34.4	C		13.4	B		5.7	A	
Intersection Delay, s/veh / LOS	11.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	1.71	B	1.71	B
Bicycle LOS Score / LOS	0.58	A	0.69	A	1.36	A	1.51	B

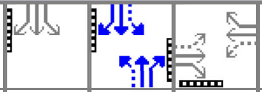
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 14, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - PM	PHF	0.99
Urban Street	Mindanao Way	Analysis Year	2026	Analysis Period	1> 16:45
Intersection	Mindanao/La Villa Marina	File Name	12PM - Future.xus		
Project Description	Paseo Marina				

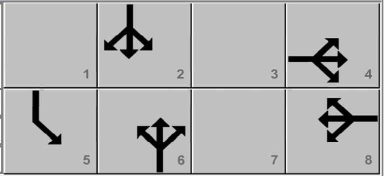


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	21	1	38	53	2	76	29	1082	68	137	1227	14

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



Green	10.1	50.6	14.7	0.0	0.0	0.0
Yellow	3.6	3.7	3.6	0.0	0.0	0.0
Red	1.3	0.7	1.7	0.0	0.0	0.0



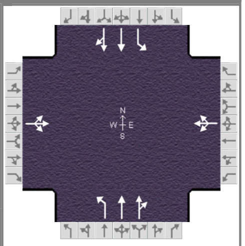
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		6	5	2
Case Number		8.0		8.0		6.3	1.0	4.0
Phase Duration, s		20.0		20.0		55.0	15.0	70.0
Change Period, (*Y+R* $_c$), s		5.3		5.3		4.4	4.9	4.4
Max Allow Headway (*MAH*), s		3.4		3.4		0.0	3.2	0.0
Queue Clearance Time (*g* $_s$), s		4.8		8.8			4.3	
Green Extension Time (*g* $_e$), s		0.3		0.2		0.0	0.1	0.0
Phase Call Probability		1.00		1.00			1.00	
Max Out Probability		0.00		0.10			0.05	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		61			132		29	587	575	138	628	626
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1589			1556		450	1900	1860	1810	1900	1892
Queue Service Time (*g* $_s$), s		0.0			3.9		2.7	17.6	17.6	2.3	12.0	12.1
Cycle Queue Clearance Time (*g* $_c$), s		2.8			6.8		2.7	17.6	17.6	2.3	12.0	12.1
Green Ratio (*g/C*)		0.16			0.16		0.56	0.56	0.56	0.70	0.73	0.73
Capacity (*c*), veh/h		313			310		333	1068	1046	463	1385	1379
Volume-to-Capacity Ratio (*X*)		0.193			0.426		0.088	0.549	0.550	0.299	0.453	0.454
Back of Queue (*Q*), ft/ln (95 th percentile)		52			119.6		13.6	297.6	293.1	32.1	183.4	182.8
Back of Queue (*Q*), veh/ln (95 th percentile)		2.1			4.8		0.5	11.9	11.7	1.3	7.3	7.3
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* $_1$), s/veh		32.7			34.2		9.2	12.5	12.5	7.5	4.9	4.9
Incremental Delay (*d* $_2$), s/veh		0.1			0.3		0.5	2.0	2.1	0.1	1.1	1.1
Initial Queue Delay (*d* $_3$), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		32.8			34.6		9.7	14.5	14.6	7.6	6.0	6.0
Level of Service (LOS)		C			C		A	B	B	A	A	A
Approach Delay, s/veh / LOS	32.8	C		34.6	C		14.4	B		6.2	A	
Intersection Delay, s/veh / LOS	11.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	1.71	B	1.71	B
Bicycle LOS Score / LOS	0.59	A	0.71	A	1.47	A	1.64	B

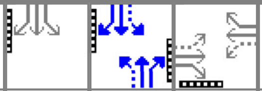
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 14, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future with Project - PM	PHF	0.99
Urban Street	Mindanao Way	Analysis Year	2026	Analysis Period	1> 16:45
Intersection	Mindanao/La Villa Marina	File Name	12PM - Future with Project.xus		
Project Description	Paseo Marina				

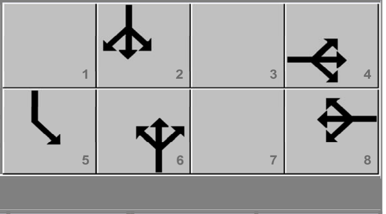


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	21	1	38	53	2	76	29	1085	68	137	1227	14

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



Green	10.1	50.6	14.7	0.0	0.0	0.0
Yellow	3.6	3.7	3.6	0.0	0.0	0.0
Red	1.3	0.7	1.7	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		6	5	2
Case Number		8.0		8.0		6.3	1.0	4.0
Phase Duration, s		20.0		20.0		55.0	15.0	70.0
Change Period, (*Y+R* *c*), s		5.3		5.3		4.4	4.9	4.4
Max Allow Headway (*MAH*), s		3.4		3.4		0.0	3.2	0.0
Queue Clearance Time (*g* *s*), s		4.8		8.8			4.3	
Green Extension Time (*g* *e*), s		0.3		0.2		0.0	0.1	0.0
Phase Call Probability		1.00		1.00			1.00	
Max Out Probability		0.00		0.10			0.05	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		61			132		29	588	576	138	628	626
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1589			1556		450	1900	1860	1810	1900	1892
Queue Service Time (*g* *s*), s		0.0			3.9		2.7	17.7	17.7	2.3	12.0	12.1
Cycle Queue Clearance Time (*g* *c*), s		2.8			6.8		2.7	17.7	17.7	2.3	12.0	12.1
Green Ratio (*g/C*)		0.16			0.16		0.56	0.56	0.56	0.70	0.73	0.73
Capacity (*c*), veh/h		313			310		333	1068	1046	462	1385	1379
Volume-to-Capacity Ratio (*X*)		0.193			0.426		0.088	0.551	0.551	0.299	0.453	0.454
Back of Queue (*Q*), ft/ln (95 th percentile)		52			119.6		13.6	298.8	294.3	32.1	183.4	182.8
Back of Queue (*Q*), veh/ln (95 th percentile)		2.1			4.8		0.5	12.0	11.8	1.3	7.3	7.3
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* *1*), s/veh		32.7			34.2		9.2	12.5	12.5	7.5	4.9	4.9
Incremental Delay (*d* *2*), s/veh		0.1			0.3		0.5	2.0	2.1	0.1	1.1	1.1
Initial Queue Delay (*d* *3*), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		32.8			34.6		9.7	14.5	14.6	7.6	6.0	6.0
Level of Service (LOS)		C			C		A	B	B	A	A	A
Approach Delay, s/veh / LOS	32.8	C		34.6	C		14.4	B		6.2	A	
Intersection Delay, s/veh / LOS	11.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	1.71	B	1.71	B
Bicycle LOS Score / LOS	0.59	A	0.71	A	1.47	A	1.64	B

APPENDIX K

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

LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS

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

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

Level of Service Criteria for Signalized Intersections

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

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

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

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

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

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

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

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

LEVEL OF SERVICE FOR UNSIGNALIZED INTERSECTIONS

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

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

Level of Service Criteria for TWSC/AWSC Intersections

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

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

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

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

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

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

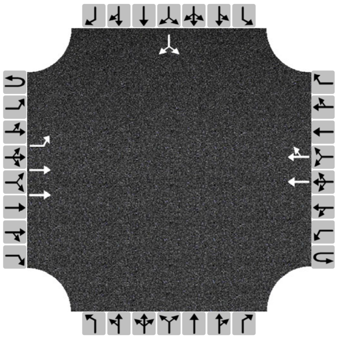
LOS E describes operations with control delay greater than 35 and up to 50 seconds per vehicle.

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

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Walgrove / Washington
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Culver City
Date Performed	8/12/2020	East/West Street	Washington Boulevard
Analysis Year	2020	North/South Street	Walgrove Avenue
Time Analyzed	Existing - AM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	1	0
Configuration		L	T				T	TR							LR	
Volume (veh/h)	0	290	1180				1107	164						13		254
Percent Heavy Vehicles (%)	3	3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Left Only								5							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

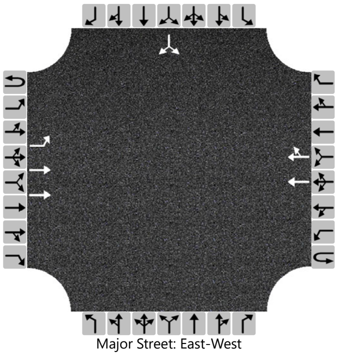
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		315													290	
Capacity, c (veh/h)		487													323	
v/c Ratio		0.65													0.90	
95% Queue Length, Q_{95} (veh)		4.5													8.6	
Control Delay (s/veh)		25.0													64.4	
Level of Service (LOS)		C													F	
Approach Delay (s/veh)	4.9												64.4			
Approach LOS													F			

HCS7 Two-Way Stop-Control Report

General Information		**Site Information**	
Analyst	JAS	Intersection	Walgrove / Washington
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Culver City
Date Performed	12/1/2020	East/West Street	Washington Boulevard
Analysis Year	2020	North/South Street	Walgrove Avenue
Time Analyzed	Existing + Project - AM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina - Option B		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	1	0
Configuration		L	T				T	TR							LR	
Volume (veh/h)	0	290	1204				1131	164						13		254
Percent Heavy Vehicles (%)	3	3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Left Only								5							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

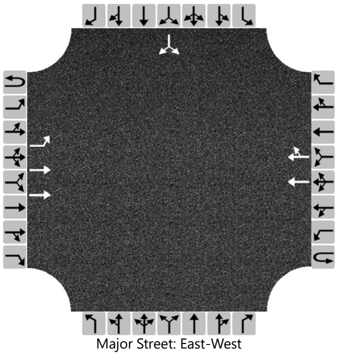
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		315													290	
Capacity, c (veh/h)		476													314	
v/c Ratio		0.66													0.92	
95% Queue Length, Q_{95} (veh)		4.8													9.1	
Control Delay (s/veh)		26.2													70.7	
Level of Service (LOS)		D													F	
Approach Delay (s/veh)	5.1												70.7			
Approach LOS													F			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Walgrove / Washington
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Culver City
Date Performed	8/12/2020	East/West Street	Washington Boulevard
Analysis Year	2026	North/South Street	Walgrove Avenue
Time Analyzed	Future - AM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	1	0
Configuration		L	T				T	TR							LR	
Volume (veh/h)	0	308	1290				1191	174						14		270
Percent Heavy Vehicles (%)	3	3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Left Only								5							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

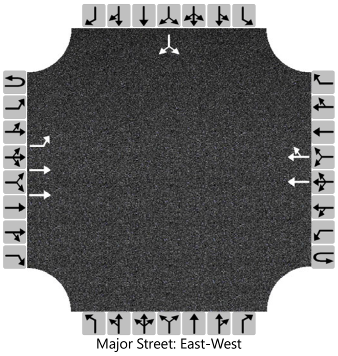
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		335													309	
Capacity, c (veh/h)		444													271	
v/c Ratio		0.75													1.14	
95% Queue Length, Q_{95} (veh)		6.3													13.4	
Control Delay (s/veh)		33.9													138.1	
Level of Service (LOS)		D													F	
Approach Delay (s/veh)	6.5												138.1			
Approach LOS													F			

HCS7 Two-Way Stop-Control Report

General Information		**Site Information**	
Analyst	JAS	Intersection	Walgrove / Washington
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Culver City
Date Performed	12/1/2020	East/West Street	Washington Boulevard
Analysis Year	2026	North/South Street	Walgrove Avenue
Time Analyzed	Future + Project - AM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina - Option B		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	1	0
Configuration		L	T				T	TR							LR	
Volume (veh/h)	0	308	1314				1215	174						14		270
Percent Heavy Vehicles (%)	3	3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Left Only								5							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

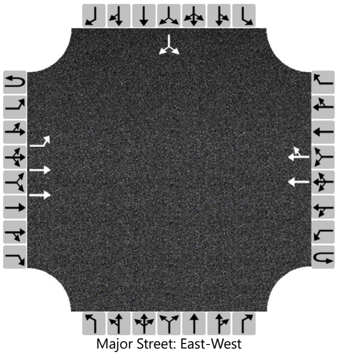
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		335													309	
Capacity, c (veh/h)		434													260	
v/c Ratio		0.77													1.19	
95% Queue Length, Q_{95} (veh)		6.6													14.2	
Control Delay (s/veh)		36.1													156.3	
Level of Service (LOS)		E													F	
Approach Delay (s/veh)	6.9												156.3			
Approach LOS													F			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Walgrove / Washington
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Culver City
Date Performed	8/12/2020	East/West Street	Washington Boulevard
Analysis Year	2020	North/South Street	Walgrove Avenue
Time Analyzed	Existing - PM	Peak Hour Factor	0.97
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	1	0
Configuration		L	T				T	TR							LR	
Volume (veh/h)	0	256	1153				1156	82						51		329
Percent Heavy Vehicles (%)	3	3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Left Only								5							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

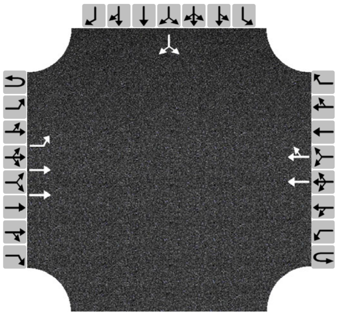
Flow Rate, v (veh/h)		264													392	
Capacity, c (veh/h)		534													323	
v/c Ratio		0.49													1.21	
95% Queue Length, Q_{95} (veh)		2.7													17.2	
Control Delay (s/veh)		18.1													155.5	
Level of Service (LOS)		C													F	
Approach Delay (s/veh)	3.3												155.5			
Approach LOS													F			

HCS7 Two-Way Stop-Control Report

General Information | Site Information

Analyst	JAS	Intersection	Walgrove / Washington
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Culver City
Date Performed	12/1/2020	East/West Street	Washington Boulevard
Analysis Year	2020	North/South Street	Walgrove Avenue
Time Analyzed	Existing + Project - PM	Peak Hour Factor	0.97
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina - Option B		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	1	0
Configuration		L	T				T	TR							LR	
Volume (veh/h)	0	256	1158				1163	82						51		329
Percent Heavy Vehicles (%)	3	3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Left Only								5							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

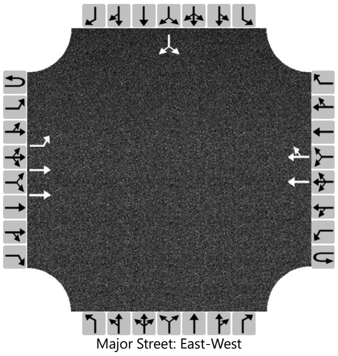
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		264													392	
Capacity, c (veh/h)		531													321	
v/c Ratio		0.50													1.22	
95% Queue Length, Q_{95} (veh)		2.7													17.3	
Control Delay (s/veh)		18.3													158.9	
Level of Service (LOS)		C													F	
Approach Delay (s/veh)	3.3												158.9			
Approach LOS													F			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Walgrove / Washington
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Culver City
Date Performed	8/12/2020	East/West Street	Washington Boulevard
Analysis Year	2026	North/South Street	Walgrove Avenue
Time Analyzed	Future - PM	Peak Hour Factor	0.97
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	1	0
Configuration		L	T				T	TR							LR	
Volume (veh/h)	0	272	1258				1281	87						54		349
Percent Heavy Vehicles (%)	3	3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Left Only								5							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

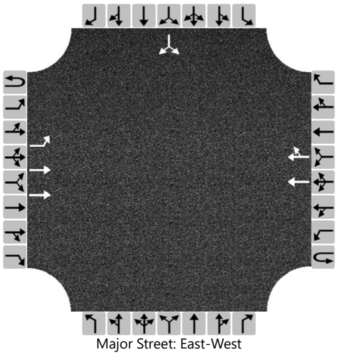
Flow Rate, v (veh/h)		280													415	
Capacity, c (veh/h)		474													271	
v/c Ratio		0.59													1.53	
95% Queue Length, Q_{95} (veh)		3.8													24.4	
Control Delay (s/veh)		23.0													291.2	
Level of Service (LOS)		C													F	
Approach Delay (s/veh)	4.1												291.2			
Approach LOS													F			

HCS7 Two-Way Stop-Control Report

General Information / Site Information

General Information		Site Information	
Analyst	JAS	Intersection	Walgrove / Washington
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Culver City
Date Performed	12/1/2020	East/West Street	Washington Boulevard
Analysis Year	2026	North/South Street	Walgrove Avenue
Time Analyzed	Future + Project - PM	Peak Hour Factor	0.97
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina - Option B		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	1	0
Configuration		L	T				T	TR							LR	
Volume (veh/h)	0	272	1263				1288	87						54		349
Percent Heavy Vehicles (%)	3	3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Left Only								5							

Critical and Follow-up Headways

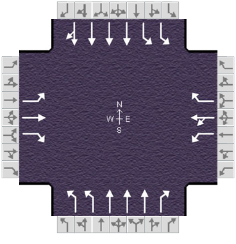
Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		280													415	
Capacity, c (veh/h)		471													269	
v/c Ratio		0.59													1.54	
95% Queue Length, Q_{95} (veh)		3.8													24.6	
Control Delay (s/veh)		23.2													296.8	
Level of Service (LOS)		C													F	
Approach Delay (s/veh)	4.1												296.8			
Approach LOS													F			

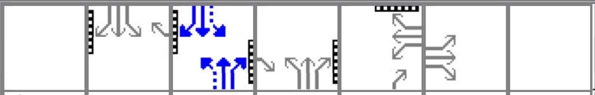
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 27, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - AM	PHF	0.98
Urban Street	Lincoln Boulevard	Analysis Year	2020	Analysis Period	1> 8:00
Intersection	Lincoln / Maxella	File Name	02AM - Existing.xus		
Project Description	Paseo Marina				

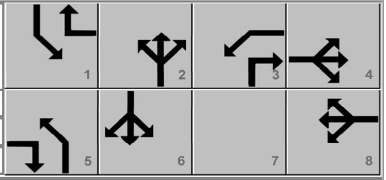


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	76	80	196	183	39	122	117	2072	277	122	1827	59

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	18.9	19.6	19.1	18.9	23.9	0.0
Yellow	3.9	4.4	3.6	3.6	3.6	0.0
Red	2.2	1.0	2.3	2.5	2.5	0.0



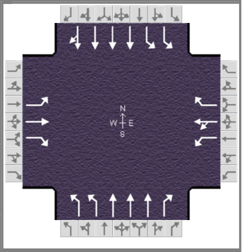
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		9.0		9.0	1.3	3.0	1.2	4.0
Phase Duration, s		30.0		25.0	25.0	50.0	25.0	50.0
Change Period, (Y+R_c), s		6.1		6.1	5.9	5.9	6.1	5.4
Max Allow Headway (*MAH*), s		4.4		4.3	3.1	0.0	3.1	0.0
Queue Clearance Time (g_s), s		14.3		10.3	2.0		5.3	
Green Extension Time (g_e), s		1.0		0.9	7.8	0.0	0.2	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		0.09		0.13	0.26		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	78	82	200	125	101	124	119	2114	283	124	1451	473
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1610	1810	1845	1610	1757	1725	1610	1757	1900	1857
Queue Service Time (g_s), s	4.8	4.8	12.3	8.3	6.5	7.7	0.0	44.1	14.3	3.3	29.2	29.2
Cycle Queue Clearance Time (g_c), s	4.8	4.8	12.3	8.3	6.5	7.7	0.0	44.1	14.3	3.3	29.2	29.2
Green Ratio (*g/C*)	0.18	0.18	0.33	0.15	0.15	0.29	0.28	0.34	0.48	0.31	0.34	0.34
Capacity (*c*), veh/h	333	349	533	263	268	468	676	1756	780	622	1956	637
Volume-to-Capacity Ratio (*X*)	0.233	0.234	0.376	0.476	0.378	0.266	0.177	1.204	0.362	0.200	0.742	0.742
Back of Queue (*Q*), ft/ln (95 th percentile)	99.3	104.4	140.9	175	139.2	141	73.9	1225.2	234.3	62.7	493.7	511.9
Back of Queue (*Q*), veh/ln (95 th percentile)	4.0	4.2	5.6	7.0	5.6	5.6	3.0	49.0	9.4	2.5	19.7	20.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	45.2	45.2	6.7	51.0	50.2	35.4	44.6	43.0	20.9	33.7	37.6	37.6
Incremental Delay (d_2), s/veh	0.4	0.3	0.4	1.3	0.9	0.3	0.0	97.6	1.3	0.1	2.6	7.6
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	45.6	45.6	7.1	52.3	51.1	35.7	44.6	140.5	22.2	33.8	40.2	45.3
Level of Service (LOS)	D	D	A	D	D	D	D	F	C	C	D	D
Approach Delay, s/veh / LOS	24.2		C	46.1		D	122.7		F	41.0		D
Intersection Delay, s/veh / LOS	79.2						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.97	C	2.87	C	2.32	B	2.32	B
Bicycle LOS Score / LOS	1.08	A	1.07	A	1.87	B	1.33	A

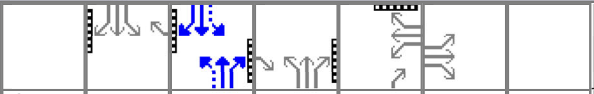
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Dec 1, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - AM	PHF	0.98
Urban Street	Lincoln Boulevard	Analysis Year	2020	Analysis Period	1> 8:00
Intersection	Lincoln / Maxella	File Name	02AM - Existing with Project - Option B.xus		
Project Description	Paseo Marina - Option B				

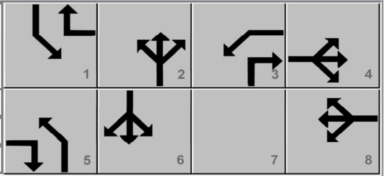


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	76	80	196	192	39	131	117	2072	303	131	1827	59

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	18.9	19.6	19.1	18.9	23.9	0.0
Yellow	3.9	4.4	3.6	3.6	3.6	0.0
Red	2.2	1.0	2.3	2.5	2.5	0.0



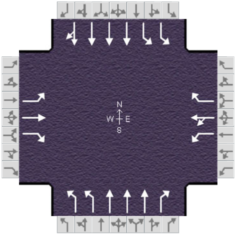
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		9.0		9.0	1.3	3.0	1.2	4.0
Phase Duration, s		30.0		25.0	25.0	50.0	25.0	50.0
Change Period, ($Y+R_c$), s		6.1		6.1	5.9	5.9	6.1	5.4
Max Allow Headway (*MAH*), s		4.4		4.3	3.1	0.0	3.1	0.0
Queue Clearance Time (g_s), s		14.3		10.7	2.0		5.5	
Green Extension Time (g_e), s		1.0		0.9	7.9	0.0	0.2	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		0.09		0.17	0.27		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	78	82	200	131	104	134	119	2114	309	134	1451	473
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1610	1810	1844	1610	1757	1725	1610	1757	1900	1857
Queue Service Time (g_s), s	4.8	4.8	12.3	8.7	6.7	8.3	0.0	44.1	15.9	3.5	29.2	29.2
Cycle Queue Clearance Time (g_c), s	4.8	4.8	12.3	8.7	6.7	8.3	0.0	44.1	15.9	3.5	29.2	29.2
Green Ratio (*g/C*)	0.18	0.18	0.33	0.15	0.15	0.29	0.28	0.34	0.48	0.31	0.34	0.34
Capacity (*c*), veh/h	333	349	533	263	268	468	676	1756	780	622	1956	637
Volume-to-Capacity Ratio (*X*)	0.233	0.234	0.376	0.499	0.390	0.286	0.177	1.204	0.396	0.215	0.742	0.742
Back of Queue (*Q*), ft/ln (95 th percentile)	99.3	104.4	140.9	184.5	143.7	152.3	73.9	1225.2	256	67.5	493.7	511.9
Back of Queue (*Q*), veh/ln (95 th percentile)	4.0	4.2	5.6	7.4	5.7	6.1	3.0	49.0	10.2	2.7	19.7	20.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	45.2	45.2	6.7	51.2	50.3	35.7	44.6	43.0	21.4	33.8	37.6	37.6
Incremental Delay (d_2), s/veh	0.4	0.3	0.4	1.5	0.9	0.3	0.0	97.6	1.5	0.1	2.6	7.6
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	45.6	45.6	7.1	52.6	51.2	36.0	44.6	140.5	22.9	33.9	40.2	45.3
Level of Service (LOS)	D	D	A	D	D	D	D	F	C	C	D	D
Approach Delay, s/veh / LOS	24.2	C		46.2	D		121.7	F		41.0	D	
Intersection Delay, s/veh / LOS	78.7						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.97	C	2.87	C	2.32	B	2.32	B
Bicycle LOS Score / LOS	1.08	A	1.10	A	1.89	B	1.34	A

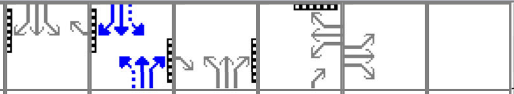
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 27, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - AM	PHF	0.98
Urban Street	Lincoln Boulevard	Analysis Year	2026	Analysis Period	1> 8:00
Intersection	Lincoln / Maxella	File Name	02AM - Future.xus		
Project Description	Paseo Marina				

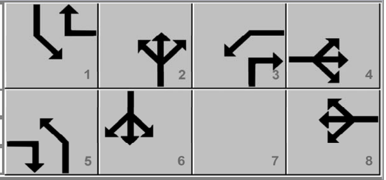


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	81	85	208	262	41	135	124	2213	304	132	1964	63

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	18.9	19.6	19.1	18.9	23.9	0.0
Yellow	3.9	4.4	3.6	3.6	3.6	0.0
Red	2.2	1.0	2.3	2.5	2.5	0.0



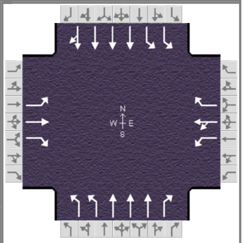
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		9.0		9.0	1.3	3.0	1.2	4.0
Phase Duration, s		30.0		25.0	25.0	50.0	25.0	50.0
Change Period, (*Y+R* *c*), s		6.1		6.1	5.9	5.9	6.1	5.4
Max Allow Headway (*MAH*), s		4.4		4.3	3.1	0.0	3.1	0.0
Queue Clearance Time (*g* *s*), s		15.2		14.2	2.0		5.6	
Green Extension Time (*g* *e*), s		1.0		0.8	8.6	0.0	0.2	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		0.15		0.85	0.32		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	83	87	212	179	130	138	127	2258	310	135	1560	508
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1610	1810	1839	1610	1757	1725	1610	1757	1900	1858
Queue Service Time (*g* *s*), s	5.1	5.1	13.2	12.2	8.5	8.6	0.0	44.1	16.0	3.6	32.2	32.2
Cycle Queue Clearance Time (*g* *c*), s	5.1	5.1	13.2	12.2	8.5	8.6	0.0	44.1	16.0	3.6	32.2	32.2
Green Ratio (*g/C*)	0.18	0.18	0.33	0.15	0.15	0.29	0.28	0.34	0.48	0.31	0.34	0.34
Capacity (*c*), veh/h	333	349	533	263	267	468	660	1756	780	622	1956	637
Volume-to-Capacity Ratio (*X*)	0.248	0.248	0.399	0.681	0.487	0.294	0.192	1.286	0.398	0.217	0.798	0.798
Back of Queue (*Q*), ft/ln (95 th percentile)	106.2	111.3	150.2	254.3	182.3	157.5	78.4	1459.9	257	68	540.5	564.8
Back of Queue (*Q*), veh/ln (95 th percentile)	4.2	4.5	6.0	10.2	7.3	6.3	3.1	58.4	10.3	2.7	21.6	22.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* *1*), s/veh	45.4	45.4	6.8	52.7	51.1	35.8	46.0	43.0	21.4	33.8	38.6	38.6
Incremental Delay (*d* *2*), s/veh	0.4	0.4	0.5	7.0	1.4	0.3	0.1	133.2	1.5	0.1	3.5	10.0
Initial Queue Delay (*d* *3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	45.8	45.7	7.2	59.6	52.5	36.1	46.0	176.2	22.9	33.9	42.1	48.7
Level of Service (LOS)	D	D	A	E	D	D	D	F	C	C	D	D
Approach Delay, s/veh / LOS	24.3		C	50.3		D	152.4		F	43.1		D
Intersection Delay, s/veh / LOS	93.9						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.97	C	2.87	C	2.32	B	2.32	B
Bicycle LOS Score / LOS	1.12	A	1.23	A	1.97	B	1.40	A

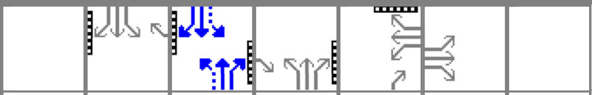
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Dec 1, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future with Project - AM	PHF	0.98
Urban Street	Lincoln Boulevard	Analysis Year	2026	Analysis Period	1> 8:00
Intersection	Lincoln / Maxella	File Name	02AM - Future with Project - Option B.xus		
Project Description	Paseo Marina - Option B				

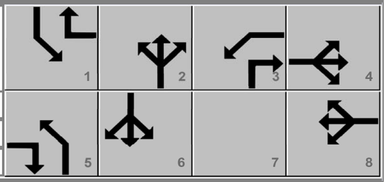


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	81	85	208	271	41	144	124	2213	330	141	1964	63

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	18.9	19.6	19.1	18.9	23.9	0.0
Yellow	3.9	4.4	3.6	3.6	3.6	0.0
Red	2.2	1.0	2.3	2.5	2.5	0.0



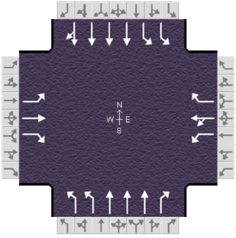
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		9.0		9.0	1.3	3.0	1.2	4.0
Phase Duration, s		30.0		25.0	25.0	50.0	25.0	50.0
Change Period, (*Y+R c*), s		6.1		6.1	5.9	5.9	6.1	5.4
Max Allow Headway (*MAH*), s		4.4		4.3	3.1	0.0	3.1	0.0
Queue Clearance Time (*g s*), s		15.2		14.7	2.0		5.8	
Green Extension Time (*g e*), s		1.0		0.8	8.6	0.0	0.2	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		0.15		1.00	0.33		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	83	87	212	185	133	147	127	2258	337	144	1560	508
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1610	1810	1838	1610	1757	1725	1610	1757	1900	1858
Queue Service Time (*g s*), s	5.1	5.1	13.2	12.7	8.7	9.3	0.0	44.1	17.7	3.8	32.2	32.2
Cycle Queue Clearance Time (*g c*), s	5.1	5.1	13.2	12.7	8.7	9.3	0.0	44.1	17.7	3.8	32.2	32.2
Green Ratio (*g/C*)	0.18	0.18	0.33	0.15	0.15	0.29	0.28	0.34	0.48	0.31	0.34	0.34
Capacity (*c*), veh/h	333	349	533	263	267	468	660	1756	780	622	1956	637
Volume-to-Capacity Ratio (*X*)	0.248	0.248	0.399	0.704	0.498	0.314	0.192	1.286	0.432	0.231	0.798	0.798
Back of Queue (*Q*), ft/ln (95 th percentile)	106.2	111.3	150.2	264.5	187	169	78.4	1459.9	279.5	72.9	540.5	564.8
Back of Queue (*Q*), veh/ln (95 th percentile)	4.2	4.5	6.0	10.6	7.5	6.8	3.1	58.4	11.2	2.9	21.6	22.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d 1*), s/veh	45.4	45.4	6.8	52.9	51.2	36.0	46.0	43.0	21.8	33.9	38.6	38.6
Incremental Delay (*d 2*), s/veh	0.4	0.4	0.5	8.2	1.4	0.4	0.1	133.2	1.7	0.1	3.5	10.0
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	45.8	45.7	7.2	61.1	52.6	36.4	46.0	176.2	23.6	34.0	42.1	48.7
Level of Service (LOS)	D	D	A	E	D	D	D	F	C	C	D	D
Approach Delay, s/veh / LOS	24.3		C	50.9		D	151.2		F	43.1		D
Intersection Delay, s/veh / LOS	93.4						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.97	C	2.87	C	2.32	B	2.32	B
Bicycle LOS Score / LOS	1.12	A	1.26	A	1.98	B	1.40	A

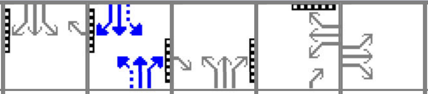
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 27, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - PM	PHF	0.98
Urban Street	Lincoln Boulevard	Analysis Year	2020	Analysis Period	1> 17:00
Intersection	Lincoln / Maxella	File Name	02PM - Existing.xus		
Project Description	Paseo Marina				

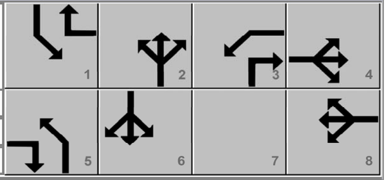


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	86	65	103	321	98	192	194	1795	346	104	2060	118

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	18.9	19.6	19.1	18.9	23.9	0.0
Yellow	3.9	4.4	3.6	3.6	3.6	0.0
Red	2.2	1.0	2.3	2.5	2.5	0.0



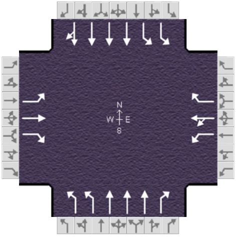
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		9.0		9.0	1.3	3.0	1.2	4.0
Phase Duration, s		30.0		25.0	25.0	50.0	25.0	50.0
Change Period, (*Y+R* *c*), s		6.1		6.1	5.9	5.9	6.1	5.4
Max Allow Headway (*MAH*), s		4.3		4.3	3.1	0.0	3.1	0.0
Queue Clearance Time (*g* *s*), s		8.1		17.3	3.6		4.8	
Green Extension Time (*g* *e*), s		0.8		0.5	6.7	0.0	0.2	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		0.00		1.00	0.25		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	88	66	105	219	208	196	198	1832	353	106	1683	540
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1610	1810	1853	1610	1757	1725	1610	1757	1900	1827
Queue Service Time (*g* *s*), s	5.4	3.8	6.1	15.3	14.1	12.8	1.6	44.1	18.8	2.8	35.8	35.8
Cycle Queue Clearance Time (*g* *c*), s	5.4	3.8	6.1	15.3	14.1	12.8	1.6	44.1	18.8	2.8	35.8	35.8
Green Ratio (*g/C*)	0.18	0.18	0.33	0.15	0.15	0.29	0.28	0.34	0.48	0.31	0.34	0.34
Capacity (*c*), veh/h	333	349	533	263	269	468	645	1756	780	622	1956	627
Volume-to-Capacity Ratio (*X*)	0.264	0.190	0.197	0.834	0.772	0.418	0.307	1.043	0.452	0.171	0.861	0.861
Back of Queue (*Q*), ft/ln (95 th percentile)	113.1	84	71.9	332.5	302.4	223.3	122.9	814	293.7	53.2	598.6	627.2
Back of Queue (*Q*), veh/ln (95 th percentile)	4.5	3.4	2.9	13.3	12.1	8.9	4.9	32.6	11.7	2.1	23.9	25.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* *1*), s/veh	45.5	44.9	6.3	54.0	53.5	37.2	47.1	43.0	22.1	33.6	39.8	39.8
Incremental Delay (*d* *2*), s/veh	0.4	0.3	0.2	20.1	12.9	0.6	0.1	33.7	1.9	0.0	5.2	14.5
Initial Queue Delay (*d* *3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	45.9	45.1	6.5	74.1	66.4	37.8	47.2	76.7	24.0	33.6	45.0	54.3
Level of Service (LOS)	D	D	A	E	E	D	D	F	C	C	D	D
Approach Delay, s/veh / LOS	29.7	C		60.1	E		66.4	E		46.7	D	
Intersection Delay, s/veh / LOS	55.8						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.97	C	2.87	C	2.32	B	2.32	B
Bicycle LOS Score / LOS	0.92	A	1.52	B	1.80	B	1.45	A

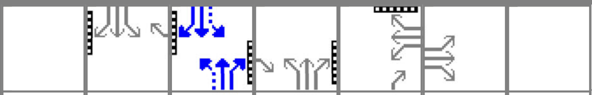
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Dec 1, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing with Project - PM	PHF	0.98
Urban Street	Lincoln Boulevard	Analysis Year	2020	Analysis Period	1> 17:00
Intersection	Lincoln / Maxella	File Name	02PM - Existing with Project - Option B.xus		
Project Description	Paseo Marina - Option B				

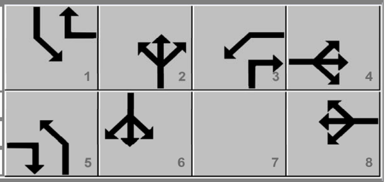


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	86	65	103	322	98	193	194	1795	354	107	2060	118

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	18.9	19.6	19.1	18.9	23.9	0.0
Yellow	3.9	4.4	3.6	3.6	3.6	0.0
Red	2.2	1.0	2.3	2.5	2.5	0.0



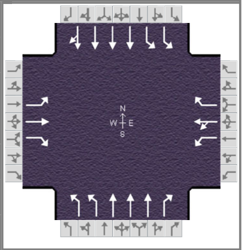
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		9.0		9.0	1.3	3.0	1.2	4.0
Phase Duration, s		30.0		25.0	25.0	50.0	25.0	50.0
Change Period, ($Y+R_c$), s		6.1		6.1	5.9	5.9	6.1	5.4
Max Allow Headway (*MAH*), s		4.3		4.3	3.1	0.0	3.1	0.0
Queue Clearance Time (g_s), s		8.1		17.4	3.6		4.9	
Green Extension Time (g_e), s		0.8		0.5	6.7	0.0	0.2	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		0.00		1.00	0.25		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	88	66	105	220	208	197	198	1832	361	109	1683	540
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1610	1810	1853	1610	1757	1725	1610	1757	1900	1827
Queue Service Time (g_s), s	5.4	3.8	6.1	15.4	14.1	12.8	1.6	44.1	19.4	2.9	35.8	35.8
Cycle Queue Clearance Time (g_c), s	5.4	3.8	6.1	15.4	14.1	12.8	1.6	44.1	19.4	2.9	35.8	35.8
Green Ratio (*g/C*)	0.18	0.18	0.33	0.15	0.15	0.29	0.28	0.34	0.48	0.31	0.34	0.34
Capacity (*c*), veh/h	333	349	533	263	269	468	645	1756	780	622	1956	627
Volume-to-Capacity Ratio (*X*)	0.264	0.190	0.197	0.837	0.774	0.421	0.307	1.043	0.463	0.176	0.861	0.861
Back of Queue (*Q*), ft/ln (95 th percentile)	113.1	84	71.9	334	303.1	224.4	122.9	814	301.1	54.7	598.6	627.2
Back of Queue (*Q*), veh/ln (95 th percentile)	4.5	3.4	2.9	13.4	12.1	9.0	4.9	32.6	12.0	2.2	23.9	25.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	45.5	44.9	6.3	54.0	53.5	37.3	47.1	43.0	22.3	33.6	39.8	39.8
Incremental Delay (d_2), s/veh	0.4	0.3	0.2	20.4	13.1	0.6	0.1	33.7	2.0	0.0	5.2	14.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	45.9	45.1	6.5	74.5	66.6	37.9	47.2	76.7	24.2	33.6	45.0	54.3
Level of Service (LOS)	D	D	A	E	E	D	D	F	C	C	D	D
Approach Delay, s/veh / LOS	29.7		C	60.3		E	66.3		E	46.6		D
Intersection Delay, s/veh / LOS	55.8						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.97	C	2.87	C	2.32	B	2.32	B
Bicycle LOS Score / LOS	0.92	A	1.52	B	1.80	B	1.45	A

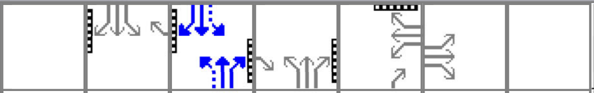
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 27, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - PM	PHF	0.98
Urban Street	Lincoln Boulevard	Analysis Year	2026	Analysis Period	1> 17:00
Intersection	Lincoln / Maxella	File Name	02PM - Future.xus		
Project Description	Paseo Marina				

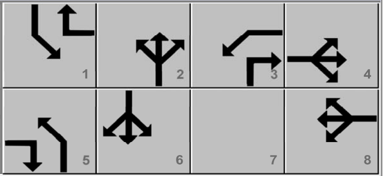


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	91	69	109	382	104	209	206	2001	411	116	2241	125

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	18.9	19.6	19.1	18.9	23.9	0.0
Yellow	3.9	4.4	3.6	3.6	3.6	0.0
Red	2.2	1.0	2.3	2.5	2.5	0.0



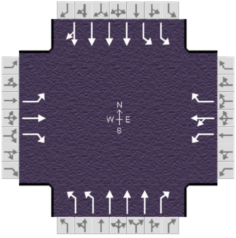
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		9.0		9.0	1.3	3.0	1.2	4.0
Phase Duration, s		30.0		25.0	25.0	50.0	25.0	50.0
Change Period, ($Y+R_c$), s		6.1		6.1	5.9	5.9	6.1	5.4
Max Allow Headway (*MAH*), s		4.3		4.3	3.1	0.0	3.1	0.0
Queue Clearance Time (g_s), s		8.5		20.7	4.5		5.1	
Green Extension Time (g_e), s		0.9		0.0	7.5	0.0	0.2	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		0.00		1.00	0.37		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	93	70	111	261	235	213	210	2042	419	118	1827	587
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1900	1610	1810	1850	1610	1757	1725	1610	1757	1900	1829
Queue Service Time (g_s), s	5.7	4.1	6.5	18.7	16.1	14.1	2.5	44.1	23.6	3.1	40.3	40.4
Cycle Queue Clearance Time (g_c), s	5.7	4.1	6.5	18.7	16.1	14.1	2.5	44.1	23.6	3.1	40.3	40.4
Green Ratio (g/C)	0.18	0.18	0.33	0.15	0.15	0.29	0.28	0.34	0.48	0.31	0.34	0.34
Capacity (c), veh/h	333	349	533	263	269	468	632	1756	780	622	1956	627
Volume-to-Capacity Ratio (X)	0.279	0.202	0.209	0.993	0.873	0.456	0.333	1.163	0.537	0.190	0.934	0.936
Back of Queue (Q), ft/ln (95 th percentile)	120	89.5	76.2	457.8	363.3	241.4	130.4	1111.2	355.3	59.5	684.3	732.8
Back of Queue (Q), veh/ln (95 th percentile)	4.8	3.6	3.0	18.3	14.5	9.7	5.2	44.4	14.2	2.4	27.4	29.3
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	45.6	45.0	6.3	55.5	54.4	37.7	47.7	43.0	23.3	33.7	41.3	41.3
Incremental Delay (d_2), s/veh	0.5	0.3	0.2	53.4	25.4	0.7	0.1	80.0	2.6	0.1	9.8	23.3
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	46.1	45.2	6.5	108.8	79.8	38.4	47.8	123.0	26.0	33.7	51.1	64.6
Level of Service (LOS)	D	D	A	F	E	D	D	F	C	C	D	E
Approach Delay, s/veh / LOS	29.8	C		78.0	E		101.8	F		53.4	D	
Intersection Delay, s/veh / LOS	76.1						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.97	C	2.87	C	2.32	B	2.32	B
Bicycle LOS Score / LOS	0.94	A	1.66	B	1.96	B	1.53	B

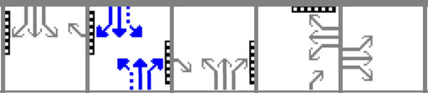
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Dec 1, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future with Project - PM	PHF	0.98
Urban Street	Lincoln Boulevard	Analysis Year	2026	Analysis Period	1> 17:00
Intersection	Lincoln / Maxella	File Name	02PM - Future with Project - Option B.xus		
Project Description	Paseo Marina - Option B				

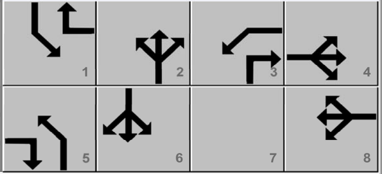


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	91	69	109	383	104	210	206	2001	419	119	2241	125

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	18.9	19.6	19.1	18.9	23.9	0.0
Yellow	3.9	4.4	3.6	3.6	3.6	0.0
Red	2.2	1.0	2.3	2.5	2.5	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		9.0		9.0	1.3	3.0	1.2	4.0
Phase Duration, s		30.0		25.0	25.0	50.0	25.0	50.0
Change Period, (*Y+R* *c*), s		6.1		6.1	5.9	5.9	6.1	5.4
Max Allow Headway (*MAH*), s		4.3		4.3	3.1	0.0	3.1	0.0
Queue Clearance Time (*g* *s*), s		8.5		20.8	4.5		5.2	
Green Extension Time (*g* *e*), s		0.9		0.0	7.5	0.0	0.2	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		0.00		1.00	0.38		0.00	

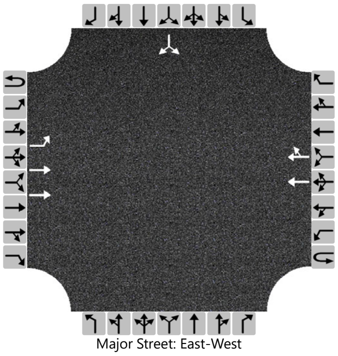
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	93	70	111	262	235	214	210	2042	428	121	1827	587
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1610	1810	1850	1610	1757	1725	1610	1757	1900	1829
Queue Service Time (*g* *s*), s	5.7	4.1	6.5	18.8	16.2	14.2	2.5	44.1	24.2	3.2	40.3	40.4
Cycle Queue Clearance Time (*g* *c*), s	5.7	4.1	6.5	18.8	16.2	14.2	2.5	44.1	24.2	3.2	40.3	40.4
Green Ratio (*g/C*)	0.18	0.18	0.33	0.15	0.15	0.29	0.28	0.34	0.48	0.31	0.34	0.34
Capacity (*c*), veh/h	333	349	533	263	269	468	632	1756	780	622	1956	627
Volume-to-Capacity Ratio (*X*)	0.279	0.202	0.209	0.995	0.874	0.458	0.333	1.163	0.548	0.195	0.934	0.936
Back of Queue (*Q*), ft/ln (95 th percentile)	120	89.5	76.2	460.2	364.2	242.3	130.4	1111.2	363.3	61.1	684.3	732.8
Back of Queue (*Q*), veh/ln (95 th percentile)	4.8	3.6	3.0	18.4	14.6	9.7	5.2	44.4	14.5	2.4	27.4	29.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* *1*), s/veh	45.6	45.0	6.3	55.5	54.4	37.7	47.7	43.0	23.5	33.7	41.3	41.3
Incremental Delay (*d* *2*), s/veh	0.5	0.3	0.2	54.1	25.6	0.7	0.1	80.0	2.8	0.1	9.8	23.3
Initial Queue Delay (*d* *3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	46.1	45.2	6.5	109.6	80.0	38.4	47.8	123.0	26.3	33.8	51.1	64.6
Level of Service (LOS)	D	D	A	F	F	D	D	F	C	C	D	E
Approach Delay, s/veh / LOS	29.8		C	78.4		E	101.7		F	53.4		D
Intersection Delay, s/veh / LOS	76.1						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.97	C	2.87	C	2.32	B	2.32	B
Bicycle LOS Score / LOS	0.94	A	1.66	B	1.96	B	1.53	B

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Del Rey / Maxella
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	8/12/2020	East/West Street	Maxella Avenue
Analysis Year	2020	North/South Street	Del Rey Avenue
Time Analyzed	Existing - AM	Peak Hour Factor	0.96
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	1	0
Configuration		L	T				T	TR							LR	
Volume (veh/h)	0	146	361				277	82						35		76
Percent Heavy Vehicles (%)	3	3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Left Only								2							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

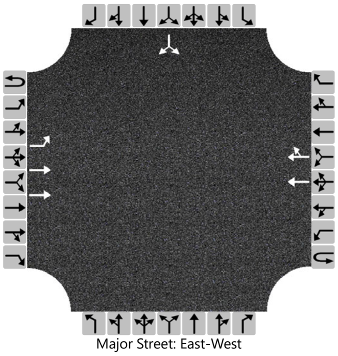
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		152													116	
Capacity, c (veh/h)		1174													645	
v/c Ratio		0.13													0.18	
95% Queue Length, Q_{95} (veh)		0.4													0.6	
Control Delay (s/veh)		8.5													11.8	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	2.5												11.8			
Approach LOS													B			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Del Rey / Maxella
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	12/1/2020	East/West Street	Maxella Avenue
Analysis Year	2020	North/South Street	Del Rey Avenue
Time Analyzed	Existing + Project - AM	Peak Hour Factor	0.96
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina - Option B		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	1	0
Configuration		L	T				T	TR							LR	
Volume (veh/h)	0	146	396				295	82						35		76
Percent Heavy Vehicles (%)	3	3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Left Only								2							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

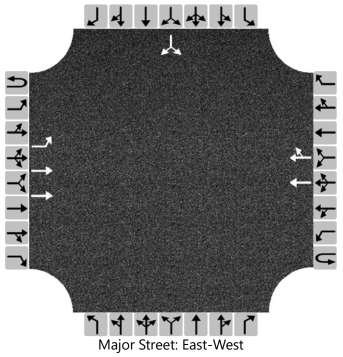
Flow Rate, v (veh/h)		152													116	
Capacity, c (veh/h)		1155													632	
v/c Ratio		0.13													0.18	
95% Queue Length, Q_{95} (veh)		0.5													0.7	
Control Delay (s/veh)		8.6													12.0	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	2.3												12.0			
Approach LOS													B			

HCS7 Two-Way Stop-Control Report

General Information / Site Information

General Information		Site Information	
Analyst	JAS	Intersection	Del Rey / Maxella
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	8/12/2020	East/West Street	Maxella Avenue
Analysis Year	2026	North/South Street	Del Rey Avenue
Time Analyzed	Future - AM	Peak Hour Factor	0.96
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	1	0
Configuration		L	T				T	TR							LR	
Volume (veh/h)	0	155	395				319	86						55		129
Percent Heavy Vehicles (%)	3	3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Left Only								2							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		161													192	
Capacity, c (veh/h)		1127													620	
v/c Ratio		0.14													0.31	
95% Queue Length, Q_{95} (veh)		0.5													1.3	
Control Delay (s/veh)		8.7													13.4	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	2.5												13.4			
Approach LOS													B			

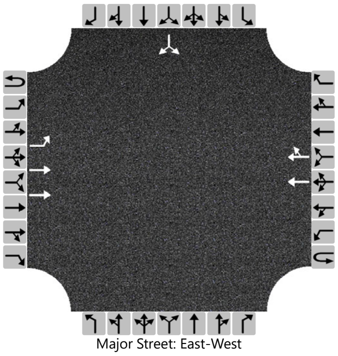
HCS7 Two-Way Stop-Control Report

General Information

Site Information

Analyst	JAS	Intersection	Del Rey / Maxella
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	12/1/2020	East/West Street	Maxella Avenue
Analysis Year	2026	North/South Street	Del Rey Avenue
Time Analyzed	Future + Project - AM	Peak Hour Factor	0.96
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina - Option B		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	1	0
Configuration		L	T				T	TR							LR	
Volume (veh/h)	0	155	430				337	86						55		129
Percent Heavy Vehicles (%)	3	3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Left Only								2							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

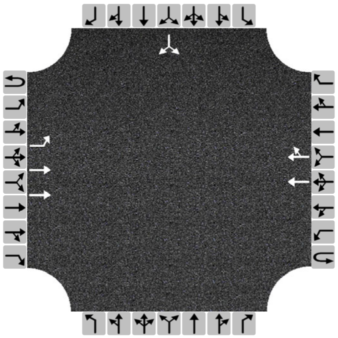
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		161													192	
Capacity, c (veh/h)		1109													608	
v/c Ratio		0.15													0.32	
95% Queue Length, Q_{95} (veh)		0.5													1.3	
Control Delay (s/veh)		8.8													13.6	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	2.3												13.6			
Approach LOS													B			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Del Rey / Maxella
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	8/12/2020	East/West Street	Maxella Avenue
Analysis Year	2020	North/South Street	Del Rey Avenue
Time Analyzed	Existing - PM	Peak Hour Factor	0.93
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	1	0
Configuration		L	T				T	TR							LR	
Volume (veh/h)	0	81	477				428	81						89		189
Percent Heavy Vehicles (%)	3	3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Left Only								2							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

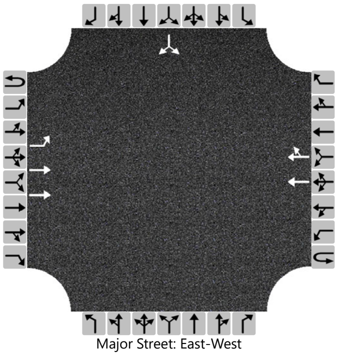
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		87													299	
Capacity, c (veh/h)		1011													596	
v/c Ratio		0.09													0.50	
95% Queue Length, Q_{95} (veh)		0.3													2.8	
Control Delay (s/veh)		8.9													17.0	
Level of Service (LOS)		A													C	
Approach Delay (s/veh)	1.3												17.0			
Approach LOS													C			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Del Rey / Maxella
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	12/1/2020	East/West Street	Maxella Avenue
Analysis Year	2020	North/South Street	Del Rey Avenue
Time Analyzed	Existing + Project - PM	Peak Hour Factor	0.93
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina - Option B		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	1	0
Configuration		L	T				T	TR							LR	
Volume (veh/h)	0	81	488				432	81						89		189
Percent Heavy Vehicles (%)	3	3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Left Only								2							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

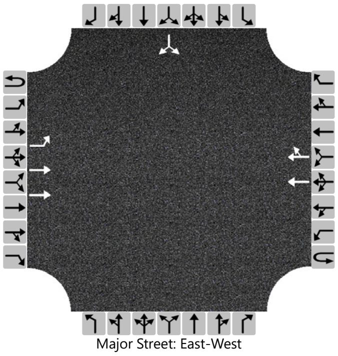
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		87													299	
Capacity, c (veh/h)		1008													593	
v/c Ratio		0.09													0.50	
95% Queue Length, Q_{95} (veh)		0.3													2.8	
Control Delay (s/veh)		8.9													17.1	
Level of Service (LOS)		A													C	
Approach Delay (s/veh)	1.3												17.1			
Approach LOS													C			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Del Rey / Maxella
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	8/12/2020	East/West Street	Maxella Avenue
Analysis Year	2026	North/South Street	Del Rey Avenue
Time Analyzed	Future - PM	Peak Hour Factor	0.93
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	1	0
Configuration		L	T				T	TR							LR	
Volume (veh/h)	0	98	545				490	104						97		210
Percent Heavy Vehicles (%)	3	3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Left Only								2							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

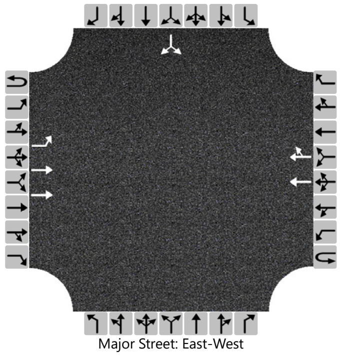
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		105													330	
Capacity, c (veh/h)		934													543	
v/c Ratio		0.11													0.61	
95% Queue Length, Q_{95} (veh)		0.4													4.0	
Control Delay (s/veh)		9.3													21.4	
Level of Service (LOS)		A													C	
Approach Delay (s/veh)	1.4												21.4			
Approach LOS													C			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Del Rey / Maxella
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	12/1/2020	East/West Street	Maxella Avenue
Analysis Year	2026	North/South Street	Del Rey Avenue
Time Analyzed	Future + Project - PM	Peak Hour Factor	0.93
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina - Option B		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	0		0	0	0		0	1	0
Configuration		L	T				T	TR							LR	
Volume (veh/h)	0	98	556				494	104						97		210
Percent Heavy Vehicles (%)	3	3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Left Only								2							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.16												6.86		6.96
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

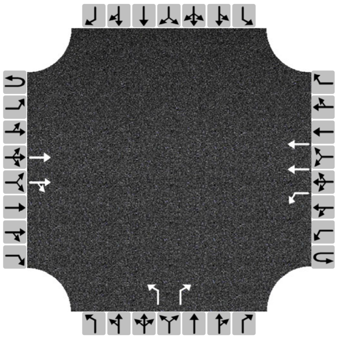
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		105													330	
Capacity, c (veh/h)		931													540	
v/c Ratio		0.11													0.61	
95% Queue Length, Q_{95} (veh)		0.4													4.1	
Control Delay (s/veh)		9.4													21.6	
Level of Service (LOS)		A													C	
Approach Delay (s/veh)	1.4												21.6			
Approach LOS													C			

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Ocean Way / Maxella
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	8/12/2020	East/West Street	Maxella Avenue
Analysis Year	2020	North/South Street	Ocean Way
Time Analyzed	Existing - AM	Peak Hour Factor	0.94
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		1	0	1		0	0	0
Configuration			T	TR		L	T			L		R				
Volume (veh/h)			305	43	0	33	278			50		62				
Percent Heavy Vehicles (%)					3	3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized									No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways

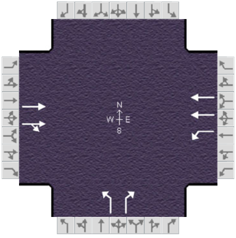
Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.16				6.86		6.96				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						35				53		66				
Capacity, c (veh/h)						1178				439		822				
v/c Ratio						0.03				0.12		0.08				
95% Queue Length, Q_{95} (veh)						0.1				0.4		0.3				
Control Delay (s/veh)						8.2				14.3		9.8				
Level of Service (LOS)						A				B		A				
Approach Delay (s/veh)					0.9				11.8							
Approach LOS									B							

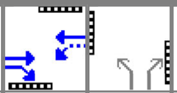
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Dec 1, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing with Project - AM	PHF	0.94
Urban Street	Maxella Avenue	Analysis Year	2020	Analysis Period	1> 8:00
Intersection	Ocean Way/Maxella	File Name	04AM - Existing with Project - Option B.xus		
Project Description	Paseo Marina - Option B				

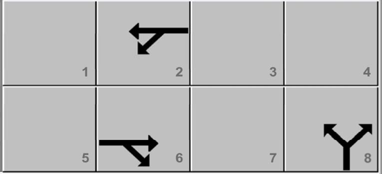


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		308	75	38	278		68		80			

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	24.8	24.9	0.0	0.0	0.0	0.0
Yellow	3.6	3.6	0.0	0.0	0.0	0.0
Red	1.6	1.5	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		
Case Number		8.0		6.0		9.0		
Phase Duration, s		30.0		30.0		30.0		
Change Period, (*Y+R* *c*), s		5.2		5.2		5.1		
Max Allow Headway (*MAH*), s		0.0		0.0		3.4		
Queue Clearance Time (*g* *s*), s						4.0		
Green Extension Time (*g* *e*), s		0.0		0.0		0.3		
Phase Call Probability						1.00		
Max Out Probability						0.00		

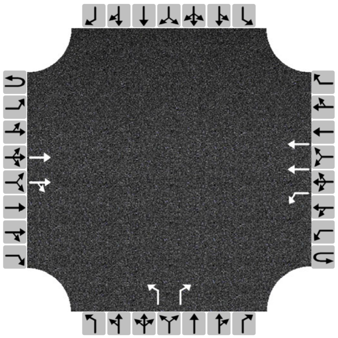
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		6	16	5	2		3		18			
Adjusted Flow Rate (*v*), veh/h		208	199	40	296		72		85			
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1900	1772	993	1809		1810		1610			
Queue Service Time (*g* *s*), s		4.3	4.5	1.7	3.1		1.5		2.0			
Cycle Queue Clearance Time (*g* *c*), s		4.3	4.5	6.1	3.1		1.5		2.0			
Green Ratio (*g/C*)		0.41	0.41	0.41	0.41		0.42		0.42			
Capacity (*c*), veh/h		785	732	457	1495		751		668			
Volume-to-Capacity Ratio (*X*)		0.265	0.272	0.088	0.198		0.096		0.127			
Back of Queue (*Q*), ft/ln (95 th percentile)		82.9	80	18	54.2		26.5		32			
Back of Queue (*Q*), veh/ln (95 th percentile)		3.3	3.2	0.7	2.2		1.1		1.3			
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00	0.00	0.00		0.00		0.00			
Uniform Delay (*d* *1*), s/veh		11.6	11.6	13.7	11.2		10.7		10.8			
Incremental Delay (*d* *2*), s/veh		0.8	0.9	0.4	0.3		0.3		0.4			
Initial Queue Delay (*d* *3*), s/veh		0.0	0.0	0.0	0.0		0.0		0.0			
Control Delay (*d*), s/veh		12.4	12.5	14.0	11.5		10.9		11.2			
Level of Service (LOS)		B	B	B	B		B		B			
Approach Delay, s/veh / LOS	12.5		B	11.8		B	11.1		B	0.0		
Intersection Delay, s/veh / LOS	12.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.92	B	0.72	A	2.28	B	2.11	B
Bicycle LOS Score / LOS	0.82	A	0.76	A		F		

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Ocean Way / Maxella
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	8/12/2020	East/West Street	Maxella Avenue
Analysis Year	2026	North/South Street	Ocean Way
Time Analyzed	Future - AM	Peak Hour Factor	0.94
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		1	0	1		0	0	0
Configuration			T	TR		L	T			L		R				
Volume (veh/h)			351	49	0	38	307			65		77				
Percent Heavy Vehicles (%)					3	3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized									No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways

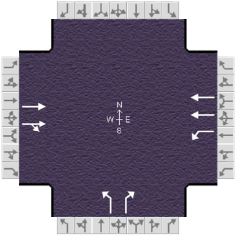
Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.16				6.86		6.96				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						40				69		82				
Capacity, c (veh/h)						1123				389		789				
v/c Ratio						0.04				0.18		0.10				
95% Queue Length, Q_{95} (veh)						0.1				0.6		0.3				
Control Delay (s/veh)						8.3				16.2		10.1				
Level of Service (LOS)						A				C		B				
Approach Delay (s/veh)					0.9				12.9							
Approach LOS									B							

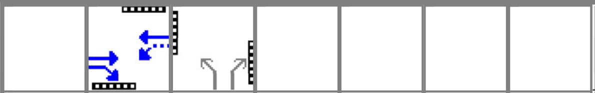
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Dec 1, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future with Project - AM	PHF	0.94
Urban Street	Maxella Avenue	Analysis Year	2026	Analysis Period	1> 8:00
Intersection	Ocean Way/Maxella	File Name	04AM - Future with Project - Option B.xus		
Project Description	Paseo Marina - Option B				

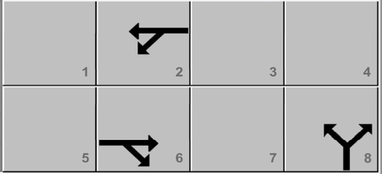


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		354	81	43	307		83		95			

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	24.8	24.9	0.0	0.0	0.0	0.0
Yellow	3.6	3.6	0.0	0.0	0.0	0.0
Red	1.6	1.5	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		
Case Number		8.0		6.0		9.0		
Phase Duration, s		30.0		30.0		30.0		
Change Period, (*Y+R* $_c$), s		5.2		5.2		5.1		
Max Allow Headway (*MAH*), s		0.0		0.0		3.4		
Queue Clearance Time (*g* $_s$), s						4.4		
Green Extension Time (*g* $_e$), s		0.0		0.0		0.4		
Phase Call Probability						1.00		
Max Out Probability						0.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		6	16	5	2		3		18			
Adjusted Flow Rate (*v*), veh/h		237	226	46	327		88		101			
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1900	1778	944	1809		1810		1610			
Queue Service Time (*g* $_s$), s		5.0	5.1	2.1	3.5		1.8		2.4			
Cycle Queue Clearance Time (*g* $_c$), s		5.0	5.1	7.2	3.5		1.8		2.4			
Green Ratio (*g/C*)		0.41	0.41	0.41	0.41		0.42		0.42			
Capacity (*c*), veh/h		785	735	430	1495		751		668			
Volume-to-Capacity Ratio (*X*)		0.302	0.307	0.106	0.218		0.118		0.151			
Back of Queue (*Q*), ft/ln (95 th percentile)		96.2	92.6	21.1	60.5		29.9		34.8			
Back of Queue (*Q*), veh/ln (95 th percentile)		3.8	3.7	0.8	2.4		1.2		1.4			
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00	0.00	0.00		0.00		0.00			
Uniform Delay (*d* $_1$), s/veh		11.8	11.8	14.2	11.4		10.8		11.0			
Incremental Delay (*d* $_2$), s/veh		1.0	1.1	0.5	0.3		0.0		0.0			
Initial Queue Delay (*d* $_3$), s/veh		0.0	0.0	0.0	0.0		0.0		0.0			
Control Delay (*d*), s/veh		12.8	12.9	14.7	11.7		10.8		11.0			
Level of Service (LOS)		B	B	B	B		B		B			

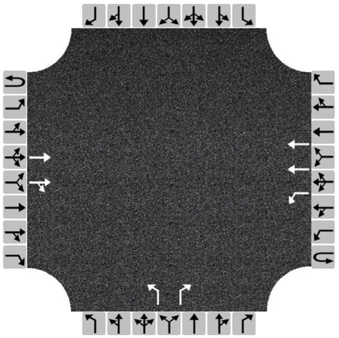
	EB		WB		NB		SB	
Approach Delay, s/veh / LOS	12.8	B	12.1	B	10.9	B	0.0	
Intersection Delay, s/veh / LOS	12.2				B			

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.92	B	0.72	A	2.28	B	2.11	B
Bicycle LOS Score / LOS	0.87	A	0.79	A		F		

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Ocean Way / Maxella
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	8/13/2020	East/West Street	Maxella Avenue
Analysis Year	2020	North/South Street	Ocean Way
Time Analyzed	Existing - PM	Peak Hour Factor	0.96
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		1	0	1		0	0	0
Configuration			T	TR		L	T			L		R				
Volume (veh/h)			441	90	0	49	392			64		49				
Percent Heavy Vehicles (%)					3	3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized									No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways

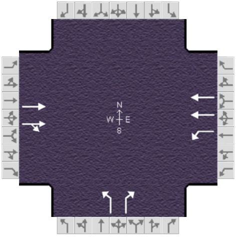
Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.16				6.86		6.96				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						51				67		51				
Capacity, c (veh/h)						1006				299		718				
v/c Ratio						0.05				0.22		0.07				
95% Queue Length, Q_{95} (veh)						0.2				0.8		0.2				
Control Delay (s/veh)						8.8				20.5		10.4				
Level of Service (LOS)						A				C		B				
Approach Delay (s/veh)					1.0				16.1							
Approach LOS									C							

HCS7 Signalized Intersection Results Summary

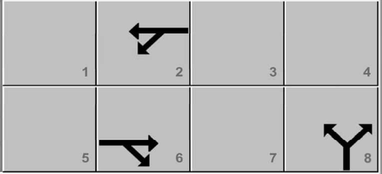
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Dec 1, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing with Project - PM	PHF	0.96
Urban Street	Maxella Avenue	Analysis Year	2020	Analysis Period	1> 17:00
Intersection	Ocean Way/Maxella	File Name	04PM - Existing with Project - Option B.xus		
Project Description	Paseo Marina - Option B				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		442	100	51	392		68		53			

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	24.8	24.9	0.0	0.0	0.0	0.0
Yellow	3.6	3.6	0.0	0.0	0.0	0.0
Red	1.6	1.5	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		
Case Number		8.0		6.0		9.0		
Phase Duration, s		30.0		30.0		30.0		
Change Period, (*Y+R* c), s		5.2		5.2		5.1		
Max Allow Headway (*MAH*), s		0.0		0.0		3.4		
Queue Clearance Time (*g* s), s						3.4		
Green Extension Time (*g* e), s		0.0		0.0		0.2		
Phase Call Probability						1.00		
Max Out Probability						0.00		

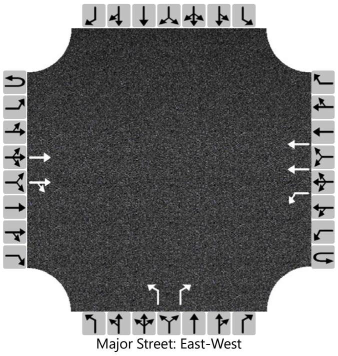
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		6	16	5	2		3		18			
Adjusted Flow Rate (*v*), veh/h		290	275	53	408		71		55			
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1900	1779	859	1809		1810		1610			
Queue Service Time (*g* s), s		6.3	6.4	2.7	4.5		1.4		1.2			
Cycle Queue Clearance Time (*g* c), s		6.3	6.4	9.2	4.5		1.4		1.2			
Green Ratio (*g/C*)		0.41	0.41	0.41	0.41		0.42		0.42			
Capacity (*c*), veh/h		785	735	383	1495		751		668			
Volume-to-Capacity Ratio (*X*)		0.369	0.373	0.139	0.273		0.094		0.083			
Back of Queue (*Q*), ft/ln (95 th percentile)		122.6	117	26.3	77.7		25.9		20.3			
Back of Queue (*Q*), veh/ln (95 th percentile)		4.9	4.7	1.1	3.1		1.0		0.8			
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00	0.00	0.00		0.00		0.00			
Uniform Delay (*d* 1), s/veh		12.2	12.2	15.4	11.6		10.7		10.6			
Incremental Delay (*d* 2), s/veh		1.3	1.5	0.8	0.5		0.2		0.2			
Initial Queue Delay (*d* 3), s/veh		0.0	0.0	0.0	0.0		0.0		0.0			
Control Delay (*d*), s/veh		13.5	13.7	16.1	12.1		10.9		10.9			
Level of Service (LOS)		B	B	B	B		B		B			
Approach Delay, s/veh / LOS	13.6	B		12.6	B		10.9	B		0.0		
Intersection Delay, s/veh / LOS	12.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.92	B	0.72	A	2.28	B	2.11	B
Bicycle LOS Score / LOS	0.95	A	0.87	A		F		

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Ocean Way / Maxella
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	8/13/2020	East/West Street	Maxella Avenue
Analysis Year	2026	North/South Street	Ocean Way
Time Analyzed	Future - PM	Peak Hour Factor	0.96
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		1	0	1		0	0	0
Configuration			T	TR		L	T			L		R				
Volume (veh/h)			496	110	0	64	463			75		59				
Percent Heavy Vehicles (%)					3	3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized									No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways

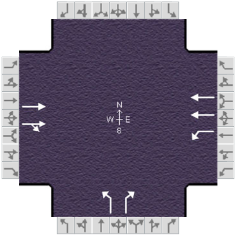
Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.16				6.86		6.96				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						67				78		61				
Capacity, c (veh/h)						940				239		677				
v/c Ratio						0.07				0.33		0.09				
95% Queue Length, Q_{95} (veh)						0.2				1.4		0.3				
Control Delay (s/veh)						9.1				27.2		10.8				
Level of Service (LOS)						A				D		B				
Approach Delay (s/veh)					1.1				20.0							
Approach LOS									C							

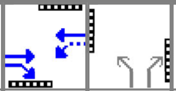
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Dec 1, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future with Project - PM	PHF	0.96
Urban Street	Maxella Avenue	Analysis Year	2026	Analysis Period	1> 17:00
Intersection	Ocean Way/Maxella	File Name	04PM - Future with Project - Option B.xus		
Project Description	Paseo Marina - Option B				

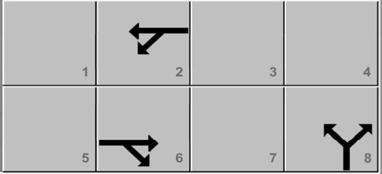


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		497	120	66	463		79		63			

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	24.8	24.9	0.0	0.0	0.0	0.0
Yellow	3.6	3.6	0.0	0.0	0.0	0.0
Red	1.6	1.5	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		
Case Number		8.0		6.0		9.0		
Phase Duration, s		30.0		30.0		30.0		
Change Period, (*Y+R* $_c$), s		5.2		5.2		5.1		
Max Allow Headway (*MAH*), s		0.0		0.0		3.4		
Queue Clearance Time (*g* $_s$), s						3.7		
Green Extension Time (*g* $_e$), s		0.0		0.0		0.3		
Phase Call Probability						1.00		
Max Out Probability						0.00		

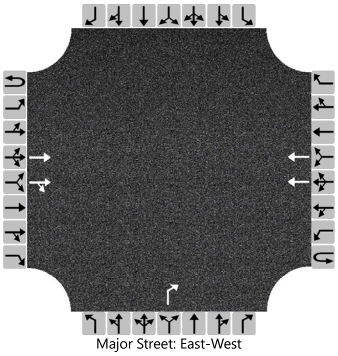
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		6	16	5	2		3		18			
Adjusted Flow Rate (*v*), veh/h		331	311	69	482		82		66			
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1900	1772	799	1809		1810		1610			
Queue Service Time (*g* $_s$), s		7.4	7.5	4.0	5.4		1.7		1.5			
Cycle Queue Clearance Time (*g* $_c$), s		7.4	7.5	11.5	5.4		1.7		1.5			
Green Ratio (*g/C*)		0.41	0.41	0.41	0.41		0.42		0.42			
Capacity (*c*), veh/h		785	732	350	1495		751		668			
Volume-to-Capacity Ratio (*X*)		0.422	0.425	0.196	0.323		0.110		0.098			
Back of Queue (*Q*), ft/ln (95 th percentile)		144.7	137.2	36.7	94.3		30.3		24.3			
Back of Queue (*Q*), veh/ln (95 th percentile)		5.8	5.5	1.5	3.8		1.2		1.0			
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00	0.00	0.00		0.00		0.00			
Uniform Delay (*d* $_1$), s/veh		12.5	12.5	16.6	11.9		10.8		10.7			
Incremental Delay (*d* $_2$), s/veh		1.7	1.8	1.2	0.6		0.3		0.3			
Initial Queue Delay (*d* $_3$), s/veh		0.0	0.0	0.0	0.0		0.0		0.0			
Control Delay (*d*), s/veh		14.2	14.3	17.9	12.5		11.1		11.0			
Level of Service (LOS)		B	B	B	B		B		B			
Approach Delay, s/veh / LOS	14.2	B		13.2	B		11.0	B		0.0		
Intersection Delay, s/veh / LOS	13.4						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.92	B	0.72	A	2.28	B	2.11	B
Bicycle LOS Score / LOS	1.02	A	0.94	A		F		

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Maxella Dwy / Maxella
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	8/13/2020	East/West Street	Maxella Avenue
Analysis Year	2020	North/South Street	Maxella Avenue Driveway
Time Analyzed	Existing - AM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	0
Configuration			T	TR			T					R				
Volume (veh/h)			342	1			283					1				
Percent Heavy Vehicles (%)												3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized									No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												6.96				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.33				

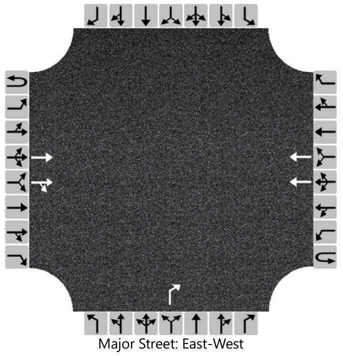
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												1				
Capacity, c (veh/h)												821				
v/c Ratio												0.00				
95% Queue Length, Q_{95} (veh)												0.0				
Control Delay (s/veh)												9.4				
Level of Service (LOS)												A				
Approach Delay (s/veh)									9.4							
Approach LOS									A							

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Maxella Dwy / Maxella
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	12/1/2020	East/West Street	Maxella Avenue
Analysis Year	2020	North/South Street	Maxella Avenue Driveway
Time Analyzed	Existing + Project - AM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina - Option B		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	0
Configuration			T	TR			T					R				
Volume (veh/h)			360	4			288					7				
Percent Heavy Vehicles (%)												3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized									No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												6.96				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.33				

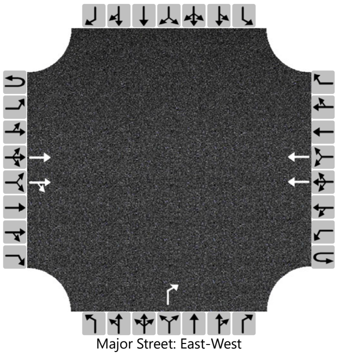
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												8				
Capacity, c (veh/h)												807				
v/c Ratio												0.01				
95% Queue Length, Q_{95} (veh)												0.0				
Control Delay (s/veh)												9.5				
Level of Service (LOS)												A				
Approach Delay (s/veh)									9.5							
Approach LOS									A							

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Maxella Dwy / Maxella
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	8/13/2020	East/West Street	Maxella Avenue
Analysis Year	2026	North/South Street	Maxella Avenue Driveway
Time Analyzed	Future - AM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	0
Configuration			T	TR			T					R				
Volume (veh/h)			401	1			315					1				
Percent Heavy Vehicles (%)												3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized									No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												6.96				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.33				

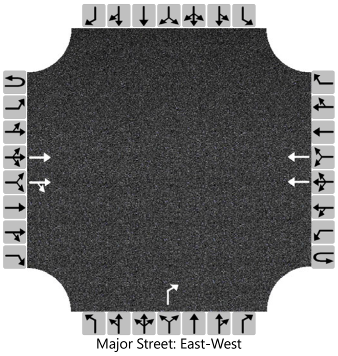
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												1				
Capacity, c (veh/h)												783				
v/c Ratio												0.00				
95% Queue Length, Q_{95} (veh)												0.0				
Control Delay (s/veh)												9.6				
Level of Service (LOS)												A				
Approach Delay (s/veh)									9.6							
Approach LOS									A							

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Maxella Dwy / Maxella
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	12/1/2020	East/West Street	Maxella Avenue
Analysis Year	2026	North/South Street	Maxella Avenue Driveway
Time Analyzed	Future + Project - AM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina - Option B		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	0
Configuration			T	TR			T					R				
Volume (veh/h)			419	4			320					7				
Percent Heavy Vehicles (%)												3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized									No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												6.96				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.33				

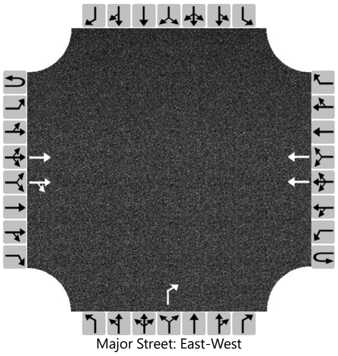
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												8				
Capacity, c (veh/h)												769				
v/c Ratio												0.01				
95% Queue Length, Q_{95} (veh)												0.0				
Control Delay (s/veh)												9.7				
Level of Service (LOS)												A				
Approach Delay (s/veh)									9.7							
Approach LOS									A							

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Maxella Dwy / Maxella
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	8/13/2020	East/West Street	Maxella Avenue
Analysis Year	2020	North/South Street	Maxella Avenue Driveway
Time Analyzed	Existing - PM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	0
Configuration			T	TR			T					R				
Volume (veh/h)			464	3			394					6				
Percent Heavy Vehicles (%)												3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized									No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												6.96				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.33				

Delay, Queue Length, and Level of Service

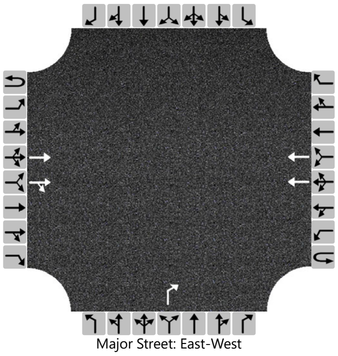
Flow Rate, v (veh/h)												7				
Capacity, c (veh/h)												743				
v/c Ratio												0.01				
95% Queue Length, Q_{95} (veh)												0.0				
Control Delay (s/veh)												9.9				
Level of Service (LOS)												A				
Approach Delay (s/veh)									9.9							
Approach LOS									A							

HCS7 Two-Way Stop-Control Report

General Information / Site Information

Analyst	JAS	Intersection	Maxella Dwy / Maxella
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	12/1/2020	East/West Street	Maxella Avenue
Analysis Year	2020	North/South Street	Maxella Avenue Driveway
Time Analyzed	Existing + Project - PM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina - Option B		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	0
Configuration			T	TR			T					R				
Volume (veh/h)			468	4			396					7				
Percent Heavy Vehicles (%)												3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized									No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												6.96				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.33				

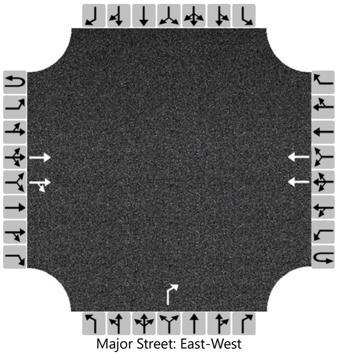
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												8				
Capacity, c (veh/h)												740				
v/c Ratio												0.01				
95% Queue Length, Q_{95} (veh)												0.0				
Control Delay (s/veh)												9.9				
Level of Service (LOS)												A				
Approach Delay (s/veh)									9.9							
Approach LOS									A							

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Maxella Dwy / Maxella
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	8/13/2020	East/West Street	Maxella Avenue
Analysis Year	2026	North/South Street	Maxella Avenue Driveway
Time Analyzed	Future - PM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	0
Configuration			T	TR			T					R				
Volume (veh/h)			528	3			477					6				
Percent Heavy Vehicles (%)												3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized									No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												6.96				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.33				

Delay, Queue Length, and Level of Service

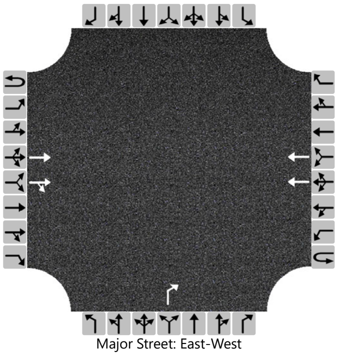
Flow Rate, v (veh/h)												7				
Capacity, c (veh/h)												705				
v/c Ratio												0.01				
95% Queue Length, Q_{95} (veh)												0.0				
Control Delay (s/veh)												10.2				
Level of Service (LOS)												B				
Approach Delay (s/veh)									10.2							
Approach LOS									B							

HCS7 Two-Way Stop-Control Report

General Information / Site Information

General Information		Site Information	
Analyst	JAS	Intersection	Maxella Dwy / Maxella
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	12/1/2020	East/West Street	Maxella Avenue
Analysis Year	2026	North/South Street	Maxella Avenue Driveway
Time Analyzed	Future + Project - PM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina - Option B		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	0
Configuration			T	TR			T					R				
Volume (veh/h)			532	4			479					7				
Percent Heavy Vehicles (%)												3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized									No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												6.96				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												8				
Capacity, c (veh/h)												702				
v/c Ratio												0.01				
95% Queue Length, Q_{95} (veh)												0.0				
Control Delay (s/veh)												10.2				
Level of Service (LOS)												B				
Approach Delay (s/veh)									10.2							
Approach LOS									B							

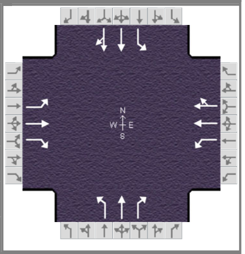
HCS™ TWSC Version 7.8.5

05PM - Future with Project - Option B.xtw

Generated: 12/1/2020 3:54:21 PM

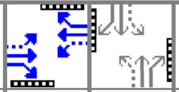
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 13, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - AM	PHF	0.96
Urban Street	Glencoe Avenue	Analysis Year	2020	Analysis Period	1> 8:15
Intersection	Glencoe/Maxella	File Name	06AM - Existing.xus		
Project Description	Paseo Marina				

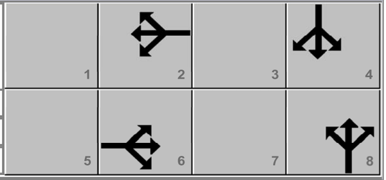


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	108	100	135	65	83	83	116	569	56	73	533	84

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	24.8	24.9	0.0	0.0	0.0	0.0
Yellow	3.6	3.6	0.0	0.0	0.0	0.0
Red	1.6	1.5	0.0	0.0	0.0	0.0



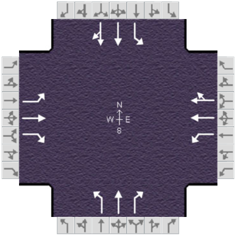
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		5.0		6.0		5.0		6.0
Phase Duration, s		30.0		30.0		30.0		30.0
Change Period, (*Y+R* *c*), s		5.2		5.2		5.1		5.1
Max Allow Headway (*MAH*), s		0.0		0.0		3.4		3.4
Queue Clearance Time (*g* *s*), s						17.9		23.0
Green Extension Time (*g* *e*), s		0.0		0.0		2.6		1.0
Phase Call Probability						1.00		1.00
Max Out Probability						0.54		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	113	104	141	68	86	86	121	593	58	76	328	314
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1231	1900	1610	1310	1900	1610	799	1900	1610	837	1900	1809
Queue Service Time (*g* *s*), s	3.7	2.0	3.4	2.0	1.7	2.0	7.6	15.9	1.3	5.1	7.3	7.4
Cycle Queue Clearance Time (*g* *c*), s	5.7	2.0	3.4	4.1	1.7	2.0	14.9	15.9	1.3	21.0	7.3	7.4
Green Ratio (*g/C*)	0.41	0.41	0.41	0.41	0.41	0.41	0.42	0.42	0.42	0.42	0.42	0.42
Capacity (*c*), veh/h	588	785	666	617	785	666	353	789	668	245	789	751
Volume-to-Capacity Ratio (*X*)	0.191	0.133	0.211	0.110	0.110	0.130	0.342	0.752	0.087	0.310	0.416	0.419
Back of Queue (*Q*), ft/ln (95 th percentile)	47.9	38.6	55.2	27.5	31.7	32.5	59.4	280.9	19.5	44.2	128.1	122.7
Back of Queue (*Q*), veh/ln (95 th percentile)	1.9	1.5	2.2	1.1	1.3	1.3	2.4	11.2	0.8	1.8	5.1	4.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* *1*), s/veh	12.7	10.9	11.3	12.2	10.8	10.9	17.7	14.9	10.7	23.9	12.4	12.4
Incremental Delay (*d* *2*), s/veh	0.7	0.4	0.7	0.4	0.3	0.4	0.2	3.6	0.0	0.3	0.1	0.1
Initial Queue Delay (*d* *3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	13.4	11.3	12.0	12.5	11.1	11.3	17.9	18.6	10.7	24.1	12.5	12.6
Level of Service (LOS)	B	B	B	B	B	B	B	B	B	C	B	B
Approach Delay, s/veh / LOS	12.2	B		11.6	B		17.9	B		13.8	B	
Intersection Delay, s/veh / LOS	14.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.28	B	2.11	B	2.11	B	2.28	B
Bicycle LOS Score / LOS	1.08	A	0.69	A	1.76	B	1.08	A

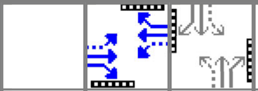
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Dec 1, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing with Project - AM	PHF	0.96
Urban Street	Glencoe Avenue	Analysis Year	2020	Analysis Period	1> 8:15
Intersection	Glencoe/Maxella	File Name	06AM - Existing with Project - Option B.xus		
Project Description	Paseo Marina - Option B				

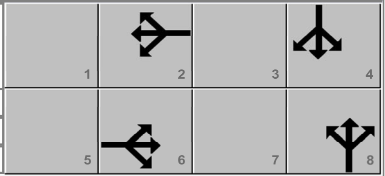


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	122	105	141	65	88	83	116	591	56	73	568	84

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	24.8	24.9	0.0	0.0	0.0	0.0
Yellow	3.6	3.6	0.0	0.0	0.0	0.0
Red	1.6	1.5	0.0	0.0	0.0	0.0



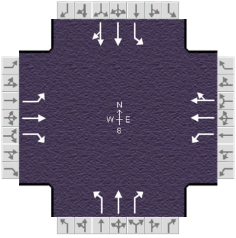
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		5.0		6.0		5.0		6.0
Phase Duration, s		30.0		30.0		30.0		30.0
Change Period, (*Y+R* $_c$), s		5.2		5.2		5.1		5.1
Max Allow Headway (*MAH*), s		0.0		0.0		3.4		3.4
Queue Clearance Time (*g* $_s$), s						18.8		24.1
Green Extension Time (*g* $_e$), s		0.0		0.0		2.5		0.4
Phase Call Probability						1.00		1.00
Max Out Probability						0.65		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	127	109	147	68	92	86	121	616	58	76	347	332
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1225	1900	1610	1304	1900	1610	773	1900	1610	820	1900	1814
Queue Service Time (*g* $_s$), s	4.3	2.2	3.5	2.0	1.8	2.0	8.0	16.8	1.3	5.3	7.8	7.9
Cycle Queue Clearance Time (*g* $_c$), s	6.3	2.2	3.5	4.2	1.8	2.0	15.8	16.8	1.3	22.1	7.8	7.9
Green Ratio (*g/C*)	0.41	0.41	0.41	0.41	0.41	0.41	0.42	0.42	0.42	0.42	0.42	0.42
Capacity (*c*), veh/h	586	785	666	612	785	666	339	789	668	230	789	753
Volume-to-Capacity Ratio (*X*)	0.217	0.139	0.221	0.111	0.117	0.130	0.356	0.781	0.087	0.330	0.440	0.442
Back of Queue (*Q*), ft/ln (95 th percentile)	55	40.7	57.9	27.6	33.7	32.5	60.7	299.1	19.5	45.3	137.1	131.5
Back of Queue (*Q*), veh/ln (95 th percentile)	2.2	1.6	2.3	1.1	1.3	1.3	2.4	12.0	0.8	1.8	5.5	5.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* $_1$), s/veh	12.9	11.0	11.4	12.3	10.8	10.9	18.2	15.2	10.7	24.8	12.6	12.6
Incremental Delay (*d* $_2$), s/veh	0.8	0.4	0.8	0.4	0.3	0.4	0.2	4.6	0.0	0.3	0.1	0.2
Initial Queue Delay (*d* $_3$), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	13.7	11.3	12.1	12.6	11.2	11.3	18.5	19.8	10.7	25.1	12.7	12.7
Level of Service (LOS)	B	B	B	B	B	B	B	B	B	C	B	B
Approach Delay, s/veh / LOS	12.4	B		11.6	B		18.9	B		14.0	B	
Intersection Delay, s/veh / LOS	15.2						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.28	B	2.11	B	2.11	B	2.28	B
Bicycle LOS Score / LOS	1.12	A	0.69	A	1.80	B	1.11	A

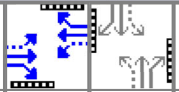
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 13, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - AM	PHF	0.96
Urban Street	Glencoe Avenue	Analysis Year	2026	Analysis Period	1> 8:15
Intersection	Glencoe/Maxella	File Name	06AM - Future.xus		
Project Description	Paseo Marina				

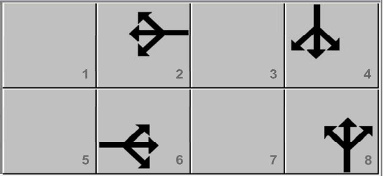


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	126	116	160	69	93	90	124	620	59	79	586	98

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	24.8	24.9	0.0	0.0	0.0	0.0
Yellow	3.6	3.6	0.0	0.0	0.0	0.0
Red	1.6	1.5	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		5.0		6.0		5.0		6.0
Phase Duration, s		30.0		30.0		30.0		30.0
Change Period, (*Y+R* *c*), s		5.2		5.2		5.1		5.1
Max Allow Headway (*MAH*), s		0.0		0.0		3.5		3.5
Queue Clearance Time (*g* *s*), s						20.1		26.2
Green Extension Time (*g* *e*), s		0.0		0.0		2.3		0.0
Phase Call Probability						1.00		1.00
Max Out Probability						0.82		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	131	121	167	72	97	94	129	646	61	82	365	348
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1211	1900	1610	1291	1900	1610	749	1900	1610	797	1900	1805
Queue Service Time (*g* *s*), s	4.5	2.4	4.1	2.2	1.9	2.2	9.1	18.1	1.4	6.1	8.3	8.4
Cycle Queue Clearance Time (*g* *c*), s	6.7	2.4	4.1	4.6	1.9	2.2	17.4	18.1	1.4	24.2	8.3	8.4
Green Ratio (*g/C*)	0.41	0.41	0.41	0.41	0.41	0.41	0.42	0.42	0.42	0.42	0.42	0.42
Capacity (*c*), veh/h	577	785	666	602	785	666	326	789	668	211	789	749
Volume-to-Capacity Ratio (*X*)	0.228	0.154	0.250	0.119	0.123	0.141	0.396	0.819	0.092	0.391	0.463	0.464
Back of Queue (*Q*), ft/ln (95 th percentile)	57.6	45.3	66.9	29.6	35.7	35.4	67.2	327	20.6	51.1	145.6	139.3
Back of Queue (*Q*), veh/ln (95 th percentile)	2.3	1.8	2.7	1.2	1.4	1.4	2.7	13.1	0.8	2.0	5.8	5.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* *1*), s/veh	13.1	11.0	11.5	12.5	10.9	11.0	19.0	15.6	10.7	26.3	12.7	12.7
Incremental Delay (*d* *2*), s/veh	0.9	0.4	0.9	0.4	0.3	0.4	0.3	6.4	0.0	0.4	0.2	0.2
Initial Queue Delay (*d* *3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	14.0	11.4	12.4	12.9	11.2	11.4	19.3	21.9	10.7	26.7	12.9	12.9
Level of Service (LOS)	B	B	B	B	B	B	B	C	B	C	B	B
Approach Delay, s/veh / LOS	12.6	B		11.7	B		20.7	C		14.3	B	
Intersection Delay, s/veh / LOS	16.0						B					

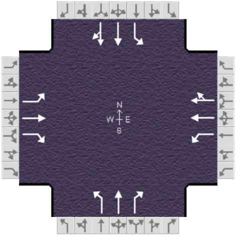
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.28	B	2.11	B	2.11	B	2.28	B
Bicycle LOS Score / LOS	1.18	A	0.70	A	1.87	B	1.14	A

HCS™ Streets Version 7.8.5

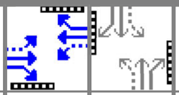
Generated: 8/13/2020 10:55:30 AM

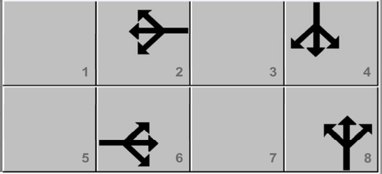
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Dec 1, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future with Project - AM	PHF	0.96
Urban Street	Glencoe Avenue	Analysis Year	2026	Analysis Period	1> 8:15
Intersection	Glencoe/Maxella	File Name	06AM - Future with Project - Option B.xus		
Project Description	Paseo Marina - Option B				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	140	120	166	69	98	90	124	642	59	79	621	98





Signal Information										
Cycle, s	60.0	Reference Phase	2							
Offset, s	0	Reference Point	End	Green	24.8	24.9	0.0	0.0	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.6	3.6	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.6	1.5	0.0	0.0	0.0	0.0

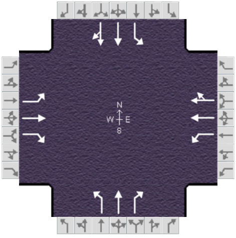
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		5.0		6.0		5.0		6.0
Phase Duration, s		30.0		30.0		30.0		30.0
Change Period, ($Y+R_c$), s		5.2		5.2		5.1		5.1
Max Allow Headway (MAH), s		0.0		0.0		3.5		3.5
Queue Clearance Time (g_s), s						21.1		26.9
Green Extension Time (g_e), s		0.0		0.0		2.0		0.0
Phase Call Probability						1.00		1.00
Max Out Probability						0.95		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	146	125	173	72	101	95	129	669	61	82	383	366
Adjusted Saturation Flow Rate (s), veh/h/ln	1206	1900	1610	1286	1900	1613	724	1900	1610	780	1900	1809
Queue Service Time (g_s), s	5.1	2.5	4.2	2.2	2.0	2.2	9.6	19.1	1.4	5.8	8.9	8.9
Cycle Queue Clearance Time (g_c), s	7.3	2.5	4.2	4.7	2.0	2.2	18.4	19.1	1.4	24.9	8.9	8.9
Green Ratio (g/C)	0.41	0.41	0.41	0.41	0.41	0.41	0.42	0.42	0.42	0.42	0.42	0.42
Capacity (c), veh/h	574	785	666	598	785	667	313	789	668	196	789	751
Volume-to-Capacity Ratio (X)	0.254	0.159	0.260	0.120	0.129	0.142	0.412	0.848	0.092	0.420	0.486	0.487
Back of Queue (Q), ft/ln (95 th percentile)	65.2	47.1	69.7	29.8	37.4	35.9	68.8	352.3	20.6	52.5	155	148
Back of Queue (Q), veh/ln (95 th percentile)	2.6	1.9	2.8	1.2	1.5	1.4	2.8	14.1	0.8	2.1	6.2	5.9
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	13.3	11.1	11.6	12.5	10.9	11.0	19.6	15.8	10.7	27.3	12.9	12.9
Incremental Delay (d_2), s/veh	1.1	0.4	0.9	0.4	0.3	0.4	0.3	8.2	0.0	0.5	0.2	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	14.3	11.5	12.5	12.9	11.2	11.4	20.0	24.0	10.7	27.8	13.0	13.1
Level of Service (LOS)	B	B	B	B	B	B	B	C	B	C	B	B
Approach Delay, s/veh / LOS	12.8		B	11.8		B	22.5		C	14.5		B
Intersection Delay, s/veh / LOS	16.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.28	B	2.11	B	2.11	B	2.28	B
Bicycle LOS Score / LOS	1.22	A	0.71	A	1.91	B	1.17	A

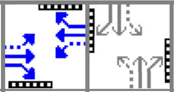
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 13, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - PM	PHF	0.94
Urban Street	Glencoe Avenue	Analysis Year	2020	Analysis Period	1> 16:45
Intersection	Glencoe/Maxella	File Name	06PM - Existing.xus		
Project Description	Paseo Marina				

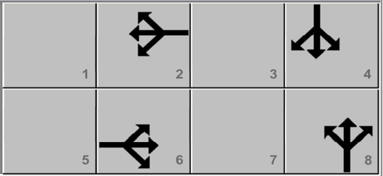


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	144	141	185	96	152	100	125	354	72	47	693	117

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	24.8	24.9	0.0	0.0	0.0	0.0
Yellow	3.6	3.6	0.0	0.0	0.0	0.0
Red	1.6	1.5	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		5.0		6.0		5.0		6.0
Phase Duration, s		30.0		30.0		30.0		30.0
Change Period, (*Y+R* $_c$), s		5.2		5.2		5.1		5.1
Max Allow Headway (*MAH*), s		0.0		0.0		3.5		3.5
Queue Clearance Time (*g* $_s$), s						24.4		12.9
Green Extension Time (*g* $_e$), s		0.0		0.0		0.3		3.5
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		0.24

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	153	150	197	102	139	129	133	377	77	50	442	420
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1129	1900	1610	1257	1900	1655	652	1900	1610	1022	1900	1804
Queue Service Time (*g* $_s$), s	6.0	3.0	4.9	3.4	2.8	3.0	11.7	8.7	1.8	2.3	10.6	10.6
Cycle Queue Clearance Time (*g* $_c$), s	9.0	3.0	4.9	6.4	2.8	3.0	22.4	8.7	1.8	10.9	10.6	10.6
Green Ratio (*g/C*)	0.41	0.41	0.41	0.41	0.41	0.41	0.42	0.42	0.42	0.42	0.42	0.42
Capacity (*c*), veh/h	530	785	666	576	785	684	275	789	668	396	789	749
Volume-to-Capacity Ratio (*X*)	0.289	0.191	0.296	0.177	0.176	0.189	0.484	0.478	0.115	0.126	0.560	0.561
Back of Queue (*Q*), ft/ln (95 th percentile)	72.3	57.2	81	44.7	52.6	50.1	77.2	151.8	25.9	22.7	189.4	180.2
Back of Queue (*Q*), veh/ln (95 th percentile)	2.9	2.3	3.2	1.8	2.1	2.0	3.1	6.1	1.0	0.9	7.6	7.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* $_1$), s/veh	14.1	11.2	11.8	13.2	11.1	11.2	21.9	12.8	10.8	16.8	13.4	13.4
Incremental Delay (*d* $_2$), s/veh	1.4	0.5	1.1	0.7	0.5	0.6	0.5	0.2	0.0	0.1	0.6	0.6
Initial Queue Delay (*d* $_3$), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	15.4	11.8	12.9	13.9	11.6	11.8	22.4	13.0	10.8	16.8	13.9	14.0
Level of Service (LOS)	B	B	B	B	B	B	C	B	B	B	B	B

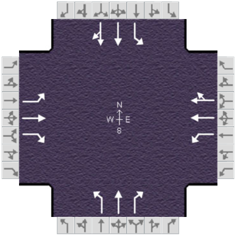
	EB		WB		NB		SB	
Approach Delay, s/veh / LOS	13.3	B	12.3	B	14.8	B	14.1	B
Intersection Delay, s/veh / LOS	13.8				B			

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.28	B	2.11	B	2.11	B	2.28	B
Bicycle LOS Score / LOS	1.31	A	0.79	A	1.45	A	1.24	A

HCS™ Streets Version 7.8.5 Generated: 8/13/2020 11:19:36 AM

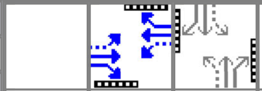
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Dec 1, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing with Project - PM	PHF	0.94
Urban Street	Glencoe Avenue	Analysis Year	2020	Analysis Period	1> 16:45
Intersection	Glencoe/Maxella	File Name	06PM - Existing with Project - Option B.xus		
Project Description	Paseo Marina - Option B				

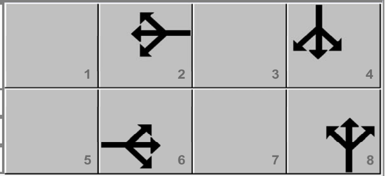


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	147	142	186	96	154	100	125	358	72	47	704	117

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	24.8	24.9	0.0	0.0	0.0	0.0
Yellow	3.6	3.6	0.0	0.0	0.0	0.0
Red	1.6	1.5	0.0	0.0	0.0	0.0



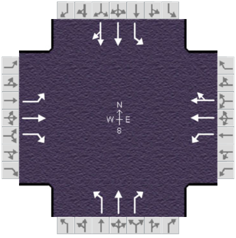
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		5.0		6.0		5.0		6.0
Phase Duration, s		30.0		30.0		30.0		30.0
Change Period, (*Y+R* $_c$), s		5.2		5.2		5.1		5.1
Max Allow Headway (*MAH*), s		0.0		0.0		3.5		3.5
Queue Clearance Time (*g* $_s$), s						24.8		13.1
Green Extension Time (*g* $_e$), s		0.0		0.0		0.1		3.6
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		0.25

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	156	151	198	102	140	131	133	381	77	50	448	426
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1127	1900	1610	1256	1900	1657	645	1900	1610	1018	1900	1805
Queue Service Time (*g* $_s$), s	6.2	3.0	4.9	3.4	2.8	3.0	11.9	8.8	1.8	2.3	10.8	10.8
Cycle Queue Clearance Time (*g* $_c$), s	9.2	3.0	4.9	6.4	2.8	3.0	22.8	8.8	1.8	11.1	10.8	10.8
Green Ratio (*g/C*)	0.41	0.41	0.41	0.41	0.41	0.41	0.42	0.42	0.42	0.42	0.42	0.42
Capacity (*c*), veh/h	529	785	666	575	785	685	271	789	668	393	789	749
Volume-to-Capacity Ratio (*X*)	0.296	0.192	0.297	0.177	0.178	0.191	0.490	0.483	0.115	0.127	0.568	0.568
Back of Queue (*Q*), ft/ln (95 th percentile)	74.5	57.8	81.5	44.7	53.1	50.5	77.9	154	25.9	22.8	192.1	183.8
Back of Queue (*Q*), veh/ln (95 th percentile)	3.0	2.3	3.3	1.8	2.1	2.0	3.1	6.2	1.0	0.9	7.7	7.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* $_1$), s/veh	14.1	11.2	11.8	13.3	11.1	11.2	22.1	12.8	10.8	16.9	13.4	13.4
Incremental Delay (*d* $_2$), s/veh	1.4	0.5	1.1	0.7	0.5	0.6	0.5	0.2	0.0	0.1	0.6	0.6
Initial Queue Delay (*d* $_3$), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	15.5	11.8	12.9	13.9	11.6	11.8	22.7	13.0	10.8	16.9	14.0	14.1
Level of Service (LOS)	B	B	B	B	B	B	C	B	B	B	B	B
Approach Delay, s/veh / LOS	13.4		B	12.3		B	14.9		B	14.2		B
Intersection Delay, s/veh / LOS	13.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.28	B	2.11	B	2.11	B	2.28	B
Bicycle LOS Score / LOS	1.32	A	0.79	A	1.46	A	1.25	A

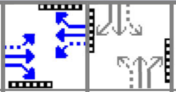
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 13, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - PM	PHF	0.94
Urban Street	Glencoe Avenue	Analysis Year	2026	Analysis Period	1> 16:45
Intersection	Glencoe/Maxella	File Name	06PM - Future.xus		
Project Description	Paseo Marina				

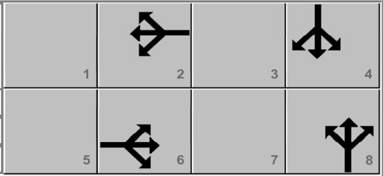


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	169	165	201	102	180	108	151	393	76	54	762	145

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	24.8	24.9	0.0	0.0	0.0	0.0
Yellow	3.6	3.6	0.0	0.0	0.0	0.0
Red	1.6	1.5	0.0	0.0	0.0	0.0

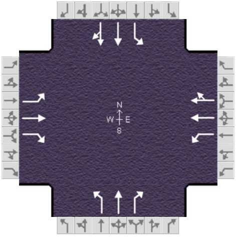


Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		5.0		6.0		5.0		6.0
Phase Duration, s		30.0		30.0		30.0		30.0
Change Period, (*Y+R* $_c$), s		5.2		5.2		5.1		5.1
Max Allow Headway (*MAH*), s		0.0		0.0		3.6		3.6
Queue Clearance Time (*g* $_s$), s						26.9		14.7
Green Extension Time (*g* $_e$), s		0.0		0.0		0.0		3.9
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		0.42

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	180	176	214	109	159	148	161	418	81	57	496	469
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1090	1900	1610	1228	1900	1667	592	1900	1610	984	1900	1794
Queue Service Time (*g* $_s$), s	7.6	3.6	5.4	3.8	3.2	3.4	12.5	9.9	1.9	2.8	12.4	12.4
Cycle Queue Clearance Time (*g* $_c$), s	11.1	3.6	5.4	7.3	3.2	3.4	24.9	9.9	1.9	12.7	12.4	12.4
Green Ratio (*g/C*)	0.41	0.41	0.41	0.41	0.41	0.41	0.42	0.42	0.42	0.42	0.42	0.42
Capacity (*c*), veh/h	508	785	666	554	785	689	243	789	668	366	789	744
Volume-to-Capacity Ratio (*X*)	0.354	0.224	0.321	0.196	0.202	0.214	0.661	0.530	0.121	0.157	0.629	0.629
Back of Queue (*Q*), ft/ln (95 th percentile)	90.4	68.3	89.5	48.9	61	57.8	116.9	174.9	27.4	27.4	218	208.9
Back of Queue (*Q*), veh/ln (95 th percentile)	3.6	2.7	3.6	2.0	2.4	2.3	4.7	7.0	1.1	1.1	8.7	8.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* $_1$), s/veh	14.9	11.4	11.9	13.7	11.3	11.3	25.2	13.2	10.8	17.9	13.9	13.9
Incremental Delay (*d* $_2$), s/veh	1.9	0.7	1.3	0.8	0.6	0.7	5.2	0.3	0.0	0.1	1.2	1.3
Initial Queue Delay (*d* $_3$), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	16.8	12.0	13.2	14.5	11.8	12.0	30.5	13.5	10.8	18.0	15.1	15.2
Level of Service (LOS)	B	B	B	B	B	B	C	B	B	B	B	B
Approach Delay, s/veh / LOS	14.0	B		12.6	B		17.3	B		15.3	B	
Intersection Delay, s/veh / LOS	15.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.28	B	2.11	B	2.11	B	2.28	B
Bicycle LOS Score / LOS	1.43	A	0.83	A	1.58	B	1.33	A

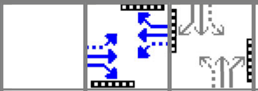
HCS7 Signalized Intersection Results Summary



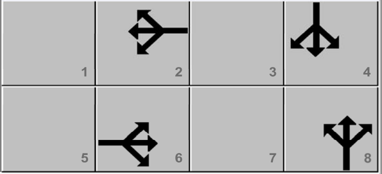
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Dec 1, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future with Project - PM	PHF	0.94
Urban Street	Glencoe Avenue	Analysis Year	2026	Analysis Period	1> 16:45
Intersection	Glencoe/Maxella	File Name	06PM - Future with Project - Option B.xus		
Project Description	Paseo Marina - Option B				

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	172	166	202	102	182	108	151	397	76	54	773	145

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	24.8	24.9	0.0	0.0	0.0	0.0
Yellow	3.6	3.6	0.0	0.0	0.0	0.0
Red	1.6	1.5	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		5.0		6.0		5.0		6.0
Phase Duration, s		30.0		30.0		30.0		30.0
Change Period, (*Y+R* $_c$), s		5.2		5.2		5.1		5.1
Max Allow Headway (*MAH*), s		0.0		0.0		3.6		3.6
Queue Clearance Time (*g* $_s$), s						26.9		14.8
Green Extension Time (*g* $_e$), s		0.0		0.0		0.0		4.0
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		0.43

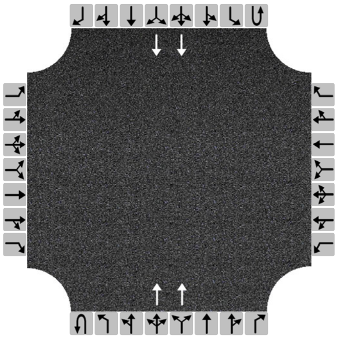
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	183	177	215	109	160	149	161	422	81	57	502	474
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1088	1900	1610	1227	1900	1668	585	1900	1610	980	1900	1795
Queue Service Time (*g* $_s$), s	7.8	3.6	5.4	3.8	3.2	3.4	12.3	10.0	1.9	2.8	12.6	12.6
Cycle Queue Clearance Time (*g* $_c$), s	11.3	3.6	5.4	7.4	3.2	3.4	24.9	10.0	1.9	12.8	12.6	12.6
Green Ratio (*g/C*)	0.41	0.41	0.41	0.41	0.41	0.41	0.42	0.42	0.42	0.42	0.42	0.42
Capacity (*c*), veh/h	507	785	666	553	785	689	240	789	668	363	789	745
Volume-to-Capacity Ratio (*X*)	0.361	0.225	0.323	0.196	0.203	0.216	0.670	0.536	0.121	0.158	0.637	0.637
Back of Queue (*Q*), ft/ln (95 th percentile)	92.4	68.8	89.9	49	61.5	58.4	118.3	177.5	27.4	27.5	221.1	211.9
Back of Queue (*Q*), veh/ln (95 th percentile)	3.7	2.8	3.6	2.0	2.5	2.3	4.7	7.1	1.1	1.1	8.8	8.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* $_1$), s/veh	15.0	11.4	11.9	13.8	11.3	11.3	25.4	13.2	10.8	18.0	14.0	14.0
Incremental Delay (*d* $_2$), s/veh	2.0	0.7	1.3	0.8	0.6	0.7	5.8	0.4	0.0	0.1	1.3	1.4
Initial Queue Delay (*d* $_3$), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	17.0	12.0	13.2	14.6	11.9	12.1	31.2	13.6	10.8	18.1	15.3	15.4
Level of Service (LOS)	B	B	B	B	B	B	C	B	B	B	B	B
Approach Delay, s/veh / LOS	14.0		B	12.6		B	17.5		B	15.5		B
Intersection Delay, s/veh / LOS	15.2						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.28	B	2.11	B	2.11	B	2.28	B
Bicycle LOS Score / LOS	1.44	A	0.83	A	1.58	B	1.34	A

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Glencoe/N. Glencoe Dwy
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	8/13/2020	East/West Street	Northerly Glencoe Dwy
Analysis Year	2020	North/South Street	Glencoe Avenue
Time Analyzed	Existing - AM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	2	0	0	0	2	0
Configuration											T				T	
Volume (veh/h)											741				733	
Percent Heavy Vehicles (%)																
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

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

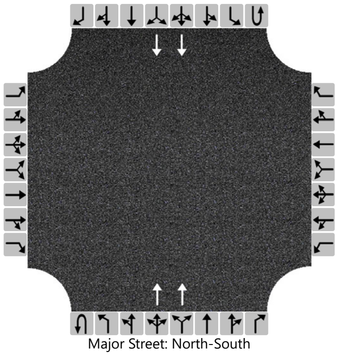
Delay, Queue Length, and Level of Service

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

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Glencoe/N. Glencoe Dwy
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	12/1/2020	East/West Street	Northerly Glencoe Dwy
Analysis Year	2020	North/South Street	Glencoe Avenue
Time Analyzed	Existing + Project - AM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina - Option B		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	2	0	0	0	2	0
Configuration											T				T	
Volume (veh/h)											763				774	
Percent Heavy Vehicles (%)																
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

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

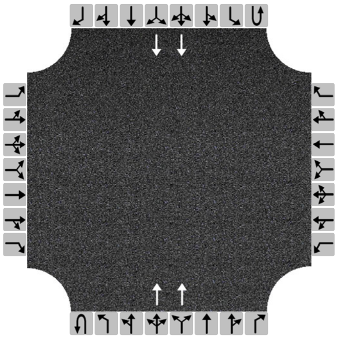
Delay, Queue Length, and Level of Service

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

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Glencoe/N. Glencoe Dwy
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	8/13/2020	East/West Street	Northerly Glencoe Dwy
Analysis Year	2026	North/South Street	Glencoe Avenue
Time Analyzed	Future - AM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	2	0	0	0	2	0
Configuration											T				T	
Volume (veh/h)											804				815	
Percent Heavy Vehicles (%)																
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

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

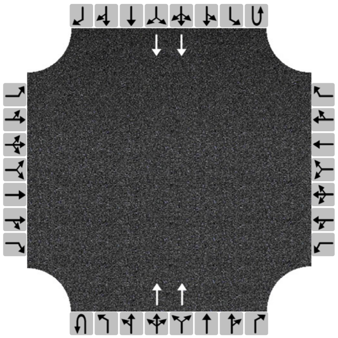
Delay, Queue Length, and Level of Service

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

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Glencoe/N. Glencoe Dwy
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	12/1/2020	East/West Street	Northerly Glencoe Dwy
Analysis Year	2026	North/South Street	Glencoe Avenue
Time Analyzed	Future + Project - AM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina - Option B		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	2	0	0	0	2	0
Configuration											T				T	
Volume (veh/h)											826				856	
Percent Heavy Vehicles (%)																
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

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

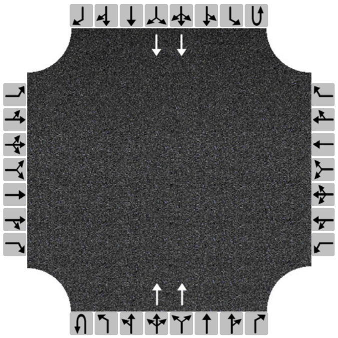
Delay, Queue Length, and Level of Service

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

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Glencoe/N. Glencoe Dwy
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	8/13/2020	East/West Street	Northerly Glencoe Dwy
Analysis Year	2020	North/South Street	Glencoe Avenue
Time Analyzed	Existing - PM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	2	0	0	0	2	0
Configuration											T				T	
Volume (veh/h)											551				974	
Percent Heavy Vehicles (%)																
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

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

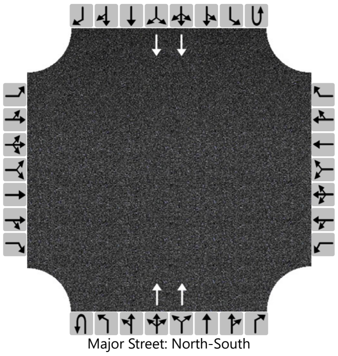
Delay, Queue Length, and Level of Service

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

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Glencoe/N. Glencoe Dwy
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	12/1/2020	East/West Street	Northerly Glencoe Dwy
Analysis Year	2020	North/South Street	Glencoe Avenue
Time Analyzed	Existing + Project - PM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina - Option B		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	2	0	0	0	2	0
Configuration											T				T	
Volume (veh/h)											555				971	
Percent Heavy Vehicles (%)																
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

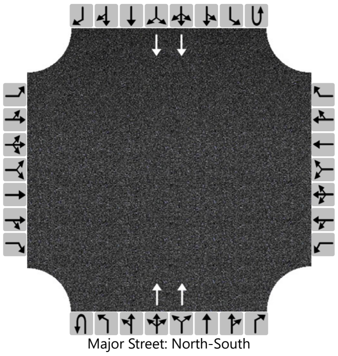
HCS7 Two-Way Stop-Control Report

General Information

Site Information

Analyst	JAS	Intersection	Glencoe/N. Glencoe Dwy
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	8/13/2020	East/West Street	Northerly Glencoe Dwy
Analysis Year	2026	North/South Street	Glencoe Avenue
Time Analyzed	Future - PM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	2	0	0	0	2	0
Configuration											T				T	
Volume (veh/h)											620				1065	
Percent Heavy Vehicles (%)																
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

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

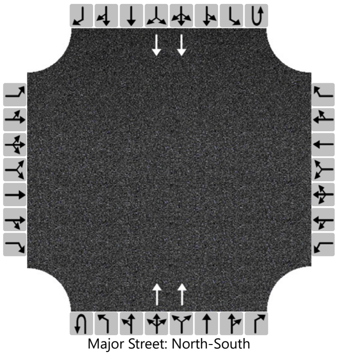
Delay, Queue Length, and Level of Service

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

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Glencoe/N. Glencoe Dwy
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	12/1/2020	East/West Street	Northerly Glencoe Dwy
Analysis Year	2026	North/South Street	Glencoe Avenue
Time Analyzed	Future + Project - PM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina - Option B		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	2	0	0	0	2	0
Configuration											T				T	
Volume (veh/h)											624				1062	
Percent Heavy Vehicles (%)																
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

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

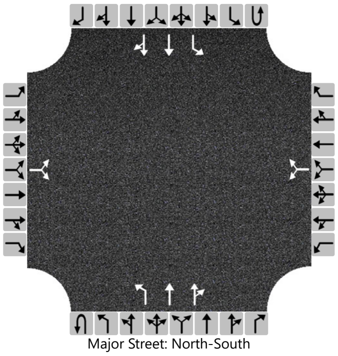
Delay, Queue Length, and Level of Service

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

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Glencoe/S. Glencoe Dwy
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	8/13/2020	East/West Street	Southerly Glencoe Dwy
Analysis Year	2020	North/South Street	Glencoe Avenue
Time Analyzed	Existing - AM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LR				LR			L	T	TR		L	T	TR
Volume (veh/h)		13		6		10		10	0	14	718	3	0	3	714	16
Percent Heavy Vehicles (%)		3		3		3		3	3	3			3	3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9		7.5		6.9		4.1				4.1		
Critical Headway (sec)		7.56		6.96		7.56		6.96		4.16				4.16		
Base Follow-Up Headway (sec)		3.5		3.3		3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53		3.33		3.53		3.33		2.23				2.23		

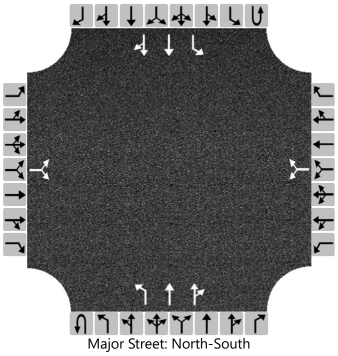
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			21				22			15				3		
Capacity, c (veh/h)			175				219			817				824		
v/c Ratio			0.12				0.10			0.02				0.00		
95% Queue Length, Q_{95} (veh)			0.4				0.3			0.1				0.0		
Control Delay (s/veh)			28.3				23.2			9.5				9.4		
Level of Service (LOS)			D				C			A				A		
Approach Delay (s/veh)	28.3				23.2				0.2				0.0			
Approach LOS	D				C											

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Glencoe/S. Glencoe Dwy
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	12/1/2020	East/West Street	Southerly Glencoe Dwy
Analysis Year	2020	North/South Street	Glencoe Avenue
Time Analyzed	Existing + Project - AM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina - Option B		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LR				LR			L	T	TR		L	T	TR
Volume (veh/h)		35		64		10		10	0	56	715	3	0	3	713	60
Percent Heavy Vehicles (%)		3		3		3		3	3	3			3	3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9		7.5		6.9		4.1				4.1		
Critical Headway (sec)		7.56		6.96		7.56		6.96		4.16				4.16		
Base Follow-Up Headway (sec)		3.5		3.3		3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53		3.33		3.53		3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			108				22			61				3		
Capacity, c (veh/h)			221				169			784				826		
v/c Ratio			0.49				0.13			0.08				0.00		
95% Queue Length, Q_{95} (veh)			2.4				0.4			0.3				0.0		
Control Delay (s/veh)			35.7				29.5			10.0				9.4		
Level of Service (LOS)			E				D			A				A		
Approach Delay (s/veh)	35.7				29.5				0.7				0.0			
Approach LOS	E				D											

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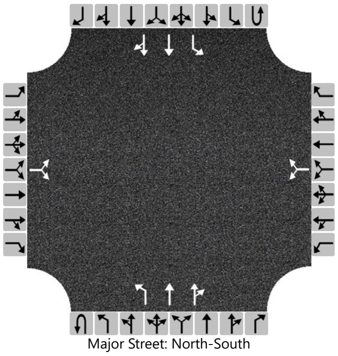
08AM - Existing with Project - Option B.xtw

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Glencoe/S. Glencoe Dwy
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	8/13/2020	East/West Street	Southerly Glencoe Dwy
Analysis Year	2026	North/South Street	Glencoe Avenue
Time Analyzed	Future - AM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LR				LR			L	T	TR		L	T	TR
Volume (veh/h)		14		6		11		11	0	15	779	3	0	3	795	17
Percent Heavy Vehicles (%)		3		3		3		3	3	3			3	3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9		7.5		6.9		4.1				4.1		
Critical Headway (sec)		7.56		6.96		7.56		6.96		4.16				4.16		
Base Follow-Up Headway (sec)		3.5		3.3		3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53		3.33		3.53		3.33		2.23				2.23		

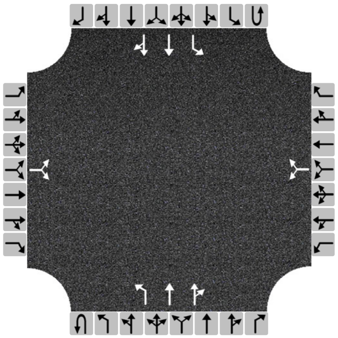
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			22				24			16				3		
Capacity, c (veh/h)			140				185			756				778		
v/c Ratio			0.15				0.13			0.02				0.00		
95% Queue Length, Q_{95} (veh)			0.5				0.4			0.1				0.0		
Control Delay (s/veh)			35.3				27.3			9.9				9.6		
Level of Service (LOS)			E				D			A				A		
Approach Delay (s/veh)	35.3				27.3				0.2				0.0			
Approach LOS	E				D											

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Glencoe/S. Glencoe Dwy
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	12/1/2020	East/West Street	Southerly Glencoe Dwy
Analysis Year	2026	North/South Street	Glencoe Avenue
Time Analyzed	Future + Project - AM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina - Option B		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LR				LR			L	T	TR		L	T	TR
Volume (veh/h)		36		64		11		11	0	57	776	3	0	3	794	61
Percent Heavy Vehicles (%)		3		3		3		3	3	3			3	3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

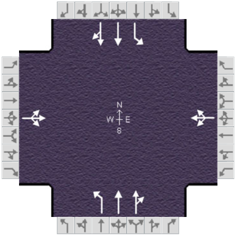
Base Critical Headway (sec)		7.5		6.9		7.5		6.9		4.1				4.1		
Critical Headway (sec)		7.56		6.96		7.56		6.96		4.16				4.16		
Base Follow-Up Headway (sec)		3.5		3.3		3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53		3.33		3.53		3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			109				24			62				3		
Capacity, c (veh/h)			182				140			725				780		
v/c Ratio			0.60				0.17			0.09				0.00		
95% Queue Length, Q_{95} (veh)			3.3				0.6			0.3				0.0		
Control Delay (s/veh)			50.7				36.0			10.4				9.6		
Level of Service (LOS)			F				E			B				A		
Approach Delay (s/veh)	50.7				36.0				0.7				0.0			
Approach LOS	F				E											

HCS7 Signalized Intersection Results Summary

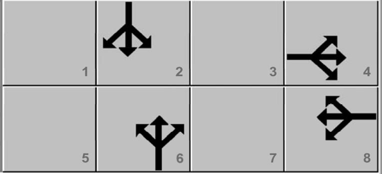
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Dec 1, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future with Project - AM (Improvements)	PHF	0.92
Urban Street	Glencoe Avenue	Analysis Year	2026	Analysis Period	1> 7:45
Intersection	Glencoe/N. Dwy-VV Dwy	File Name	08AM - Future with Project - Option B (Improvem…		
Project Description	Paseo Marina - Option B				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	36	0	64	11	0	11	57	776	3	3	794	61

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

Green	54.6	25.7	0.0	0.0	0.0	0.0
Yellow	3.7	3.6	0.0	0.0	0.0	0.0
Red	0.7	1.7	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		6		2
Case Number		8.0		8.0		6.0		6.0
Phase Duration, s		31.0		31.0		59.0		59.0
Change Period, (*Y+R* c), s		5.3		5.3		4.4		4.4
Max Allow Headway (*MAH*), s		3.4		3.4		0.0		0.0
Queue Clearance Time (*g* s), s		6.5		2.9				
Green Extension Time (*g* e), s		0.2		0.3		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.00		0.00				

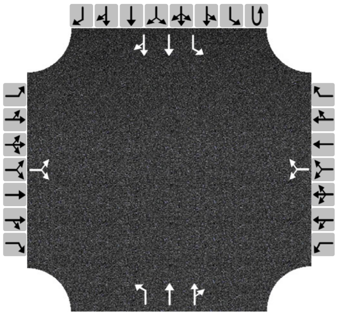
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		109			24		62	424	423	3	471	459
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1561			1502		612	1900	1897	661	1900	1852
Queue Service Time (*g* s), s		0.9			0.0		5.3	10.2	10.2	0.2	11.7	11.7
Cycle Queue Clearance Time (*g* c), s		4.5			0.9		17.0	10.2	10.2	10.4	11.7	11.7
Green Ratio (*g/C*)		0.29			0.29		0.61	0.61	0.61	0.61	0.61	0.61
Capacity (*c*), veh/h		500			489		372	1153	1151	406	1153	1123
Volume-to-Capacity Ratio (*X*)		0.217			0.049		0.167	0.368	0.368	0.008	0.408	0.408
Back of Queue (*Q*), ft/ln (95 th percentile)		79.8			16.7		36.1	183	182.8	1.6	205.8	202
Back of Queue (*Q*), veh/ln (95 th percentile)		3.2			0.7		1.4	7.3	7.3	0.1	8.2	8.1
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* 1), s/veh		24.5			23.3		13.7	9.0	9.0	11.6	9.3	9.3
Incremental Delay (*d* 2), s/veh		0.1			0.0		1.0	0.9	0.9	0.0	1.1	1.1
Initial Queue Delay (*d* 3), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		24.6			23.3		14.7	9.9	9.9	11.6	10.3	10.4
Level of Service (LOS)		C			C		B	A	A	B	B	B
Approach Delay, s/veh / LOS	24.6	C		23.3	C		10.2	B		10.3	B	
Intersection Delay, s/veh / LOS	11.2						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.28	B	2.28	B	1.72	B	1.72	B
Bicycle LOS Score / LOS	0.67	A	0.53	A	1.24	A	1.26	A

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Glencoe/S. Glencoe Dwy
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	8/13/2020	East/West Street	Southerly Glencoe Dwy
Analysis Year	2020	North/South Street	Glencoe Avenue
Time Analyzed	Existing - PM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LR				LR			L	T	TR		L	T	TR
Volume (veh/h)		71		32		6		6	0	41	474	10	0	10	913	51
Percent Heavy Vehicles (%)		3		3		3		3	3	3			3	3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9		7.5		6.9		4.1				4.1		
Critical Headway (sec)		7.56		6.96		7.56		6.96		4.16				4.16		
Base Follow-Up Headway (sec)		3.5		3.3		3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53		3.33		3.53		3.33		2.23				2.23		

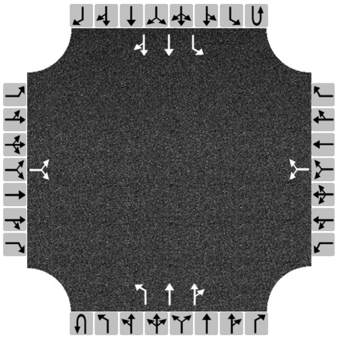
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			112				13			45				11		
Capacity, c (veh/h)			126				232			654				1030		
v/c Ratio			0.89				0.06			0.07				0.01		
95% Queue Length, Q_{95} (veh)			5.7				0.2			0.2				0.0		
Control Delay (s/veh)			118.5				21.4			10.9				8.5		
Level of Service (LOS)			F				C			B				A		
Approach Delay (s/veh)	118.5				21.4				0.9				0.1			
Approach LOS	F				C											

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Glencoe/S. Glencoe Dwy
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	12/1/2020	East/West Street	Southerly Glencoe Dwy
Analysis Year	2020	North/South Street	Glencoe Avenue
Time Analyzed	Existing + Project - PM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina - Option B		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LR				LR			L	T	TR		L	T	TR
Volume (veh/h)		75		77		6		6	0	63	464	10	0	10	878	89
Percent Heavy Vehicles (%)		3		3		3		3	3	3			3	3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9		7.5		6.9		4.1				4.1		
Critical Headway (sec)		7.56		6.96		7.56		6.96		4.16				4.16		
Base Follow-Up Headway (sec)		3.5		3.3		3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53		3.33		3.53		3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

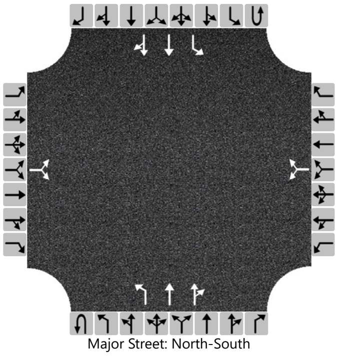
Flow Rate, v (veh/h)			165				13			68				11		
Capacity, c (veh/h)			150				201			652				1040		
v/c Ratio			1.10				0.07			0.11				0.01		
95% Queue Length, Q_{95} (veh)			8.9				0.2			0.4				0.0		
Control Delay (s/veh)			162.8				24.2			11.2				8.5		
Level of Service (LOS)			F				C			B				A		
Approach Delay (s/veh)	162.8				24.2				1.3				0.1			
Approach LOS	F				C											

HCS7 Two-Way Stop-Control Report

General Information / Site Information

General Information		Site Information	
Analyst	JAS	Intersection	Glencoe/S. Glencoe Dwy
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	8/13/2020	East/West Street	Southerly Glencoe Dwy
Analysis Year	2026	North/South Street	Glencoe Avenue
Time Analyzed	Future - PM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LR				LR			L	T	TR		L	T	TR
Volume (veh/h)		75		34		6		6	0	44	538	11	0	11	1000	54
Percent Heavy Vehicles (%)		3		3		3		3	3	3			3	3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9		7.5		6.9		4.1				4.1		
Critical Headway (sec)		7.56		6.96		7.56		6.96		4.16				4.16		
Base Follow-Up Headway (sec)		3.5		3.3		3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53		3.33		3.53		3.33		2.23				2.23		

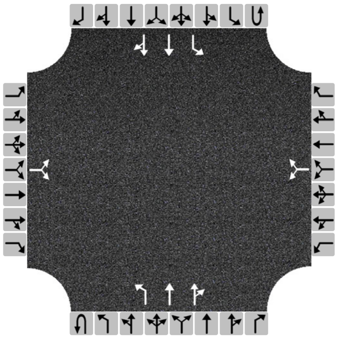
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			118				13			48				12		
Capacity, c (veh/h)			99				188			600				969		
v/c Ratio			1.19				0.07			0.08				0.01		
95% Queue Length, Q_{95} (veh)			8.0				0.2			0.3				0.0		
Control Delay (s/veh)			230.9				25.5			11.5				8.8		
Level of Service (LOS)			F				D			B				A		
Approach Delay (s/veh)	230.9				25.5				0.9				0.1			
Approach LOS	F				D											

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	JAS	Intersection	Glencoe/S. Glencoe Dwy
Agency/Co.	Linscott, Law & Greenspan	Jurisdiction	City of Los Angeles
Date Performed	12/1/2020	East/West Street	Southerly Glencoe Dwy
Analysis Year	2026	North/South Street	Glencoe Avenue
Time Analyzed	Future + Project - PM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Paseo Marina - Option B		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LR				LR			L	T	TR		L	T	TR
Volume (veh/h)		79		79		6		6	0	66	528	11	0	11	965	92
Percent Heavy Vehicles (%)		3		3		3		3	3	3			3	3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

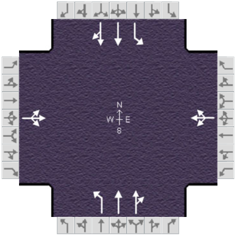
Base Critical Headway (sec)		7.5		6.9		7.5		6.9		4.1				4.1		
Critical Headway (sec)		7.56		6.96		7.56		6.96		4.16				4.16		
Base Follow-Up Headway (sec)		3.5		3.3		3.5		3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53		3.33		3.53		3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			172				13			72				12		
Capacity, c (veh/h)			118				160			598				978		
v/c Ratio			1.45				0.08			0.12				0.01		
95% Queue Length, Q_{95} (veh)			12.0				0.3			0.4				0.0		
Control Delay (s/veh)			311.3				29.5			11.8				8.7		
Level of Service (LOS)			F				D			B				A		
Approach Delay (s/veh)	311.3				29.5				1.3				0.1			
Approach LOS	F				D											

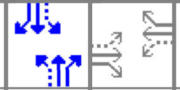
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Dec 1, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future with Project - PM (Improvements)	PHF	0.92
Urban Street	Glencoe Avenue	Analysis Year	2026	Analysis Period	1> 17:00
Intersection	Glencoe/N. Dwy-VV Dwy	File Name	08PM - Future with Project - Option B (Improvem…		
Project Description	Paseo Marina - Option B				

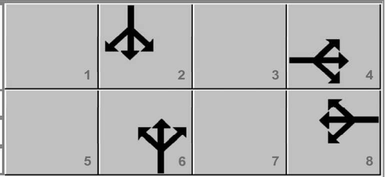


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	79	0	79	6	0	6	66	528	11	11	965	92

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



Green	54.6	25.7	0.0	0.0	0.0	0.0
Yellow	3.7	3.6	0.0	0.0	0.0	0.0
Red	0.7	1.7	0.0	0.0	0.0	0.0



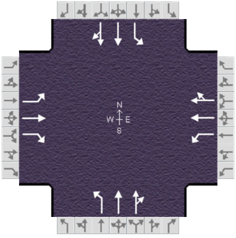
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		6		2
Case Number		8.0		8.0		6.0		6.0
Phase Duration, s		31.0		31.0		59.0		59.0
Change Period, (*Y+R* $_c$), s		5.3		5.3		4.4		4.4
Max Allow Headway (*MAH*), s		3.3		3.3		0.0		0.0
Queue Clearance Time (*g* $_s$), s		9.9		2.5				
Green Extension Time (*g* $_e$), s		0.3		0.4		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		172			13		72	294	292	12	583	566
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1533			1505		497	1900	1886	843	1900	1841
Queue Service Time (*g* $_s$), s		5.9			0.0		8.6	6.5	6.5	0.6	15.7	15.7
Cycle Queue Clearance Time (*g* $_c$), s		7.9			0.5		24.3	6.5	6.5	7.1	15.7	15.7
Green Ratio (*g/C*)		0.29			0.29		0.61	0.61	0.61	0.61	0.61	0.61
Capacity (*c*), veh/h		498			490		295	1153	1144	531	1153	1117
Volume-to-Capacity Ratio (*X*)		0.345			0.027		0.243	0.255	0.255	0.023	0.506	0.506
Back of Queue (*Q*), ft/ln (95 th percentile)		132.5			9		49.8	116	115.4	5.3	261.7	256
Back of Queue (*Q*), veh/ln (95 th percentile)		5.3			0.4		2.0	4.6	4.6	0.2	10.5	10.2
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* $_1$), s/veh		25.7			23.1		17.0	8.2	8.2	9.9	10.0	10.0
Incremental Delay (*d* $_2$), s/veh		0.2			0.0		2.0	0.5	0.5	0.1	1.6	1.6
Initial Queue Delay (*d* $_3$), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		25.9			23.2		18.9	8.8	8.8	10.0	11.6	11.7
Level of Service (LOS)		C			C		B	A	A	A	B	B
Approach Delay, s/veh / LOS	25.9	C		23.2	C		9.9	A		11.6	B	
Intersection Delay, s/veh / LOS	12.4						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.28	B	2.28	B	1.72	B	1.72	B
Bicycle LOS Score / LOS	0.77	A	0.51	A	1.03	A	1.45	A

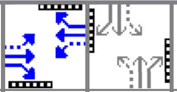
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 13, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - AM	PHF	0.96
Urban Street	Mindanao Way	Analysis Year	2020	Analysis Period	1> 7:45
Intersection	Mindanao/Glencoe	File Name	09AM - Existing.xus		
Project Description	Paseo Marina				

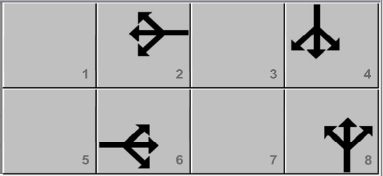


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	73	138	454	45	203	14	429	585	84	8	384	105

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



Green	44.6	34.9	0.0	0.0	0.0	0.0
Yellow	3.6	3.7	0.0	0.0	0.0	0.0
Red	1.8	1.4	0.0	0.0	0.0	0.0



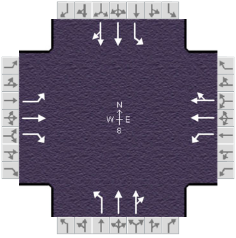
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		5.0		6.0		6.0		6.0
Phase Duration, s		50.0		50.0		40.0		40.0
Change Period, (*Y+R* *c*), s		5.4		5.4		5.1		5.1
Max Allow Headway (*MAH*), s		0.0		0.0		3.5		3.5
Queue Clearance Time (*g* *s*), s						36.9		15.5
Green Extension Time (*g* *e*), s		0.0		0.0		0.0		4.8
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		0.11

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	76	144	473	47	114	112	447	356	341	8	262	247
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1173	1900	1610	1264	1900	1857	904	1900	1816	760	1900	1760
Queue Service Time (*g* *s*), s	3.4	3.7	18.9	1.9	2.9	2.9	25.9	12.7	12.7	0.8	8.8	9.0
Cycle Queue Clearance Time (*g* *c*), s	6.3	3.7	18.9	5.6	2.9	2.9	34.9	12.7	12.7	13.5	8.8	9.0
Green Ratio (*g/C*)	0.50	0.50	0.50	0.50	0.50	0.50	0.39	0.39	0.39	0.39	0.39	0.39
Capacity (*c*), veh/h	623	942	798	654	942	920	340	737	704	267	737	682
Volume-to-Capacity Ratio (*X*)	0.122	0.153	0.593	0.072	0.121	0.122	1.313	0.483	0.484	0.031	0.356	0.362
Back of Queue (*Q*), ft/ln (95 th percentile)	42.5	73.6	295.3	25.8	57	56.7	892.7	233	225.5	6.1	171.2	161.9
Back of Queue (*Q*), veh/ln (95 th percentile)	1.7	2.9	11.8	1.0	2.3	2.3	35.7	9.3	9.0	0.2	6.8	6.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* *1*), s/veh	13.9	12.4	16.2	13.9	12.2	12.2	35.1	20.8	20.8	25.9	19.6	19.6
Incremental Delay (*d* *2*), s/veh	0.4	0.3	3.2	0.2	0.3	0.3	160.4	0.2	0.2	0.0	0.1	0.1
Initial Queue Delay (*d* *3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	14.3	12.7	19.4	14.1	12.4	12.5	195.5	20.9	21.0	25.9	19.7	19.7
Level of Service (LOS)	B	B	B	B	B	B	F	C	C	C	B	B
Approach Delay, s/veh / LOS	17.5	B		12.7	B		89.2	F		19.8	B	
Intersection Delay, s/veh / LOS	48.7						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	2.13	B	2.30	B
Bicycle LOS Score / LOS	1.63	B	0.71	A	1.43	A	0.91	A

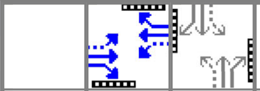
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Dec 2, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing with Project - AM	PHF	0.96
Urban Street	Mindanao Way	Analysis Year	2020	Analysis Period	1> 7:45
Intersection	Mindanao/Glencoe	File Name	09AM - Existing with Project - Option B.xus		
Project Description	Paseo Marina - Option B				

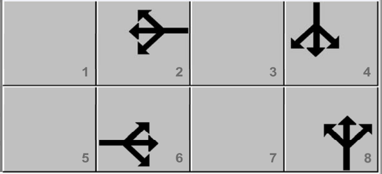


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	82	144	496	45	208	14	453	585	84	8	384	114

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



Green	44.6	34.9	0.0	0.0	0.0	0.0
Yellow	3.6	3.7	0.0	0.0	0.0	0.0
Red	1.8	1.4	0.0	0.0	0.0	0.0



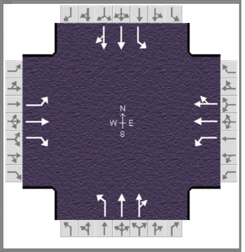
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		5.0		6.0		6.0		6.0
Phase Duration, s		50.0		50.0		40.0		40.0
Change Period, (*Y+R* $_c$), s		5.4		5.4		5.1		5.1
Max Allow Headway (*MAH*), s		0.0		0.0		3.6		3.6
Queue Clearance Time (*g* $_s$), s						36.9		15.5
Green Extension Time (*g* $_e$), s		0.0		0.0		0.0		5.0
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		0.12

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	85	150	517	47	116	115	472	356	341	8	268	251
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1167	1900	1610	1257	1900	1858	897	1900	1816	760	1900	1751
Queue Service Time (*g* $_s$), s	3.8	3.9	21.5	1.9	3.0	3.0	25.7	12.7	12.7	0.8	9.0	9.2
Cycle Queue Clearance Time (*g* $_c$), s	6.8	3.9	21.5	5.8	3.0	3.0	34.9	12.7	12.7	13.5	9.0	9.2
Green Ratio (*g/C*)	0.50	0.50	0.50	0.50	0.50	0.50	0.39	0.39	0.39	0.39	0.39	0.39
Capacity (*c*), veh/h	620	942	798	649	942	921	336	737	704	267	737	679
Volume-to-Capacity Ratio (*X*)	0.138	0.159	0.648	0.072	0.123	0.125	1.405	0.483	0.484	0.031	0.363	0.370
Back of Queue (*Q*), ft/ln (95 th percentile)	48.2	77	330.7	25.9	58.5	58	1037.7	233	225.5	6.1	175.4	164.8
Back of Queue (*Q*), veh/ln (95 th percentile)	1.9	3.1	13.2	1.0	2.3	2.3	41.5	9.3	9.0	0.2	7.0	6.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* $_1$), s/veh	14.0	12.4	16.9	14.0	12.2	12.2	35.2	20.8	20.8	25.9	19.6	19.7
Incremental Delay (*d* $_2$), s/veh	0.5	0.4	4.0	0.2	0.3	0.3	199.3	0.2	0.2	0.0	0.1	0.1
Initial Queue Delay (*d* $_3$), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	14.5	12.8	20.9	14.2	12.5	12.5	234.5	20.9	21.0	25.9	19.7	19.8
Level of Service (LOS)	B	B	C	B	B	B	F	C	C	C	B	B
Approach Delay, s/veh / LOS	18.6		B	12.8		B	107.2		F	19.9		B
Intersection Delay, s/veh / LOS	56.2						E					

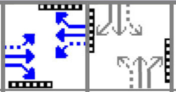
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	2.13	B	2.30	B
Bicycle LOS Score / LOS	1.73	B	0.72	A	1.45	A	0.92	A

HCS7 Signalized Intersection Results Summary

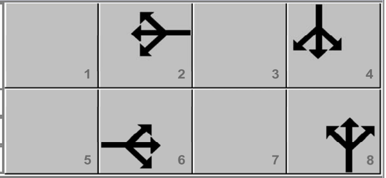
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 13, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - AM	PHF	0.96
Urban Street	Mindanao Way	Analysis Year	2026	Analysis Period	1> 7:45
Intersection	Mindanao/Glencoe	File Name	09AM - Future.xus		
Project Description	Paseo Marina				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	87	159	496	50	218	15	467	624	96	9	419	113



Signal Information										
Cycle, s	90.0	Reference Phase	2							
Offset, s	0	Reference Point	End	Green	44.6	34.9	0.0	0.0	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.6	3.7	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.8	1.4	0.0	0.0	0.0	0.0



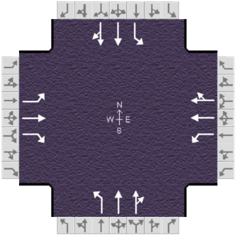
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		5.0		6.0		6.0		6.0
Phase Duration, s		50.0		50.0		40.0		40.0
Change Period, (*Y+R* $_c$), s		5.4		5.4		5.1		5.1
Max Allow Headway (*MAH*), s		0.0		0.0		3.6		3.6
Queue Clearance Time (*g* $_s$), s						36.9		16.9
Green Extension Time (*g* $_e$), s		0.0		0.0		0.0		5.4
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		0.19

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	91	166	517	52	122	121	486	384	366	9	286	268
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1155	1900	1610	1239	1900	1857	868	1900	1811	723	1900	1761
Queue Service Time (*g* $_s$), s	4.1	4.3	21.5	2.2	3.1	3.2	25.0	13.9	14.0	0.9	9.8	9.9
Cycle Queue Clearance Time (*g* $_c$), s	7.3	4.3	21.5	6.5	3.1	3.2	34.9	13.9	14.0	14.9	9.8	9.9
Green Ratio (*g/C*)	0.50	0.50	0.50	0.50	0.50	0.50	0.39	0.39	0.39	0.39	0.39	0.39
Capacity (*c*), veh/h	612	942	798	634	942	920	321	737	702	248	737	683
Volume-to-Capacity Ratio (*X*)	0.148	0.176	0.648	0.082	0.130	0.131	1.516	0.521	0.522	0.038	0.388	0.393
Back of Queue (*Q*), ft/ln (95 th percentile)	51.8	86	330.7	29.3	61.6	61	1182	251.8	243	7	189.3	178.3
Back of Queue (*Q*), veh/ln (95 th percentile)	2.1	3.4	13.2	1.2	2.5	2.4	47.3	10.1	9.7	0.3	7.6	7.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* $_1$), s/veh	14.2	12.5	16.9	14.3	12.2	12.2	35.6	21.1	21.1	26.9	19.9	19.9
Incremental Delay (*d* $_2$), s/veh	0.5	0.4	4.0	0.3	0.3	0.3	247.5	0.3	0.3	0.0	0.1	0.1
Initial Queue Delay (*d* $_3$), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	14.7	13.0	20.9	14.6	12.5	12.5	283.1	21.4	21.5	26.9	20.0	20.0
Level of Service (LOS)	B	B	C	B	B	B	F	C	C	C	B	C
Approach Delay, s/veh / LOS	18.5		B	12.9		B	124.4		F	20.1		C
Intersection Delay, s/veh / LOS	63.9						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	2.13	B	2.30	B
Bicycle LOS Score / LOS	1.76	B	0.73	A	1.51	B	0.95	A

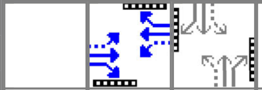
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Dec 2, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future with Project - AM	PHF	0.96
Urban Street	Mindanao Way	Analysis Year	2026	Analysis Period	1> 7:45
Intersection	Mindanao/Glencoe	File Name	09AM - Future with Project - Option B.xus		
Project Description	Paseo Marina - Option B				

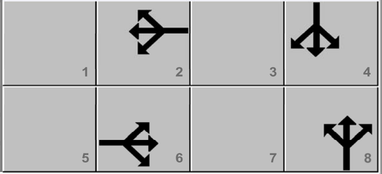


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	96	165	538	50	223	15	491	624	96	9	419	122

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



Green	44.6	34.9	0.0	0.0	0.0	0.0
Yellow	3.6	3.7	0.0	0.0	0.0	0.0
Red	1.8	1.4	0.0	0.0	0.0	0.0



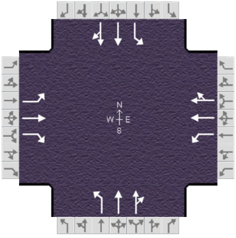
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		5.0		6.0		6.0		6.0
Phase Duration, s		50.0		50.0		40.0		40.0
Change Period, (*Y+R* c), s		5.4		5.4		5.1		5.1
Max Allow Headway (*MAH*), s		0.0		0.0		3.6		3.6
Queue Clearance Time (*g* s), s						36.9		16.9
Green Extension Time (*g* e), s		0.0		0.0		0.0		5.6
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		0.20

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	100	172	560	52	125	123	511	384	366	9	291	272
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1150	1900	1610	1232	1900	1858	860	1900	1811	723	1900	1753
Queue Service Time (*g* s), s	4.6	4.5	24.2	2.2	3.2	3.2	24.8	13.9	14.0	0.9	10.0	10.1
Cycle Queue Clearance Time (*g* c), s	7.9	4.5	24.2	6.7	3.2	3.2	34.9	13.9	14.0	14.9	10.0	10.1
Green Ratio (*g/C*)	0.50	0.50	0.50	0.50	0.50	0.50	0.39	0.39	0.39	0.39	0.39	0.39
Capacity (*c*), veh/h	609	942	798	629	942	921	317	737	702	248	737	680
Volume-to-Capacity Ratio (*X*)	0.164	0.183	0.702	0.083	0.132	0.134	1.615	0.521	0.522	0.038	0.395	0.401
Back of Queue (*Q*), ft/ln (95 th percentile)	57.9	89.5	369.6	29.4	63.1	62.5	1333.7	251.8	243	7	192.7	181.6
Back of Queue (*Q*), veh/ln (95 th percentile)	2.3	3.6	14.8	1.2	2.5	2.5	53.3	10.1	9.7	0.3	7.7	7.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* 1), s/veh	14.4	12.6	17.6	14.5	12.3	12.3	35.7	21.1	21.1	26.9	19.9	20.0
Incremental Delay (*d* 2), s/veh	0.6	0.4	5.1	0.3	0.3	0.3	290.9	0.3	0.3	0.0	0.1	0.1
Initial Queue Delay (*d* 3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	15.0	13.0	22.7	14.7	12.5	12.6	326.7	21.4	21.5	26.9	20.0	20.1
Level of Service (LOS)	B	B	C	B	B	B	F	C	C	C	C	C
Approach Delay, s/veh / LOS	19.8	B		12.9	B		145.2	F		20.2	C	
Intersection Delay, s/veh / LOS	72.5						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	2.13	B	2.30	B
Bicycle LOS Score / LOS	1.86	B	0.74	A	1.53	B	0.96	A

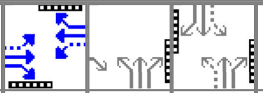
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Dec 2, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future with Project - AM (Improvements)	PHF	0.96
Urban Street	Mindanao Way	Analysis Year	2026	Analysis Period	1> 7:45
Intersection	Mindanao/Glencoe	File Name	09AM - Future with Project - Option B (Improvem…		
Project Description	Paseo Marina - Option B				

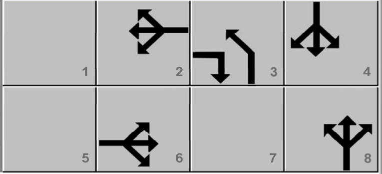


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	96	165	538	50	223	15	491	624	96	9	419	122

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



Green	35.4	22.0	18.1	0.0	0.0	0.0
Yellow	3.6	4.0	3.7	0.0	0.0	0.0
Red	1.8	0.0	1.4	0.0	0.0	0.0



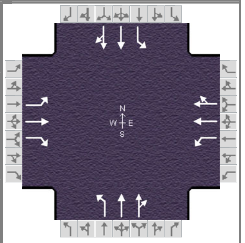
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2	3	8		4
Case Number		5.0		6.0	1.0	4.0		6.3
Phase Duration, s		40.8		40.8	26.0	49.2		23.2
Change Period, (*Y+R* $_c$), s		5.4		5.4	4.0	5.1		5.1
Max Allow Headway (*MAH*), s		0.0		0.0	3.2	3.2		3.2
Queue Clearance Time (g_s), s					20.9	13.7		15.2
Green Extension Time (g_e), s		0.0		0.0	1.1	2.9		2.8
Phase Call Probability					1.00	1.00		1.00
Max Out Probability					0.00	0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	100	172	560	52	125	123	511	384	366	9	291	272
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1150	1900	1610	1232	1900	1858	1810	1900	1811	723	1900	1753
Queue Service Time (g_s), s	5.6	5.4	17.4	2.6	3.8	3.9	18.9	11.6	11.7	0.9	13.0	13.2
Cycle Queue Clearance Time (g_c), s	9.4	5.4	17.4	8.1	3.8	3.9	18.9	11.6	11.7	0.9	13.0	13.2
Green Ratio (*g/C*)	0.39	0.39	0.64	0.39	0.39	0.39	0.47	0.49	0.49	0.20	0.20	0.20
Capacity (*c*), veh/h	483	748	1028	491	748	732	568	930	887	225	381	352
Volume-to-Capacity Ratio (*X*)	0.207	0.230	0.545	0.106	0.167	0.169	0.900	0.412	0.413	0.042	0.764	0.774
Back of Queue (*Q*), ft/ln (95 th percentile)	72.7	112.8	252.7	36.9	79.4	78.9	308.2	209.1	201.8	7.4	250.7	238.7
Back of Queue (*Q*), veh/ln (95 th percentile)	2.9	4.5	10.1	1.5	3.2	3.2	12.3	8.4	8.1	0.3	10.0	9.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	20.8	18.2	9.0	20.9	17.7	17.7	19.8	14.7	14.7	29.1	34.0	34.0
Incremental Delay (d_2), s/veh	1.0	0.7	2.1	0.4	0.5	0.5	2.2	0.1	0.1	0.0	1.2	1.4
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	21.8	18.9	11.1	21.3	18.2	18.2	22.0	14.8	14.8	29.2	35.2	35.4
Level of Service (LOS)	C	B	B	C	B	B	C	B	B	C	D	D
Approach Delay, s/veh / LOS	14.0	B		18.7	B		17.7	B		35.2	D	
Intersection Delay, s/veh / LOS	20.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	2.13	B	2.30	B
Bicycle LOS Score / LOS	1.86	B	0.74	A	1.53	B	0.96	A

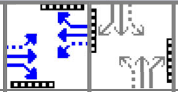
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 13, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - PM	PHF	0.94
Urban Street	Mindanao Way	Analysis Year	2020	Analysis Period	1> 17:00
Intersection	Mindanao/Glencoe	File Name	09PM - Existing.xus		
Project Description	Paseo Marina				

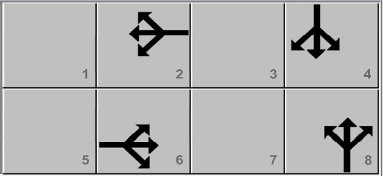


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	133	213	616	122	215	27	225	346	45	10	514	96

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



Green	44.6	34.9	0.0	0.0	0.0	0.0
Yellow	3.6	3.7	0.0	0.0	0.0	0.0
Red	1.8	1.4	0.0	0.0	0.0	0.0



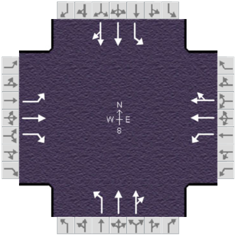
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		5.0		6.0		6.0		6.0
Phase Duration, s		50.0		50.0		40.0		40.0
Change Period, (*Y+R* *c*), s		5.4		5.4		5.1		5.1
Max Allow Headway (*MAH*), s		0.0		0.0		3.5		3.5
Queue Clearance Time (*g* *s*), s						36.9		13.8
Green Extension Time (*g* *e*), s		0.0		0.0		0.0		3.5
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		0.03

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	141	227	655	130	130	128	239	211	205	11	333	316
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1140	1900	1610	1172	1900	1826	795	1900	1823	986	1900	1796
Queue Service Time (*g* *s*), s	6.9	6.1	31.2	6.4	3.3	3.4	23.1	6.9	7.0	0.7	11.7	11.8
Cycle Queue Clearance Time (*g* *c*), s	10.3	6.1	31.2	12.6	3.3	3.4	34.9	6.9	7.0	7.7	11.7	11.8
Green Ratio (*g/C*)	0.50	0.50	0.50	0.50	0.50	0.50	0.39	0.39	0.39	0.39	0.39	0.39
Capacity (*c*), veh/h	602	942	798	581	942	905	284	737	707	386	737	696
Volume-to-Capacity Ratio (*X*)	0.235	0.241	0.821	0.223	0.138	0.141	0.842	0.286	0.290	0.028	0.451	0.454
Back of Queue (*Q*), ft/ln (95 th percentile)	86.1	122.1	473.9	83	66	64.9	276.3	133.3	129.9	7	218.4	210
Back of Queue (*Q*), veh/ln (95 th percentile)	3.4	4.9	19.0	3.3	2.6	2.6	11.1	5.3	5.2	0.3	8.7	8.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* *1*), s/veh	15.1	13.0	19.3	16.6	12.3	12.3	35.1	19.0	19.0	21.6	20.4	20.5
Incremental Delay (*d* *2*), s/veh	0.9	0.6	9.3	0.9	0.3	0.3	19.0	0.1	0.1	0.0	0.2	0.2
Initial Queue Delay (*d* *3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	16.0	13.6	28.6	17.5	12.6	12.6	54.1	19.1	19.1	21.7	20.6	20.6
Level of Service (LOS)	B	B	C	B	B	B	D	B	B	C	C	C
Approach Delay, s/veh / LOS	23.5	C		14.2	B		31.9	C		20.6	C	
Intersection Delay, s/veh / LOS	23.5						C					

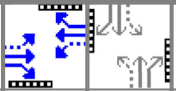
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	2.13	B	2.30	B
Bicycle LOS Score / LOS	2.18	B	0.81	A	1.03	A	1.03	A

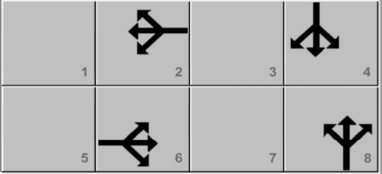
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Dec 2, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing with Project - PM	PHF	0.94
Urban Street	Mindanao Way	Analysis Year	2020	Analysis Period	1> 17:00
Intersection	Mindanao/Glencoe	File Name	09PM - Existing with Project - Option B.xus		
Project Description	Paseo Marina - Option B				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	134	214	624	122	217	27	232	346	45	10	514	99





Signal Information										
Cycle, s	90.0	Reference Phase	2							
Offset, s	0	Reference Point	End							
Uncoordinated	No	Simult. Gap E/W	On	Green	44.6	34.9	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.6	3.7	0.0	0.0	0.0	0.0
				Red	1.8	1.4	0.0	0.0	0.0	0.0

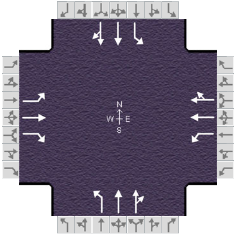
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		5.0		6.0		6.0		6.0
Phase Duration, s		50.0		50.0		40.0		40.0
Change Period, (*Y+R* $_c$), s		5.4		5.4		5.1		5.1
Max Allow Headway (*MAH*), s		0.0		0.0		3.5		3.5
Queue Clearance Time (*g* $_s$), s						36.9		13.9
Green Extension Time (*g* $_e$), s		0.0		0.0		0.0		3.6
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		0.03

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	143	228	664	130	131	129	247	211	205	11	335	318
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1138	1900	1610	1171	1900	1827	792	1900	1823	986	1900	1793
Queue Service Time (*g* $_s$), s	7.0	6.2	31.8	6.4	3.4	3.4	23.0	6.9	7.0	0.7	11.8	11.9
Cycle Queue Clearance Time (*g* $_c$), s	10.4	6.2	31.8	12.6	3.4	3.4	34.9	6.9	7.0	7.7	11.8	11.9
Green Ratio (*g/C*)	0.50	0.50	0.50	0.50	0.50	0.50	0.39	0.39	0.39	0.39	0.39	0.39
Capacity (*c*), veh/h	600	942	798	580	942	905	283	737	707	386	737	695
Volume-to-Capacity Ratio (*X*)	0.237	0.242	0.832	0.224	0.139	0.142	0.873	0.286	0.290	0.028	0.454	0.457
Back of Queue (*Q*), ft/ln (95 th percentile)	87	122.7	485.7	83	66.5	65.6	293.5	133.3	129.9	7	219.4	211
Back of Queue (*Q*), veh/ln (95 th percentile)	3.5	4.9	19.4	3.3	2.7	2.6	11.7	5.3	5.2	0.3	8.8	8.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* $_1$), s/veh	15.1	13.0	19.5	16.6	12.3	12.3	35.5	19.0	19.0	21.6	20.5	20.5
Incremental Delay (*d* $_2$), s/veh	0.9	0.6	9.9	0.9	0.3	0.3	23.6	0.1	0.1	0.0	0.2	0.2
Initial Queue Delay (*d* $_3$), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	16.1	13.6	29.4	17.5	12.6	12.6	59.2	19.1	19.1	21.7	20.6	20.7
Level of Service (LOS)	B	B	C	B	B	B	E	B	B	C	C	C
Approach Delay, s/veh / LOS	24.1	C		14.3	B		34.0	C		20.7	C	
Intersection Delay, s/veh / LOS	24.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	2.13	B	2.30	B
Bicycle LOS Score / LOS	2.19	B	0.81	A	1.03	A	1.03	A

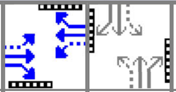
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 13, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - PM	PHF	0.94
Urban Street	Mindanao Way	Analysis Year	2026	Analysis Period	1> 17:00
Intersection	Mindanao/Glencoe	File Name	09PM - Future.xus		
Project Description	Paseo Marina				

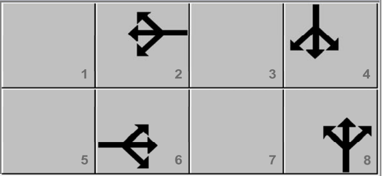


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	147	233	673	140	242	30	251	385	54	12	561	112

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



Green	44.6	34.9	0.0	0.0	0.0	0.0
Yellow	3.6	3.7	0.0	0.0	0.0	0.0
Red	1.8	1.4	0.0	0.0	0.0	0.0



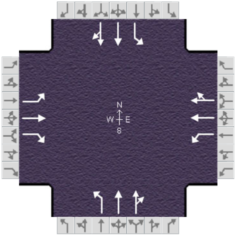
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		5.0		6.0		6.0		6.0
Phase Duration, s		50.0		50.0		40.0		40.0
Change Period, (*Y+R* $_c$), s		5.4		5.4		5.1		5.1
Max Allow Headway (*MAH*), s		0.0		0.0		3.6		3.6
Queue Clearance Time (*g* $_s$), s						36.9		15.3
Green Extension Time (*g* $_e$), s		0.0		0.0		0.0		4.1
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		0.07

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	156	248	716	149	146	143	267	237	230	13	368	348
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1107	1900	1610	1150	1900	1827	747	1900	1818	940	1900	1790
Queue Service Time (*g* $_s$), s	8.1	6.8	36.3	7.8	3.8	3.9	21.6	7.9	8.0	0.9	13.2	13.3
Cycle Queue Clearance Time (*g* $_c$), s	12.0	6.8	36.3	14.6	3.8	3.9	34.9	7.9	8.0	8.8	13.2	13.3
Green Ratio (*g/C*)	0.50	0.50	0.50	0.50	0.50	0.50	0.39	0.39	0.39	0.39	0.39	0.39
Capacity (*c*), veh/h	581	942	798	563	942	905	259	737	705	361	737	694
Volume-to-Capacity Ratio (*X*)	0.269	0.263	0.897	0.265	0.155	0.158	1.030	0.322	0.326	0.035	0.499	0.501
Back of Queue (*Q*), ft/ln (95 th percentile)	98.6	135.4	567.3	99.3	74.8	73.7	397.3	152.4	147.9	8.6	240.8	230.8
Back of Queue (*Q*), veh/ln (95 th percentile)	3.9	5.4	22.7	4.0	3.0	2.9	15.9	6.1	5.9	0.3	9.6	9.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* $_1$), s/veh	15.7	13.2	20.6	17.4	12.4	12.4	37.5	19.3	19.3	22.4	20.9	20.9
Incremental Delay (*d* $_2$), s/veh	1.1	0.7	14.9	1.1	0.4	0.4	63.9	0.1	0.1	0.0	0.2	0.2
Initial Queue Delay (*d* $_3$), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	16.8	13.9	35.5	18.5	12.8	12.8	101.4	19.4	19.4	22.4	21.1	21.2
Level of Service (LOS)	B	B	D	B	B	B	F	B	B	C	C	C
Approach Delay, s/veh / LOS	28.1	C		14.7	B		49.2	D		21.2	C	
Intersection Delay, s/veh / LOS	29.6						C					

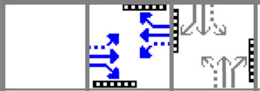
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	2.13	B	2.30	B
Bicycle LOS Score / LOS	2.34	B	0.85	A	1.09	A	1.09	A

HCS7 Signalized Intersection Results Summary

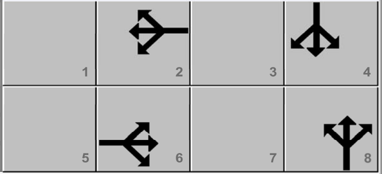
General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Dec 2, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future with Project - PM	PHF	0.94
Urban Street	Mindanao Way	Analysis Year	2026	Analysis Period	1> 17:00
Intersection	Mindanao/Glencoe	File Name	09PM - Future with Project - Option B.xus		
Project Description	Paseo Marina - Option B				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	148	234	681	140	244	30	258	385	54	12	561	115



Signal Information										
Cycle, s	90.0	Reference Phase	2							
Offset, s	0	Reference Point	End	Green	44.6	34.9	0.0	0.0	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.6	3.7	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.8	1.4	0.0	0.0	0.0	0.0



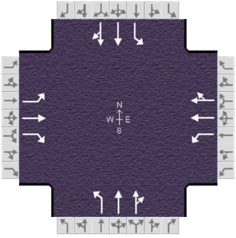
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		5.0		6.0		6.0		6.0
Phase Duration, s		50.0		50.0		40.0		40.0
Change Period, (*Y+R* $_c$), s		5.4		5.4		5.1		5.1
Max Allow Headway (*MAH*), s		0.0		0.0		3.6		3.6
Queue Clearance Time (*g* $_s$), s						36.9		15.4
Green Extension Time (*g* $_e$), s		0.0		0.0		0.0		4.2
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		0.07

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	157	249	724	149	147	144	274	237	230	13	370	349
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1105	1900	1610	1149	1900	1827	745	1900	1818	940	1900	1787
Queue Service Time (*g* $_s$), s	8.2	6.8	37.1	7.8	3.8	3.9	21.5	7.9	8.0	0.9	13.3	13.4
Cycle Queue Clearance Time (*g* $_c$), s	12.1	6.8	37.1	14.6	3.8	3.9	34.9	7.9	8.0	8.8	13.3	13.4
Green Ratio (*g/C*)	0.50	0.50	0.50	0.50	0.50	0.50	0.39	0.39	0.39	0.39	0.39	0.39
Capacity (*c*), veh/h	580	942	798	562	942	906	258	737	705	361	737	693
Volume-to-Capacity Ratio (*X*)	0.272	0.264	0.908	0.265	0.156	0.159	1.064	0.322	0.326	0.035	0.502	0.504
Back of Queue (*Q*), ft/ln (95 th percentile)	99.3	136	583.1	99.3	75.6	74.2	427.1	152.4	147.9	8.6	242.2	231.6
Back of Queue (*Q*), veh/ln (95 th percentile)	4.0	5.4	23.3	4.0	3.0	3.0	17.1	6.1	5.9	0.3	9.7	9.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* $_1$), s/veh	15.7	13.2	20.8	17.4	12.4	12.4	37.6	19.3	19.3	22.4	20.9	21.0
Incremental Delay (*d* $_2$), s/veh	1.2	0.7	16.0	1.2	0.4	0.4	73.9	0.1	0.1	0.0	0.2	0.2
Initial Queue Delay (*d* $_3$), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	16.9	13.9	36.9	18.6	12.8	12.8	111.5	19.4	19.4	22.4	21.1	21.2
Level of Service (LOS)	B	B	D	B	B	B	F	B	B	C	C	C
Approach Delay, s/veh / LOS	29.0	C		14.7	B		53.5	D		21.2	C	
Intersection Delay, s/veh / LOS	31.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	2.13	B	2.30	B
Bicycle LOS Score / LOS	2.35	B	0.85	A	1.10	A	1.09	A

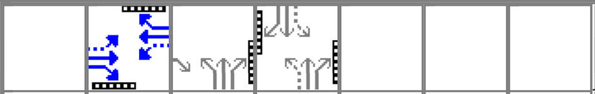
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Dec 2, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future with Project - PM (Improvements)	PHF	0.94
Urban Street	Mindanao Way	Analysis Year	2026	Analysis Period	1> 17:00
Intersection	Mindanao/Glencoe	File Name	09PM - Future with Project - Option B (Improvem…		
Project Description	Paseo Marina - Option B				

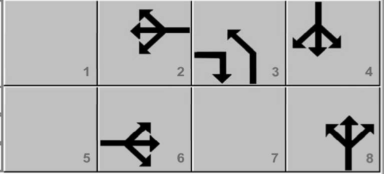


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	148	234	681	140	244	30	258	385	54	12	561	115

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



Green	42.0	12.3	21.2	0.0	0.0	0.0
Yellow	3.6	4.0	3.7	0.0	0.0	0.0
Red	1.8	0.0	1.4	0.0	0.0	0.0



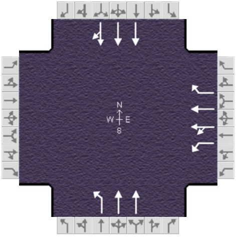
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2	3	8		4
Case Number		5.0		6.0	1.0	4.0		6.3
Phase Duration, s		47.4		47.4	16.3	42.6		26.3
Change Period, (*Y+R* $_c$), s		5.4		5.4	4.0	5.1		5.1
Max Allow Headway (*MAH*), s		0.0		0.0	3.2	3.2		3.2
Queue Clearance Time (g_s), s					11.7	9.6		18.7
Green Extension Time (g_e), s		0.0		0.0	0.5	2.5		2.5
Phase Call Probability					1.00	1.00		1.00
Max Out Probability					0.00	0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	157	249	724	149	147	144	274	237	230	13	370	349
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1105	1900	1610	1149	1900	1827	1810	1900	1818	940	1900	1787
Queue Service Time (g_s), s	8.7	7.2	29.2	8.2	4.0	4.1	9.7	7.5	7.6	0.9	16.6	16.7
Cycle Queue Clearance Time (g_c), s	12.8	7.2	29.2	15.5	4.0	4.1	9.7	7.5	7.6	0.9	16.6	16.7
Green Ratio (*g/C*)	0.47	0.47	0.60	0.47	0.47	0.47	0.39	0.42	0.42	0.24	0.24	0.24
Capacity (*c*), veh/h	545	887	971	524	887	853	364	791	757	302	448	421
Volume-to-Capacity Ratio (*X*)	0.289	0.281	0.746	0.284	0.166	0.169	0.754	0.300	0.303	0.042	0.826	0.829
Back of Queue (*Q*), ft/ln (95 th percentile)	106.7	146	409.3	106.6	81	79.6	183.2	143.7	139.5	9.5	304.2	290.9
Back of Queue (*Q*), veh/ln (95 th percentile)	4.3	5.8	16.4	4.3	3.2	3.2	7.3	5.7	5.6	0.4	12.2	11.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	17.6	14.7	12.9	19.5	13.9	13.9	22.2	17.5	17.5	26.7	32.6	32.7
Incremental Delay (d_2), s/veh	1.3	0.8	5.2	1.4	0.4	0.4	1.2	0.1	0.1	0.0	1.5	1.6
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	18.9	15.5	18.1	20.8	14.3	14.3	23.4	17.6	17.6	26.7	34.1	34.3
Level of Service (LOS)	B	B	B	C	B	B	C	B	B	C	C	C
Approach Delay, s/veh / LOS	17.6	B		16.5	B		19.7	B		34.1	C	
Intersection Delay, s/veh / LOS	21.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	2.13	B	2.30	B
Bicycle LOS Score / LOS	2.35	B	0.85	A	1.10	A	1.09	A

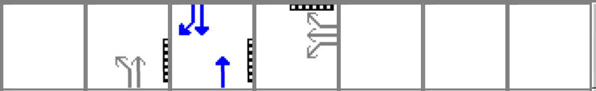
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 31, 2020	Area Type	Other
Jurisdiction	City of Los Angeles / Caltrans	Time Period	Existing - AM	PHF	0.93
Urban Street	SR-90 Westbound	Analysis Year	2020	Analysis Period	1> 8:00
Intersection	Mindanao/SR-90 WB	File Name	10AM - Existing.xus		
Project Description	Paseo Marina				

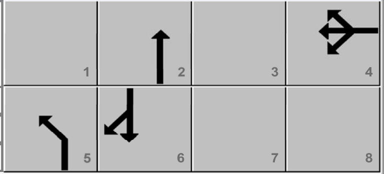


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				665	1268	709	7	547			863	23

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



Green	14.9	24.8	33.7	0.0	0.0	0.0
Yellow	3.6	3.7	4.8	0.0	0.0	0.0
Red	1.5	1.5	1.5	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4	5	2		6
Case Number				9.0	2.0	4.0		8.3
Phase Duration, s				40.0	20.0	50.0		30.0
Change Period, (*Y+R* *c*), s				6.3	5.1	5.2		5.2
Max Allow Headway (*MAH*), s				3.0	3.2	0.0		0.0
Queue Clearance Time (*g* *s*), s				35.7	2.3			
Green Extension Time (*g* *e*), s				0.0	0.0	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				1.00	0.00			

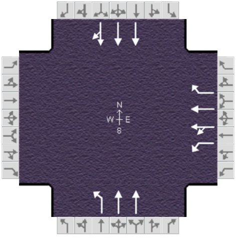
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14	5	2			6	16
Adjusted Flow Rate (*v*), veh/h				479	1599	762	8	588			638	315
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1810	1887	1610	1810	1809			1900	1874
Queue Service Time (*g* *s*), s				20.3	33.7	33.7	0.3	8.8			13.2	13.2
Cycle Queue Clearance Time (*g* *c*), s				20.3	33.7	33.7	0.3	8.8			13.2	13.2
Green Ratio (*g/C*)				0.37	0.37	0.37	0.17	0.50			0.28	0.28
Capacity (*c*), veh/h				678	1413	603	300	1801			1047	516
Volume-to-Capacity Ratio (*X*)				0.707	1.132	1.264	0.025	0.327			0.609	0.610
Back of Queue (*Q*), ft/ln (95 th percentile)				330	969.8	1250.5	6.2	158			257.8	267.8
Back of Queue (*Q*), veh/ln (95 th percentile)				13.2	38.8	50.0	0.2	6.3			10.3	10.7
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00	0.00	0.00	0.00	0.00			0.00	0.00
Uniform Delay (*d* *1*), s/veh				24.0	28.2	28.2	31.5	13.6			28.4	28.4
Incremental Delay (*d* *2*), s/veh				2.9	68.8	131.9	0.0	0.5			2.6	5.3
Initial Queue Delay (*d* *3*), s/veh				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh				26.8	97.0	160.0	31.5	14.0			31.0	33.7
Level of Service (LOS)				C	F	F	C	B			C	C

Approach Delay, s/veh / LOS	0.0		102.1	F	14.3	B	31.9	C
Intersection Delay, s/veh / LOS	74.9				E			

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.30	B	2.13	B	1.70	B
Bicycle LOS Score / LOS			2.83	C	0.98	A	1.01	A

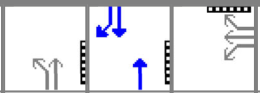
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Dec 2, 2020	Area Type	Other
Jurisdiction	City of Los Angeles / Caltrans	Time Period	Existing with Project - AM	PHF	0.93
Urban Street	SR-90 Westbound	Analysis Year	2020	Analysis Period	1> 8:00
Intersection	Mindanao/SR-90 WB	File Name	10AM - Existing with Project - Option B.xus		
Project Description	Paseo Marina - Option B				

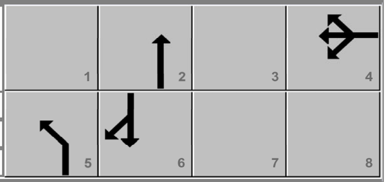


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				665	1285	726	7	554			905	23

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



Green	14.9	24.8	33.7	0.0	0.0	0.0
Yellow	3.6	3.7	4.8	0.0	0.0	0.0
Red	1.5	1.5	1.5	0.0	0.0	0.0



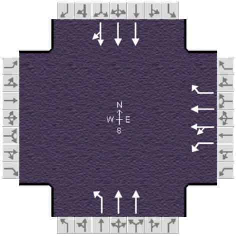
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4	5	2		6
Case Number				9.0	2.0	4.0		8.3
Phase Duration, s				40.0	20.0	50.0		30.0
Change Period, (*Y+R* *c*), s				6.3	5.1	5.2		5.2
Max Allow Headway (*MAH*), s				3.0	3.2	0.0		0.0
Queue Clearance Time (*g* *s*), s				35.7	2.3			
Green Extension Time (*g* *e*), s				0.0	0.0	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				1.00	0.00			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14	5	2			6	16
Adjusted Flow Rate (*v*), veh/h				479	1618	781	8	596			668	330
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1810	1887	1610	1810	1809			1900	1875
Queue Service Time (*g* *s*), s				20.3	33.7	33.7	0.3	8.9			13.9	13.9
Cycle Queue Clearance Time (*g* *c*), s				20.3	33.7	33.7	0.3	8.9			13.9	13.9
Green Ratio (*g/C*)				0.37	0.37	0.37	0.17	0.50			0.28	0.28
Capacity (*c*), veh/h				678	1413	603	300	1801			1047	517
Volume-to-Capacity Ratio (*X*)				0.707	1.145	1.295	0.025	0.331			0.638	0.639
Back of Queue (*Q*), ft/ln (95 th percentile)				330	1009.1	1337.4	6.2	160.4			270.7	282.1
Back of Queue (*Q*), veh/ln (95 th percentile)				13.2	40.4	53.5	0.2	6.4			10.8	11.3
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00	0.00	0.00	0.00	0.00			0.00	0.00
Uniform Delay (*d* *1*), s/veh				24.0	28.2	28.2	31.5	13.6			28.7	28.7
Incremental Delay (*d* *2*), s/veh				2.9	74.0	144.7	0.0	0.5			3.0	5.9
Initial Queue Delay (*d* *3*), s/veh				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh				26.8	102.2	172.8	31.5	14.1			31.6	34.6
Level of Service (LOS)				C	F	F	C	B			C	C
Approach Delay, s/veh / LOS	0.0			108.8		F	14.3		B	32.6		C
Intersection Delay, s/veh / LOS	79.1						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.30	B	2.13	B	1.70	B
Bicycle LOS Score / LOS			2.86	C	0.99	A	1.04	A

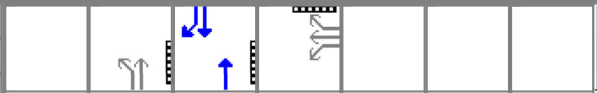
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 31, 2020	Area Type	Other
Jurisdiction	City of Los Angeles / Caltrans	Time Period	Future - AM	PHF	0.93
Urban Street	SR-90 Westbound	Analysis Year	2026	Analysis Period	1> 8:00
Intersection	Mindanao/SR-90 WB	File Name	10AM - Future.xus		
Project Description	Paseo Marina				

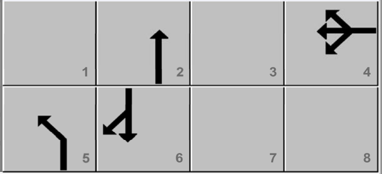


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				720	1355	762	7	592			943	24

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



Green	14.9	24.8	33.7	0.0	0.0	0.0
Yellow	3.6	3.7	4.8	0.0	0.0	0.0
Red	1.5	1.5	1.5	0.0	0.0	0.0



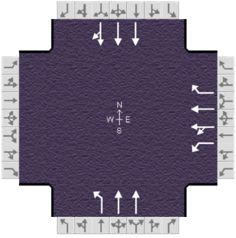
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4	5	2		6
Case Number				9.0	2.0	4.0		8.3
Phase Duration, s				40.0	20.0	50.0		30.0
Change Period, (*Y+R* $_c$), s				6.3	5.1	5.2		5.2
Max Allow Headway (*MAH*), s				3.0	3.2	0.0		0.0
Queue Clearance Time (*g* $_s$), s				35.7	2.3			
Green Extension Time (*g* $_e$), s				0.0	0.0	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				1.00	0.00			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14	5	2			6	16
Adjusted Flow Rate (*v*), veh/h				519	1712	819	8	637			696	344
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1810	1887	1610	1810	1809			1900	1875
Queue Service Time (*g* $_s$), s				22.6	33.7	33.7	0.3	9.7			14.6	14.6
Cycle Queue Clearance Time (*g* $_c$), s				22.6	33.7	33.7	0.3	9.7			14.6	14.6
Green Ratio (*g/C*)				0.37	0.37	0.37	0.17	0.50			0.28	0.28
Capacity (*c*), veh/h				678	1413	603	300	1801			1047	517
Volume-to-Capacity Ratio (*X*)				0.766	1.212	1.359	0.025	0.353			0.665	0.665
Back of Queue (*Q*), ft/ln (95 th percentile)				369.5	1222.9	1525.8	6.2	174			282.9	295.5
Back of Queue (*Q*), veh/ln (95 th percentile)				14.8	48.9	61.0	0.2	7.0			11.3	11.8
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00	0.00	0.00	0.00	0.00			0.00	0.00
Uniform Delay (*d* $_1$), s/veh				24.7	28.2	28.2	31.5	13.8			28.9	28.9
Incremental Delay (*d* $_2$), s/veh				4.7	102.3	172.1	0.0	0.5			3.3	6.6
Initial Queue Delay (*d* $_3$), s/veh				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh				29.4	130.4	200.3	31.5	14.3			32.2	35.6
Level of Service (LOS)				C	F	F	C	B			C	D
Approach Delay, s/veh / LOS	0.0			132.0	F		14.5	B		33.3	C	
Intersection Delay, s/veh / LOS	94.4						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.30	B	2.13	B	1.70	B
Bicycle LOS Score / LOS			3.00	C	1.02	A	1.06	A

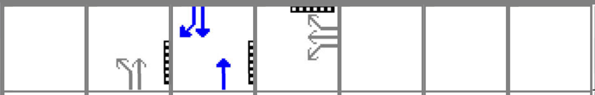
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Dec 2, 2020	Area Type	Other
Jurisdiction	City of Los Angeles / Caltrans	Time Period	Future with Project - AM	PHF	0.93
Urban Street	SR-90 Westbound	Analysis Year	2026	Analysis Period	1> 8:00
Intersection	Mindanao/SR-90 WB	File Name	10AM - Future with Project - Option B.xus		
Project Description	Paseo Marina - Option B				

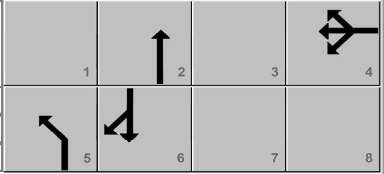


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				720	1372	779	7	599			985	24

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



Green	14.9	24.8	33.7	0.0	0.0	0.0
Yellow	3.6	3.7	4.8	0.0	0.0	0.0
Red	1.5	1.5	1.5	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4	5	2		6
Case Number				9.0	2.0	4.0		8.3
Phase Duration, s				40.0	20.0	50.0		30.0
Change Period, (Y+R c), s				6.3	5.1	5.2		5.2
Max Allow Headway (MAH), s				3.0	3.2	0.0		0.0
Queue Clearance Time (g s), s				35.7	2.3			
Green Extension Time (g e), s				0.0	0.0	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				1.00	0.00			

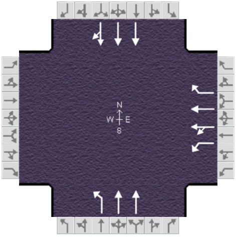
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14	5	2			6	16
Adjusted Flow Rate (v), veh/h				519	1731	838	8	644			726	359
Adjusted Saturation Flow Rate (s), veh/h/ln				1810	1887	1610	1810	1809			1900	1876
Queue Service Time (g s), s				22.6	33.7	33.7	0.3	9.8			15.4	15.4
Cycle Queue Clearance Time (g c), s				22.6	33.7	33.7	0.3	9.8			15.4	15.4
Green Ratio (g/C)				0.37	0.37	0.37	0.17	0.50			0.28	0.28
Capacity (c), veh/h				678	1413	603	300	1801			1047	517
Volume-to-Capacity Ratio (X)				0.766	1.225	1.389	0.025	0.358			0.694	0.694
Back of Queue (Q), ft/ln (95 th percentile)				369.5	1265.3	1616.4	6.2	176.5			296.2	310.6
Back of Queue (Q), veh/ln (95 th percentile)				14.8	50.6	64.7	0.2	7.1			11.8	12.4
Queue Storage Ratio (RQ) (95 th percentile)				0.00	0.00	0.00	0.00	0.00			0.00	0.00
Uniform Delay (d 1), s/veh				24.7	28.2	28.2	31.5	13.8			29.2	29.2
Incremental Delay (d 2), s/veh				4.7	107.8	185.3	0.0	0.6			3.8	7.5
Initial Queue Delay (d 3), s/veh				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (d), s/veh				29.4	135.9	213.4	31.5	14.4			33.0	36.7
Level of Service (LOS)				C	F	F	C	B			C	D

	EB		WB		NB		SB	
Approach Delay, s/veh / LOS	0.0		139.0	F	14.6	B	34.2	C
Intersection Delay, s/veh / LOS	98.6				F			

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.30	B	2.13	B	1.70	B
Bicycle LOS Score / LOS			3.03	C	1.03	A	1.08	A

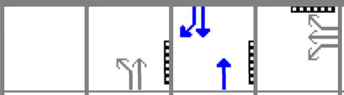
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 31, 2020	Area Type	Other
Jurisdiction	City of Los Angeles / Caltrans	Time Period	Existing - PM	PHF	0.96
Urban Street	SR-90 Westbound	Analysis Year	2020	Analysis Period	1> 17:00
Intersection	Mindanao/SR-90 WB	File Name	10PM - Existing.xus		
Project Description	Paseo Marina				

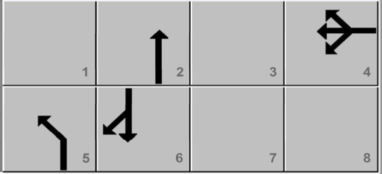


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				552	990	346	17	449			1394	42

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



Green	14.9	24.8	33.7	0.0	0.0	0.0
Yellow	3.6	3.7	4.8	0.0	0.0	0.0
Red	1.5	1.5	1.5	0.0	0.0	0.0



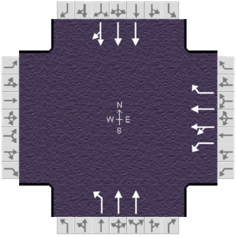
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4	5	2		6
Case Number				9.0	2.0	4.0		8.3
Phase Duration, s				40.0	20.0	50.0		30.0
Change Period, (*Y+R* $_c$), s				6.3	5.1	5.2		5.2
Max Allow Headway (*MAH*), s				3.0	3.2	0.0		0.0
Queue Clearance Time (*g* $_s$), s				28.9	2.7			
Green Extension Time (*g* $_e$), s				2.5	0.0	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				0.75	0.00			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14	5	2			6	16
Adjusted Flow Rate (*v*), veh/h				385	1221	360	18	468			1002	493
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1810	1886	1610	1810	1809			1900	1870
Queue Service Time (*g* $_s$), s				15.2	26.9	16.2	0.7	6.7			23.4	23.4
Cycle Queue Clearance Time (*g* $_c$), s				15.2	26.9	16.2	0.7	6.7			23.4	23.4
Green Ratio (*g/C*)				0.37	0.37	0.37	0.17	0.50			0.28	0.28
Capacity (*c*), veh/h				678	1412	603	300	1801			1047	515
Volume-to-Capacity Ratio (*X*)				0.569	0.865	0.598	0.059	0.260			0.957	0.957
Back of Queue (*Q*), ft/ln (95 th percentile)				251.9	442.1	243.7	14.6	120.6			478.2	520.3
Back of Queue (*Q*), veh/ln (95 th percentile)				10.1	17.7	9.7	0.6	4.8			19.1	20.8
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00	0.00	0.00	0.00	0.00			0.00	0.00
Uniform Delay (*d* $_1$), s/veh				22.4	26.0	22.7	31.6	13.0			32.1	32.1
Incremental Delay (*d* $_2$), s/veh				0.7	5.6	1.1	0.0	0.4			19.3	30.4
Initial Queue Delay (*d* $_3$), s/veh				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh				23.1	31.6	23.8	31.7	13.4			51.3	62.4
Level of Service (LOS)				C	C	C	C	B			D	E
Approach Delay, s/veh / LOS	0.0			28.5		C	14.1		B	55.0		E
Intersection Delay, s/veh / LOS	36.8						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.30	B	2.13	B	1.70	B
Bicycle LOS Score / LOS			2.11	B	0.89	A	1.31	A

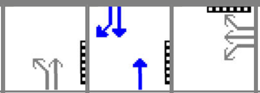
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Dec 2, 2020	Area Type	Other
Jurisdiction	City of Los Angeles / Caltrans	Time Period	Existing with Project - PM	PHF	0.96
Urban Street	SR-90 Westbound	Analysis Year	2020	Analysis Period	1> 17:00
Intersection	Mindanao/SR-90 WB	File Name	10PM - Existing with Project - Option B.xus		
Project Description	Paseo Marina - Option B				

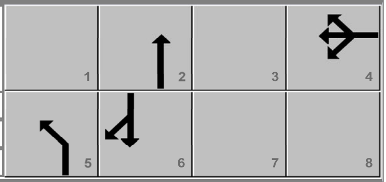


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				552	996	352	17	451			1402	42

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



Green	14.9	24.8	33.7	0.0	0.0	0.0
Yellow	3.6	3.7	4.8	0.0	0.0	0.0
Red	1.5	1.5	1.5	0.0	0.0	0.0



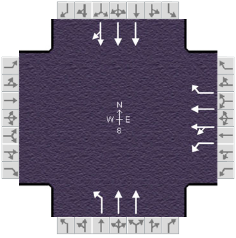
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4	5	2		6
Case Number				9.0	2.0	4.0		8.3
Phase Duration, s				40.0	20.0	50.0		30.0
Change Period, (*Y+R* *c*), s				6.3	5.1	5.2		5.2
Max Allow Headway (*MAH*), s				3.0	3.2	0.0		0.0
Queue Clearance Time (*g* *s*), s				29.2	2.7			
Green Extension Time (*g* *e*), s				2.4	0.0	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				0.78	0.00			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14	5	2			6	16
Adjusted Flow Rate (*v*), veh/h				385	1227	367	18	470			1008	496
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1810	1886	1610	1810	1809			1900	1870
Queue Service Time (*g* *s*), s				15.2	27.2	16.6	0.7	6.7			23.5	23.5
Cycle Queue Clearance Time (*g* *c*), s				15.2	27.2	16.6	0.7	6.7			23.5	23.5
Green Ratio (*g/C*)				0.37	0.37	0.37	0.17	0.50			0.28	0.28
Capacity (*c*), veh/h				678	1412	603	300	1801			1047	515
Volume-to-Capacity Ratio (*X*)				0.569	0.869	0.608	0.059	0.261			0.963	0.963
Back of Queue (*Q*), ft/ln (95 th percentile)				251.9	446.8	248.7	14.6	121.1			484.8	527.4
Back of Queue (*Q*), veh/ln (95 th percentile)				10.1	17.9	9.9	0.6	4.8			19.4	21.1
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00	0.00	0.00	0.00	0.00			0.00	0.00
Uniform Delay (*d* *1*), s/veh				22.4	26.1	22.8	31.6	13.0			32.1	32.1
Incremental Delay (*d* *2*), s/veh				0.7	5.8	1.3	0.0	0.4			20.2	31.4
Initial Queue Delay (*d* *3*), s/veh				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh				23.1	31.9	24.1	31.7	13.4			52.3	63.5
Level of Service (LOS)				C	C	C	C	B			D	E
Approach Delay, s/veh / LOS	0.0			28.8		C	14.1		B	56.0		E
Intersection Delay, s/veh / LOS	37.3						D					

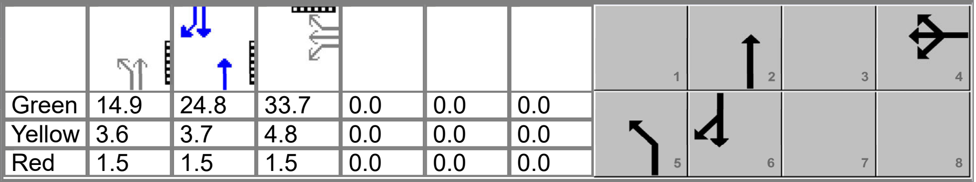
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.30	B	2.13	B	1.70	B
Bicycle LOS Score / LOS			2.12	B	0.89	A	1.31	A

HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 31, 2020	Area Type	Other
Jurisdiction	City of Los Angeles / Caltrans	Time Period	Future - PM	PHF	0.96
Urban Street	SR-90 Westbound	Analysis Year	2026	Analysis Period	1> 17:00
Intersection	Mindanao/SR-90 WB	File Name	10PM - Future.xus		
Project Description	Paseo Marina				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				635	1120	384	18	496			1521	47



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

Green	14.9	24.8	33.7	0.0	0.0	0.0
Yellow	3.6	3.7	4.8	0.0	0.0	0.0
Red	1.5	1.5	1.5	0.0	0.0	0.0

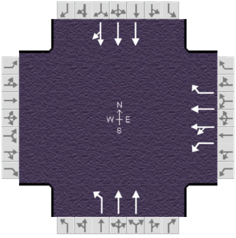
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4	5	2		6
Case Number				9.0	2.0	4.0		8.3
Phase Duration, s				40.0	20.0	50.0		30.0
Change Period, (*Y+R* $_c$), s				6.3	5.1	5.2		5.2
Max Allow Headway (*MAH*), s				3.0	3.2	0.0		0.0
Queue Clearance Time (g_s), s				34.7	2.8			
Green Extension Time (g_e), s				0.0	0.0	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				1.00	0.00			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14	5	2			6	16
Adjusted Flow Rate (*v*), veh/h				443	1385	400	19	517			1095	539
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1810	1886	1610	1810	1718			1900	1869
Queue Service Time (g_s), s				18.3	32.7	18.6	0.8	8.0			26.4	24.8
Cycle Queue Clearance Time (g_c), s				18.3	32.7	18.6	0.8	8.0			26.4	24.8
Green Ratio (*g/C*)				0.37	0.37	0.37	0.17	0.50			0.28	0.28
Capacity (*c*), veh/h				678	1412	603	300	1711			1047	515
Volume-to-Capacity Ratio (*X*)				0.654	0.981	0.663	0.063	0.302			1.045	1.046
Back of Queue (*Q*), ft/ln (95 th percentile)				297.5	594.9	277	15.4	136.9			607	650.1
Back of Queue (*Q*), veh/ln (95 th percentile)				11.9	23.8	11.1	0.6	5.5			24.3	26.0
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00	0.00	0.00	0.00	0.00			0.00	0.00
Uniform Delay (d_1), s/veh				23.3	27.8	23.4	31.7	13.4			32.6	32.6
Incremental Delay (d_2), s/veh				1.8	19.4	2.2	0.0	0.5			40.4	52.1
Initial Queue Delay (d_3), s/veh				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh				25.1	47.2	25.6	31.7	13.8			73.0	84.7
Level of Service (LOS)				C	D	C	C	B			F	F

	EB		WB		NB		SB	
Approach Delay, s/veh / LOS	0.0		38.9	D	14.4	B	76.9	E
Intersection Delay, s/veh / LOS	50.0				D			

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.30	B	2.13	B	1.70	B
Bicycle LOS Score / LOS			2.33	B	0.93	A	1.39	A

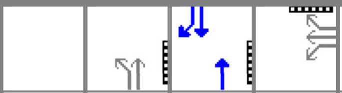
HCS7 Signalized Intersection Results Summary



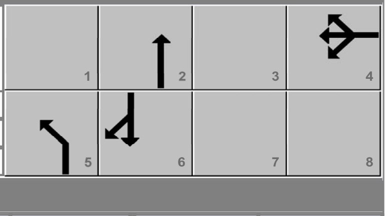
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Dec 2, 2020	Area Type	Other
Jurisdiction	City of Los Angeles / Caltrans	Time Period	Future with Project - PM	PHF	0.96
Urban Street	SR-90 Westbound	Analysis Year	2026	Analysis Period	1> 17:00
Intersection	Mindanao/SR-90 WB	File Name	10PM - Future with Project - Option B.xus		
Project Description	Paseo Marina - Option B				

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				635	1126	390	18	498			1529	47

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



Green	14.9	24.8	33.7	0.0	0.0	0.0
Yellow	3.6	3.7	4.8	0.0	0.0	0.0
Red	1.5	1.5	1.5	0.0	0.0	0.0



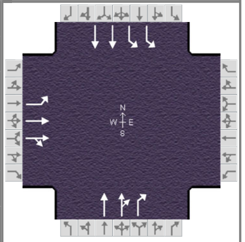
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				4	5	2		6
Case Number				9.0	2.0	4.0		8.3
Phase Duration, s				40.0	20.0	50.0		30.0
Change Period, (*Y+R* c), s				6.3	5.1	5.2		5.2
Max Allow Headway (*MAH*), s				3.0	3.2	0.0		0.0
Queue Clearance Time (*g* s), s				34.9	2.8			
Green Extension Time (*g* e), s				0.0	0.0	0.0		0.0
Phase Call Probability				1.00	1.00			
Max Out Probability				1.00	0.00			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7	4	14	5	2			6	16
Adjusted Flow Rate (*v*), veh/h				443	1391	406	19	519			1100	541
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1810	1886	1610	1810	1718			1900	1870
Queue Service Time (*g* s), s				18.3	32.9	19.0	0.8	8.0			26.6	24.8
Cycle Queue Clearance Time (*g* c), s				18.3	32.9	19.0	0.8	8.0			26.6	24.8
Green Ratio (*g/C*)				0.37	0.37	0.37	0.17	0.50			0.28	0.28
Capacity (*c*), veh/h				678	1412	603	300	1711			1047	515
Volume-to-Capacity Ratio (*X*)				0.654	0.985	0.674	0.063	0.303			1.051	1.051
Back of Queue (*Q*), ft/ln (95 th percentile)				297.5	603.6	282.6	15.4	137.5			616.3	659.2
Back of Queue (*Q*), veh/ln (95 th percentile)				11.9	24.1	11.3	0.6	5.5			24.7	26.4
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00	0.00	0.00	0.00	0.00			0.00	0.00
Uniform Delay (*d* 1), s/veh				23.3	27.9	23.6	31.7	13.4			32.6	32.6
Incremental Delay (*d* 2), s/veh				1.8	20.3	2.4	0.0	0.5			42.1	53.7
Initial Queue Delay (*d* 3), s/veh				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh				25.1	48.2	26.0	31.7	13.8			74.7	86.3
Level of Service (LOS)				C	D	C	C	B			F	F
Approach Delay, s/veh / LOS	0.0			39.6	D		14.4	B		78.5	E	
Intersection Delay, s/veh / LOS	51.0						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.30	B	2.13	B	1.70	B
Bicycle LOS Score / LOS			2.34	B	0.93	A	1.39	A

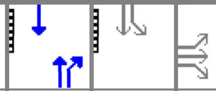
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Sep 1, 2020	Area Type	Other
Jurisdiction	City of Los Angeles/ Caltrans	Time Period	Existing - AM	PHF	0.98
Urban Street	SR-90 Eastbound	Analysis Year	2020	Analysis Period	1> 8:00
Intersection	Mindanao/SR-90 EB	File Name	11AM - Existing.xus		
Project Description	Paseo Marina				

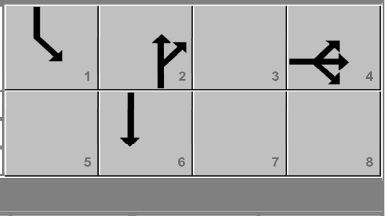


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	30	1226	20					527	752	487	1043	

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



Green	14.8	24.8	33.7	0.0	0.0	0.0
Yellow	3.7	3.7	4.8	0.0	0.0	0.0
Red	1.5	1.5	1.5	0.0	0.0	0.0



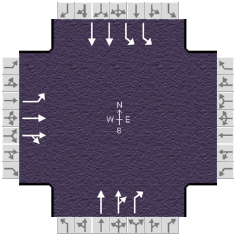
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2	1	6
Case Number		10.0				7.4	2.0	4.0
Phase Duration, s		40.0				20.0	30.0	50.0
Change Period, (*Y+R* c), s		6.3				5.2	5.2	5.2
Max Allow Headway (*MAH*), s		3.0				0.0	3.2	0.0
Queue Clearance Time (*g* s), s		30.4					12.7	
Green Extension Time (*g* e), s		1.2				0.0	3.9	0.0
Phase Call Probability		1.00					1.00	
Max Out Probability		0.93					0.16	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14					2	12	1	6	
Adjusted Flow Rate (*v*), veh/h	31	637	634					791	514	497	1064	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1889					1807	1610	1757	1809	
Queue Service Time (*g* s), s	1.0	28.4	28.4					14.8	14.8	10.7	18.8	
Cycle Queue Clearance Time (*g* c), s	1.0	28.4	28.4					14.8	14.8	10.7	18.8	
Green Ratio (*g/C*)	0.37	0.37	0.37					0.16	0.16	0.28	0.50	
Capacity (*c*), veh/h	678	711	707					594	265	968	1801	
Volume-to-Capacity Ratio (*X*)	0.045	0.896	0.896					1.331	1.942	0.513	0.591	
Back of Queue (*Q*), ft/ln (95 th percentile)	17.3	518.7	517.7					760.8	1498.1	197.3	304.5	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.7	20.7	20.7					30.4	59.9	7.9	12.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00					0.00	0.00	0.00	0.00	
Uniform Delay (*d* 1), s/veh	17.9	26.5	26.5					37.6	37.6	27.5	16.1	
Incremental Delay (*d* 2), s/veh	0.0	13.6	13.8					160.2	437.3	0.2	1.4	
Initial Queue Delay (*d* 3), s/veh	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	17.9	40.1	40.3					197.8	474.9	27.7	17.5	
Level of Service (LOS)	B	D	D					F	F	C	B	
Approach Delay, s/veh / LOS	39.7		D	0.0			307.0		F	20.8		C
Intersection Delay, s/veh / LOS	116.3						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.47	B	1.70	B	1.94	B
Bicycle LOS Score / LOS	1.56	B			1.56	B	1.78	B

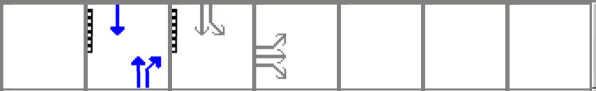
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Dec 2, 2020	Area Type	Other
Jurisdiction	City of Los Angeles/ Caltrans	Time Period	Existing with Project - AM	PHF	0.98
Urban Street	SR-90 Eastbound	Analysis Year	2020	Analysis Period	1> 8:00
Intersection	Mindanao/SR-90 EB	File Name	11AM - Existing with Project - Option B.xus		
Project Description	Paseo Marina - Option B				

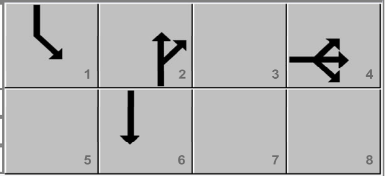


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	30	1226	20					534	752	522	1050	

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



Green	14.8	24.8	33.7	0.0	0.0	0.0
Yellow	3.7	3.7	4.8	0.0	0.0	0.0
Red	1.5	1.5	1.5	0.0	0.0	0.0



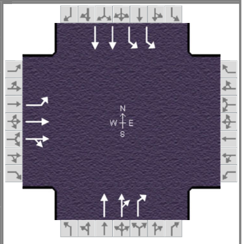
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2	1	6
Case Number		10.0				7.4	2.0	4.0
Phase Duration, s		40.0				20.0	30.0	50.0
Change Period, (*Y+R* $_c$), s		6.3				5.2	5.2	5.2
Max Allow Headway (*MAH*), s		3.0				0.0	3.2	0.0
Queue Clearance Time (*g* $_s$), s		30.4					13.6	
Green Extension Time (*g* $_e$), s		1.2				0.0	3.9	0.0
Phase Call Probability		1.00					1.00	
Max Out Probability		0.93					0.20	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14					2	12	1	6	
Adjusted Flow Rate (*v*), veh/h	31	637	634					798	514	533	1071	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1889					1808	1610	1757	1809	
Queue Service Time (*g* $_s$), s	1.0	28.4	28.4					14.8	14.8	11.6	19.0	
Cycle Queue Clearance Time (*g* $_c$), s	1.0	28.4	28.4					14.8	14.8	11.6	19.0	
Green Ratio (*g/C*)	0.37	0.37	0.37					0.16	0.16	0.28	0.50	
Capacity (*c*), veh/h	678	711	707					595	265	968	1801	
Volume-to-Capacity Ratio (*X*)	0.045	0.896	0.896					1.342	1.942	0.550	0.595	
Back of Queue (*Q*), ft/ln (95 th percentile)	17.3	518.7	517.7					777	1498.1	211.2	306.8	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.7	20.7	20.7					31.1	59.9	8.4	12.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00					0.00	0.00	0.00	0.00	
Uniform Delay (*d* $_1$), s/veh	17.9	26.5	26.5					37.6	37.6	27.8	16.1	
Incremental Delay (*d* $_2$), s/veh	0.0	13.6	13.8					165.1	437.3	0.4	1.5	
Initial Queue Delay (*d* $_3$), s/veh	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	17.9	40.1	40.3					202.7	474.9	28.2	17.6	
Level of Service (LOS)	B	D	D					F	F	C	B	
Approach Delay, s/veh / LOS	39.7		D	0.0			309.3		F	21.1		C
Intersection Delay, s/veh / LOS	116.5						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.47	B	1.70	B	1.94	B
Bicycle LOS Score / LOS	1.56	B			1.57	B	1.81	B

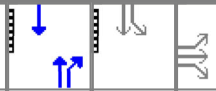
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Sep 1, 2020	Area Type	Other
Jurisdiction	City of Los Angeles/ Caltrans	Time Period	Future - AM	PHF	0.98
Urban Street	SR-90 Eastbound	Analysis Year	2026	Analysis Period	1> 8:00
Intersection	Mindanao/SR-90 EB	File Name	11AM - Future.xus		
Project Description	Paseo Marina				

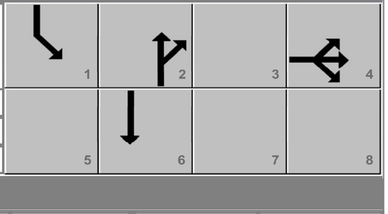


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	36	1348	21					567	808	534	1131	

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



Green	14.8	24.8	33.7	0.0	0.0	0.0
Yellow	3.7	3.7	4.8	0.0	0.0	0.0
Red	1.5	1.5	1.5	0.0	0.0	0.0



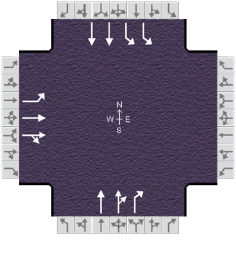
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2	1	6
Case Number		10.0				7.4	2.0	4.0
Phase Duration, s		40.0				20.0	30.0	50.0
Change Period, (*Y+R* $_c$), s		6.3				5.2	5.2	5.2
Max Allow Headway (*MAH*), s		3.0				0.0	3.2	0.0
Queue Clearance Time (*g* $_s$), s		34.9					14.0	
Green Extension Time (*g* $_e$), s		0.0				0.0	4.1	0.0
Phase Call Probability		1.00					1.00	
Max Out Probability		1.00					0.24	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14					2	12	1	6	
Adjusted Flow Rate (*v*), veh/h	37	700	697					851	552	545	1154	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1890					1807	1610	1757	1809	
Queue Service Time (*g* $_s$), s	1.2	32.8	32.9					14.8	14.8	12.0	21.2	
Cycle Queue Clearance Time (*g* $_c$), s	1.2	32.8	32.9					14.8	14.8	12.0	21.2	
Green Ratio (*g/C*)	0.37	0.37	0.37					0.16	0.16	0.28	0.50	
Capacity (*c*), veh/h	678	711	708					594	265	968	1801	
Volume-to-Capacity Ratio (*X*)	0.054	0.984	0.985					1.431	2.086	0.563	0.641	
Back of Queue (*Q*), ft/ln (95 th percentile)	20.9	668.3	668.1					902.7	1683.9	215.8	336.3	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.8	26.7	26.7					36.1	67.4	8.6	13.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00					0.00	0.00	0.00	0.00	
Uniform Delay (*d* $_1$), s/veh	18.0	27.9	27.9					37.6	37.6	28.0	16.7	
Incremental Delay (*d* $_2$), s/veh	0.0	29.6	29.9					203.6	501.5	0.5	1.8	
Initial Queue Delay (*d* $_3$), s/veh	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	18.0	57.4	57.8					241.2	539.1	28.4	18.4	
Level of Service (LOS)	B	E	E					F	F	C	B	
Approach Delay, s/veh / LOS	56.6		E	0.0			358.5		F	21.6		C
Intersection Delay, s/veh / LOS	136.9						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.47	B	1.70	B	1.94	B
Bicycle LOS Score / LOS	1.67	B			1.65	B	1.89	B

HCS7 Signalized Intersection Results Summary

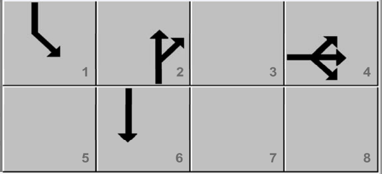
General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Dec 2, 2020	Area Type	Other
Jurisdiction	City of Los Angeles/ Caltrans	Time Period	Future with Project - AM	PHF	0.98
Urban Street	SR-90 Eastbound	Analysis Year	2026	Analysis Period	1> 8:00
Intersection	Mindanao/SR-90 EB	File Name	11AM - Future with Project - Option B.xus		
Project Description	Paseo Marina - Option B				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	36	1348	21					574	808	569	1138	

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

Green	14.8	24.8	33.7	0.0	0.0	0.0
Yellow	3.7	3.7	4.8	0.0	0.0	0.0
Red	1.5	1.5	1.5	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2	1	6
Case Number		10.0				7.4	2.0	4.0
Phase Duration, s		40.0				20.0	30.0	50.0
Change Period, (*Y+R* c), s		6.3				5.2	5.2	5.2
Max Allow Headway (*MAH*), s		3.0				0.0	3.2	0.0
Queue Clearance Time (*g* s), s		34.9					14.9	
Green Extension Time (*g* e), s		0.0				0.0	4.0	0.0
Phase Call Probability		1.00					1.00	
Max Out Probability		1.00					0.30	

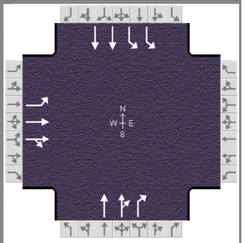
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14					2	12	1	6	
Adjusted Flow Rate (*v*), veh/h	37	700	697					858	552	581	1161	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1890					1808	1610	1757	1809	
Queue Service Time (*g* s), s	1.2	32.8	32.9					14.8	14.8	12.9	21.4	
Cycle Queue Clearance Time (*g* c), s	1.2	32.8	32.9					14.8	14.8	12.9	21.4	
Green Ratio (*g/C*)	0.37	0.37	0.37					0.16	0.16	0.28	0.50	
Capacity (*c*), veh/h	678	711	708					595	265	968	1801	
Volume-to-Capacity Ratio (*X*)	0.054	0.984	0.985					1.443	2.086	0.600	0.645	
Back of Queue (*Q*), ft/ln (95 th percentile)	20.9	668.3	668.1					919.4	1683.9	230.2	338.6	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.8	26.7	26.7					36.8	67.4	9.2	13.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00					0.00	0.00	0.00	0.00	
Uniform Delay (*d* 1), s/veh	18.0	27.9	27.9					37.6	37.6	28.3	16.7	
Incremental Delay (*d* 2), s/veh	0.0	29.6	29.9					208.6	501.5	0.7	1.8	
Initial Queue Delay (*d* 3), s/veh	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	18.0	57.4	57.8					246.2	539.1	29.0	18.5	
Level of Service (LOS)	B	E	E					F	F	C	B	

Approach Delay, s/veh / LOS	56.6	E	0.0		360.9	F	22.0	C
Intersection Delay, s/veh / LOS	137.1				F			

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.47	B	1.70	B	1.94	B
Bicycle LOS Score / LOS	1.67	B			1.65	B	1.92	B

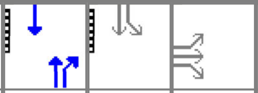
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Sep 1, 2020	Area Type	Other
Jurisdiction	City of Los Angeles/ Caltrans	Time Period	Existing - PM	PHF	0.98
Urban Street	SR-90 Eastbound	Analysis Year	2020	Analysis Period	1> 16:45
Intersection	Mindanao/SR-90 EB	File Name	11PM - Existing.xus		
Project Description	Paseo Marina				

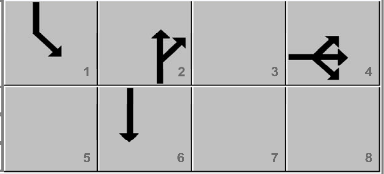


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	18	1177	18					476	681	727	1154	

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



Green	14.8	24.8	33.7	0.0	0.0	0.0
Yellow	3.7	3.7	4.8	0.0	0.0	0.0
Red	1.5	1.5	1.5	0.0	0.0	0.0



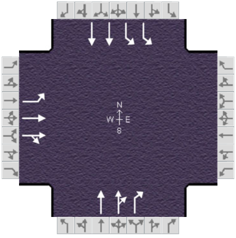
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2	1	6
Case Number		10.0				7.4	2.0	4.0
Phase Duration, s		40.0				20.0	30.0	50.0
Change Period, (*Y+R c*), s		6.3				5.2	5.2	5.2
Max Allow Headway (*MAH*), s		3.0				0.0	3.2	0.0
Queue Clearance Time (*g s*), s		28.7					19.4	
Green Extension Time (*g e*), s		1.5				0.0	3.0	0.0
Phase Call Probability		1.00					1.00	
Max Out Probability		0.57					0.72	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14					2	12	1	6	
Adjusted Flow Rate (*v*), veh/h	18	611	608					715	466	742	1178	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1890					1807	1610	1757	1809	
Queue Service Time (*g s*), s	0.6	26.7	26.7					14.8	14.8	17.4	21.8	
Cycle Queue Clearance Time (*g c*), s	0.6	26.7	26.7					14.8	14.8	17.4	21.8	
Green Ratio (*g/C*)	0.37	0.37	0.37					0.16	0.16	0.28	0.50	
Capacity (*c*), veh/h	678	711	708					594	265	968	1801	
Volume-to-Capacity Ratio (*X*)	0.027	0.859	0.859					1.203	1.758	0.766	0.654	
Back of Queue (*Q*), ft/ln (95 th percentile)	10.3	474.6	473					587.7	1261.5	303.4	344.5	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.4	19.0	18.9					23.5	50.5	12.1	13.8	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00					0.00	0.00	0.00	0.00	
Uniform Delay (*d 1*), s/veh	17.8	26.0	26.0					37.6	37.6	29.9	16.8	
Incremental Delay (*d 2*), s/veh	0.0	9.9	10.0					106.8	356.4	3.4	1.9	
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	17.8	35.9	35.9					144.4	394.0	33.3	18.7	
Level of Service (LOS)	B	D	D					F	F	C	B	
Approach Delay, s/veh / LOS	35.6	D		0.0			242.8	F		24.3	C	
Intersection Delay, s/veh / LOS	87.0						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.47	B	1.70	B	1.94	B
Bicycle LOS Score / LOS	1.51	B			1.46	A	2.07	B

HCS7 Signalized Intersection Results Summary

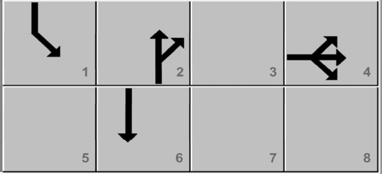
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Dec 2, 2020	Area Type	Other
Jurisdiction	City of Los Angeles/ Caltrans	Time Period	Existing with Project - PM	PHF	0.98
Urban Street	SR-90 Eastbound	Analysis Year	2020	Analysis Period	1> 16:45
Intersection	Mindanao/SR-90 EB	File Name	11PM - Existing with Project - Option B.xus		
Project Description	Paseo Marina - Option B				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	18	1177	18					478	681	734	1156	

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

Green	14.8	24.8	33.7	0.0	0.0	0.0
Yellow	3.7	3.7	4.8	0.0	0.0	0.0
Red	1.5	1.5	1.5	0.0	0.0	0.0



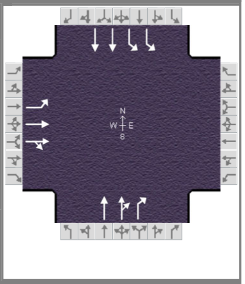
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2	1	6
Case Number		10.0				7.4	2.0	4.0
Phase Duration, s		40.0				20.0	30.0	50.0
Change Period, (*Y+R c*), s		6.3				5.2	5.2	5.2
Max Allow Headway (*MAH*), s		3.0				0.0	3.2	0.0
Queue Clearance Time (*g s*), s		28.7					19.7	
Green Extension Time (*g e*), s		1.5				0.0	2.9	0.0
Phase Call Probability		1.00					1.00	
Max Out Probability		0.57					0.75	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14					2	12	1	6	
Adjusted Flow Rate (*v*), veh/h	18	611	608					717	466	749	1180	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1890					1807	1610	1757	1809	
Queue Service Time (*g s*), s	0.6	26.7	26.7					14.8	14.8	17.7	21.9	
Cycle Queue Clearance Time (*g c*), s	0.6	26.7	26.7					14.8	14.8	17.7	21.9	
Green Ratio (*g/C*)	0.37	0.37	0.37					0.16	0.16	0.28	0.50	
Capacity (*c*), veh/h	678	711	708					594	265	968	1801	
Volume-to-Capacity Ratio (*X*)	0.027	0.859	0.859					1.206	1.758	0.773	0.655	
Back of Queue (*Q*), ft/ln (95 th percentile)	10.3	474.6	473					592	1261.5	307.3	345.5	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.4	19.0	18.9					23.7	50.5	12.3	13.8	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00					0.00	0.00	0.00	0.00	
Uniform Delay (*d 1*), s/veh	17.8	26.0	26.0					37.6	37.6	30.0	16.8	
Incremental Delay (*d 2*), s/veh	0.0	9.9	10.0					108.1	356.4	3.6	1.9	
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	17.8	35.9	35.9					145.7	394.0	33.6	18.7	
Level of Service (LOS)	B	D	D					F	F	C	B	
Approach Delay, s/veh / LOS	35.6	D		0.0			243.4	F		24.5	C	
Intersection Delay, s/veh / LOS	87.2						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.47	B	1.70	B	1.94	B
Bicycle LOS Score / LOS	1.51	B			1.46	A	2.08	B

HCS7 Signalized Intersection Results Summary

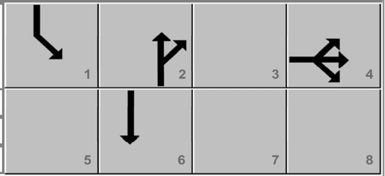
General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Sep 1, 2020	Area Type	Other
Jurisdiction	City of Los Angeles/ Caltrans	Time Period	Future - PM	PHF	0.98
Urban Street	SR-90 Eastbound	Analysis Year	2026	Analysis Period	1> 16:45
Intersection	Mindanao/SR-90 EB	File Name	11PM - Future.xus		
Project Description	Paseo Marina				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	20	1280	19					523	772	794	1297	

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

Green	14.8	24.8	33.7	0.0	0.0	0.0
Yellow	3.7	3.7	4.8	0.0	0.0	0.0
Red	1.5	1.5	1.5	0.0	0.0	0.0



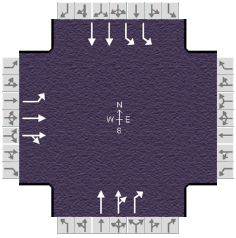
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2	1	6
Case Number		10.0				7.4	2.0	4.0
Phase Duration, s		40.0				20.0	30.0	50.0
Change Period, ($Y+R_c$), s		6.3				5.2	5.2	5.2
Max Allow Headway (*MAH*), s		3.0				0.0	3.2	0.0
Queue Clearance Time (g_s), s		32.3					21.5	
Green Extension Time (g_e), s		0.6				0.0	2.2	0.0
Phase Call Probability		1.00					1.00	
Max Out Probability		1.00					0.99	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14					2	12	1	6	
Adjusted Flow Rate (*v*), veh/h	20	664	661					794	528	810	1323	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1890					1805	1610	1757	1809	
Queue Service Time (g_s), s	0.6	30.3	30.3					14.8	14.8	19.5	26.1	
Cycle Queue Clearance Time (g_c), s	0.6	30.3	30.3					14.8	14.8	19.5	26.1	
Green Ratio (*g/C*)	0.37	0.37	0.37					0.16	0.16	0.28	0.50	
Capacity (*c*), veh/h	678	711	708					594	265	968	1801	
Volume-to-Capacity Ratio (*X*)	0.030	0.934	0.934					1.337	1.993	0.837	0.735	
Back of Queue (*Q*), ft/ln (95 th percentile)	11.5	574.1	573.4					768.5	1564.6	343.2	403.2	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.5	23.0	22.9					30.7	62.6	13.7	16.1	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00					0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	17.8	27.1	27.1					37.6	37.6	30.7	17.9	
Incremental Delay (d_2), s/veh	0.0	19.1	19.3					162.8	460.2	6.1	2.7	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	17.8	46.2	46.3					200.4	497.8	36.8	20.6	
Level of Service (LOS)	B	D	D					F	F	D	C	
Approach Delay, s/veh / LOS	45.8	D		0.0			319.2	F		26.8	C	
Intersection Delay, s/veh / LOS	112.6						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.47	B	1.70	B	1.94	B
Bicycle LOS Score / LOS	1.60	B			1.58	B	2.25	B

HCS7 Signalized Intersection Results Summary

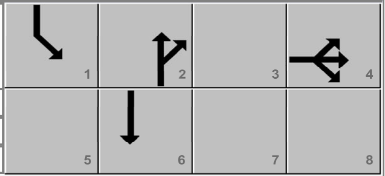
General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Dec 2, 2020	Area Type	Other
Jurisdiction	City of Los Angeles/ Caltrans	Time Period	Future with Project - PM	PHF	0.98
Urban Street	SR-90 Eastbound	Analysis Year	2026	Analysis Period	1> 16:45
Intersection	Mindanao/SR-90 EB	File Name	11PM - Future with Project - Option B.xus		
Project Description	Paseo Marina - Option B				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	20	1280	19					525	772	801	1299	

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

Green	14.8	24.8	33.7	0.0	0.0	0.0
Yellow	3.7	3.7	4.8	0.0	0.0	0.0
Red	1.5	1.5	1.5	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2	1	6
Case Number		10.0				7.4	2.0	4.0
Phase Duration, s		40.0				20.0	30.0	50.0
Change Period, (*Y+R* *c*), s		6.3				5.2	5.2	5.2
Max Allow Headway (*MAH*), s		3.0				0.0	3.2	0.0
Queue Clearance Time (*g* *s*), s		32.3					21.8	
Green Extension Time (*g* *e*), s		0.6				0.0	2.1	0.0
Phase Call Probability		1.00					1.00	
Max Out Probability		1.00					1.00	

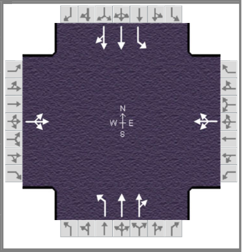
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14					2	12	1	6	
Adjusted Flow Rate (*v*), veh/h	20	664	661					796	528	817	1326	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1890					1805	1610	1757	1809	
Queue Service Time (*g* *s*), s	0.6	30.3	30.3					14.8	14.8	19.8	26.1	
Cycle Queue Clearance Time (*g* *c*), s	0.6	30.3	30.3					14.8	14.8	19.8	26.1	
Green Ratio (*g/C*)	0.37	0.37	0.37					0.16	0.16	0.28	0.50	
Capacity (*c*), veh/h	678	711	708					594	265	968	1801	
Volume-to-Capacity Ratio (*X*)	0.030	0.934	0.934					1.340	1.993	0.844	0.736	
Back of Queue (*Q*), ft/ln (95 th percentile)	11.5	574.1	573.4					773.1	1564.6	348	404.4	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.5	23.0	22.9					30.9	62.6	13.9	16.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00					0.00	0.00	0.00	0.00	
Uniform Delay (*d* *1*), s/veh	17.8	27.1	27.1					37.6	37.6	30.8	17.9	
Incremental Delay (*d* *2*), s/veh	0.0	19.1	19.3					164.2	460.2	6.6	2.7	
Initial Queue Delay (*d* *3*), s/veh	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	17.8	46.2	46.3					201.8	497.8	37.3	20.6	
Level of Service (LOS)	B	D	D					F	F	D	C	

Approach Delay, s/veh / LOS	45.8	D	0.0		319.8	F	27.0	C
Intersection Delay, s/veh / LOS	112.8				F			

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.47	B	1.70	B	1.94	B
Bicycle LOS Score / LOS	1.60	B			1.58	B	2.26	B

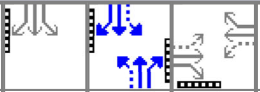
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 14, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - AM	PHF	0.96
Urban Street	Mindanao Way	Analysis Year	2020	Analysis Period	1> 7:45
Intersection	Mindanao/La Villa Marina	File Name	12AM - Existing.xus		
Project Description	Paseo Marina				

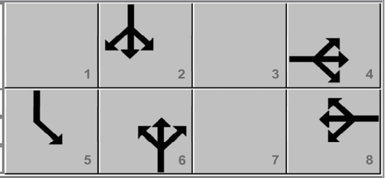


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	17	1	10	64	0	156	23	1079	54	61	965	27

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



Green	10.1	50.6	14.7	0.0	0.0	0.0
Yellow	3.6	3.7	3.6	0.0	0.0	0.0
Red	1.3	0.7	1.7	0.0	0.0	0.0



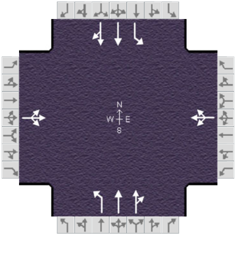
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		6	5	2
Case Number		8.0		8.0		6.3	1.0	4.0
Phase Duration, s		20.0		20.0		55.0	15.0	70.0
Change Period, (*Y+R* $_c$), s		5.3		5.3		4.4	4.9	4.4
Max Allow Headway (*MAH*), s		3.4		3.4		0.0	3.2	0.0
Queue Clearance Time (*g* $_s$), s		3.3		14.8			3.0	
Green Extension Time (*g* $_e$), s		0.5		0.0		0.0	0.0	0.0
Phase Call Probability		1.00		1.00			1.00	
Max Out Probability		0.00		1.00			0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		29			229		24	595	585	64	519	514
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1168			1574		555	1900	1868	1810	1900	1881
Queue Service Time (*g* $_s$), s		0.0			10.3		1.8	18.0	18.0	1.0	9.2	9.2
Cycle Queue Clearance Time (*g* $_c$), s		1.3			12.8		1.8	18.0	18.0	1.0	9.2	9.2
Green Ratio (*g/C*)		0.16			0.16		0.56	0.56	0.56	0.70	0.73	0.73
Capacity (*c*), veh/h		255			309		392	1068	1050	458	1385	1371
Volume-to-Capacity Ratio (*X*)		0.114			0.742		0.061	0.557	0.557	0.139	0.375	0.375
Back of Queue (*Q*), ft/ln (95 th percentile)		24.6			236.9		10.6	302.9	299.3	14.1	139.4	138.1
Back of Queue (*Q*), veh/ln (95 th percentile)		1.0			9.5		0.4	12.1	12.0	0.6	5.6	5.5
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* $_1$), s/veh		32.0			36.8		9.0	12.6	12.6	6.8	4.6	4.6
Incremental Delay (*d* $_2$), s/veh		0.1			8.2		0.3	2.1	2.1	0.1	0.8	0.8
Initial Queue Delay (*d* $_3$), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		32.1			45.0		9.3	14.7	14.7	6.9	5.3	5.3
Level of Service (LOS)		C			D		A	B	B	A	A	A
Approach Delay, s/veh / LOS	32.1	C		45.0	D		14.6	B		5.4	A	
Intersection Delay, s/veh / LOS	13.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	1.71	B	1.71	B
Bicycle LOS Score / LOS	0.54	A	0.87	A	1.48	A	1.39	A

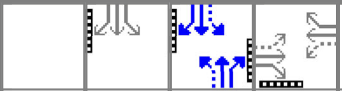
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Dec 2, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing with Project - AM	PHF	0.96
Urban Street	Mindanao Way	Analysis Year	2020	Analysis Period	1> 7:45
Intersection	Mindanao/La Villa Marina	File Name	12AM - Existing with Project - Option B.xus		
Project Description	Paseo Marina - Option B				

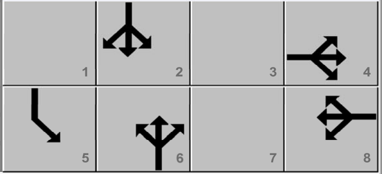


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	17	1	10	64	0	156	23	1086	54	61	972	27

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



Green	10.1	50.6	14.7	0.0	0.0	0.0
Yellow	3.6	3.7	3.6	0.0	0.0	0.0
Red	1.3	0.7	1.7	0.0	0.0	0.0



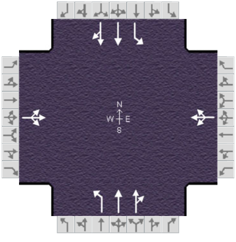
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		6	5	2
Case Number		8.0		8.0		6.3	1.0	4.0
Phase Duration, s		20.0		20.0		55.0	15.0	70.0
Change Period, (*Y+R* *c*), s		5.3		5.3		4.4	4.9	4.4
Max Allow Headway (*MAH*), s		3.4		3.4		0.0	3.2	0.0
Queue Clearance Time (*g* *s*), s		3.3		14.8			3.0	
Green Extension Time (*g* *e*), s		0.5		0.0		0.0	0.0	0.0
Phase Call Probability		1.00		1.00			1.00	
Max Out Probability		0.00		1.00			0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		29			229		24	599	589	64	523	518
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1168			1574		551	1900	1868	1810	1900	1882
Queue Service Time (*g* *s*), s		0.0			10.3		1.8	18.1	18.1	1.0	9.3	9.3
Cycle Queue Clearance Time (*g* *c*), s		1.3			12.8		1.8	18.1	18.1	1.0	9.3	9.3
Green Ratio (*g/C*)		0.16			0.16		0.56	0.56	0.56	0.70	0.73	0.73
Capacity (*c*), veh/h		255			309		390	1068	1050	456	1385	1371
Volume-to-Capacity Ratio (*X*)		0.114			0.742		0.061	0.560	0.561	0.139	0.378	0.378
Back of Queue (*Q*), ft/ln (95 th percentile)		24.6			236.9		10.6	305.1	301.5	14.1	140.4	139.2
Back of Queue (*Q*), veh/ln (95 th percentile)		1.0			9.5		0.4	12.2	12.1	0.6	5.6	5.6
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* *1*), s/veh		32.0			36.8		9.0	12.6	12.6	6.9	4.6	4.6
Incremental Delay (*d* *2*), s/veh		0.1			8.2		0.3	2.1	2.2	0.1	0.8	0.8
Initial Queue Delay (*d* *3*), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		32.1			45.0		9.3	14.7	14.8	6.9	5.3	5.4
Level of Service (LOS)		C			D		A	B	B	A	A	A
Approach Delay, s/veh / LOS	32.1		C	45.0		D	14.6		B	5.4		A
Intersection Delay, s/veh / LOS	13.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	1.71	B	1.71	B
Bicycle LOS Score / LOS	0.54	A	0.87	A	1.49	A	1.40	A

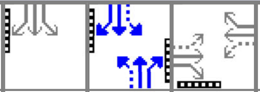
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 14, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - AM	PHF	0.96
Urban Street	Mindanao Way	Analysis Year	2026	Analysis Period	1> 7:45
Intersection	Mindanao/La Villa Marina	File Name	12AM - Future.xus		
Project Description	Paseo Marina				

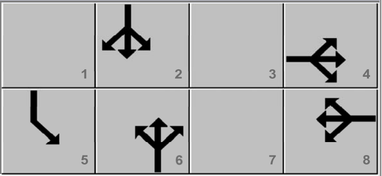


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	18	1	11	68	0	166	24	1163	57	65	1048	29

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



Green	10.1	50.6	14.7	0.0	0.0	0.0
Yellow	3.6	3.7	3.6	0.0	0.0	0.0
Red	1.3	0.7	1.7	0.0	0.0	0.0



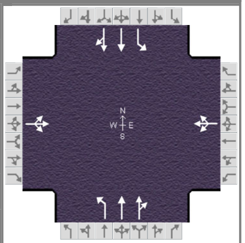
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		6	5	2
Case Number		8.0		8.0		6.3	1.0	4.0
Phase Duration, s		20.0		20.0		55.0	15.0	70.0
Change Period, (*Y+R* $_c$), s		5.3		5.3		4.4	4.9	4.4
Max Allow Headway (*MAH*), s		3.4		3.4		0.0	3.2	0.0
Queue Clearance Time (*g* $_s$), s		3.4		15.8			3.1	
Green Extension Time (*g* $_e$), s		0.5		0.0		0.0	0.0	0.0
Phase Call Probability		1.00		1.00			1.00	
Max Out Probability		0.00		1.00			0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		31			244		25	640	631	68	564	558
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1122			1572		510	1900	1868	1810	1900	1882
Queue Service Time (*g* $_s$), s		0.0			11.5		2.0	20.0	20.1	1.1	10.3	10.3
Cycle Queue Clearance Time (*g* $_c$), s		1.4			13.8		2.0	20.0	20.1	1.1	10.3	10.3
Green Ratio (*g/C*)		0.16			0.16		0.56	0.56	0.56	0.70	0.73	0.73
Capacity (*c*), veh/h		247			308		367	1068	1050	433	1385	1372
Volume-to-Capacity Ratio (*X*)		0.126			0.790		0.068	0.599	0.600	0.156	0.407	0.407
Back of Queue (*Q*), ft/ln (95 th percentile)		26.4			260		11.2	332.4	328.7	15.1	156.3	155
Back of Queue (*Q*), veh/ln (95 th percentile)		1.1			10.4		0.4	13.3	13.1	0.6	6.3	6.2
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* $_1$), s/veh		32.1			37.2		9.1	13.0	13.0	7.5	4.7	4.7
Incremental Delay (*d* $_2$), s/veh		0.1			12.0		0.4	2.5	2.5	0.1	0.9	0.9
Initial Queue Delay (*d* $_3$), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		32.1			49.2		9.4	15.5	15.6	7.6	5.6	5.6
Level of Service (LOS)		C			D		A	B	B	A	A	A
Approach Delay, s/veh / LOS	32.1		C	49.2		D	15.4		B	5.7		A
Intersection Delay, s/veh / LOS	14.4						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	1.71	B	1.71	B
Bicycle LOS Score / LOS	0.54	A	0.89	A	1.56	B	1.47	A

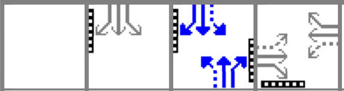
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Dec 2, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future with Project - AM	PHF	0.96
Urban Street	Mindanao Way	Analysis Year	2026	Analysis Period	1> 7:45
Intersection	Mindanao/La Villa Marina	File Name	12AM - Future with Project - Option B.xus		
Project Description	Paseo Marina - Option B				

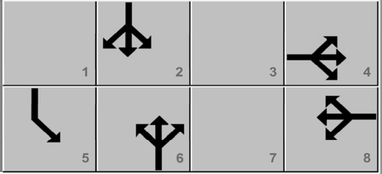


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	18	1	11	68	0	166	24	1170	57	65	1055	29

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



Green	10.1	50.6	14.7	0.0	0.0	0.0
Yellow	3.6	3.7	3.6	0.0	0.0	0.0
Red	1.3	0.7	1.7	0.0	0.0	0.0



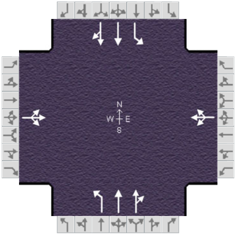
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		6	5	2
Case Number		8.0		8.0		6.3	1.0	4.0
Phase Duration, s		20.0		20.0		55.0	15.0	70.0
Change Period, (*Y+R* $_c$), s		5.3		5.3		4.4	4.9	4.4
Max Allow Headway (*MAH*), s		3.4		3.4		0.0	3.2	0.0
Queue Clearance Time (*g* $_s$), s		3.4		15.8			3.1	
Green Extension Time (*g* $_e$), s		0.5		0.0		0.0	0.0	0.0
Phase Call Probability		1.00		1.00			1.00	
Max Out Probability		0.00		1.00			0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		31			244		25	644	634	68	567	562
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1122			1572		506	1900	1869	1810	1900	1882
Queue Service Time (*g* $_s$), s		0.0			11.5		2.0	20.2	20.2	1.1	10.4	10.4
Cycle Queue Clearance Time (*g* $_c$), s		1.4			13.8		2.0	20.2	20.2	1.1	10.4	10.4
Green Ratio (*g/C*)		0.16			0.16		0.56	0.56	0.56	0.70	0.73	0.73
Capacity (*c*), veh/h		247			308		365	1068	1051	431	1385	1372
Volume-to-Capacity Ratio (*X*)		0.126			0.790		0.069	0.603	0.604	0.157	0.410	0.410
Back of Queue (*Q*), ft/ln (95 th percentile)		26.4			260		11.2	334.7	331.6	15.1	158.1	156.7
Back of Queue (*Q*), veh/ln (95 th percentile)		1.1			10.4		0.4	13.4	13.3	0.6	6.3	6.3
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* $_1$), s/veh		32.1			37.2		9.1	13.0	13.1	7.6	4.7	4.7
Incremental Delay (*d* $_2$), s/veh		0.1			12.0		0.4	2.5	2.6	0.1	0.9	0.9
Initial Queue Delay (*d* $_3$), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		32.1			49.2		9.4	15.6	15.6	7.6	5.6	5.6
Level of Service (LOS)		C			D		A	B	B	A	A	A
Approach Delay, s/veh / LOS	32.1	C		49.2	D		15.5	B		5.7	A	
Intersection Delay, s/veh / LOS	14.4						B					

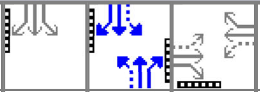
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	1.71	B	1.71	B
Bicycle LOS Score / LOS	0.54	A	0.89	A	1.56	B	1.48	A

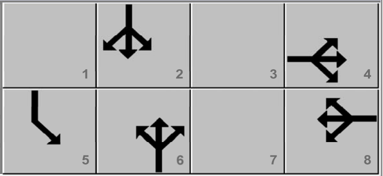
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 14, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - PM	PHF	0.99
Urban Street	Mindanao Way	Analysis Year	2020	Analysis Period	1> 16:45
Intersection	Mindanao/La Villa Marina	File Name	12PM - Existing.xus		
Project Description	Paseo Marina				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	20	1	36	50	2	72	27	957	64	129	1088	13





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

Green	10.1	50.6	14.7	0.0	0.0	0.0
Yellow	3.6	3.7	3.6	0.0	0.0	0.0
Red	1.3	0.7	1.7	0.0	0.0	0.0

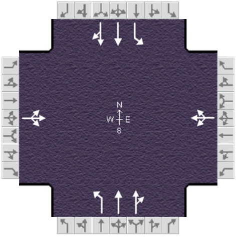
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		6	5	2
Case Number		8.0		8.0		6.3	1.0	4.0
Phase Duration, s		20.0		20.0		55.0	15.0	70.0
Change Period, (*Y+R* $_c$), s		5.3		5.3		4.4	4.9	4.4
Max Allow Headway (*MAH*), s		3.4		3.4		0.0	3.2	0.0
Queue Clearance Time (g_s), s		4.6		8.4			4.1	
Green Extension Time (g_e), s		0.3		0.2		0.0	0.1	0.0
Phase Call Probability		1.00		1.00			1.00	
Max Out Probability		0.00		0.06			0.04	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		58			125		27	521	510	130	557	555
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1586			1558		515	1900	1858	1810	1900	1892
Queue Service Time (g_s), s		0.0			3.5		2.2	14.9	14.9	2.1	10.1	10.1
Cycle Queue Clearance Time (g_c), s		2.6			6.4		2.2	14.9	14.9	2.1	10.1	10.1
Green Ratio (*g/C*)		0.16			0.16		0.56	0.56	0.56	0.70	0.73	0.73
Capacity (*c*), veh/h		313			311		369	1068	1044	503	1385	1379
Volume-to-Capacity Ratio (*X*)		0.184			0.403		0.074	0.488	0.488	0.259	0.402	0.402
Back of Queue (*Q*), ft/ln (95 th percentile)		49.3			112.5		12.3	258.9	254.6	30.1	153.7	153.1
Back of Queue (*Q*), veh/ln (95 th percentile)		2.0			4.5		0.5	10.4	10.2	1.2	6.1	6.1
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		32.6			34.1		9.1	11.9	11.9	6.5	4.7	4.7
Incremental Delay (d_2), s/veh		0.1			0.3		0.4	1.6	1.6	0.1	0.9	0.9
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		32.7			34.4		9.5	13.5	13.5	6.6	5.6	5.6
Level of Service (LOS)		C			C		A	B	B	A	A	A
Approach Delay, s/veh / LOS	32.7		C	34.4		C	13.4		B	5.7		A
Intersection Delay, s/veh / LOS	11.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	1.71	B	1.71	B
Bicycle LOS Score / LOS	0.58	A	0.69	A	1.36	A	1.51	B

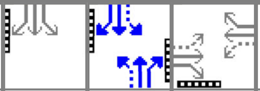
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Dec 2, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing with Project - PM	PHF	0.99
Urban Street	Mindanao Way	Analysis Year	2020	Analysis Period	1> 16:45
Intersection	Mindanao/La Villa Marina	File Name	12PM - Existing with Project - Option B.xus		
Project Description	Paseo Marina - Option B				

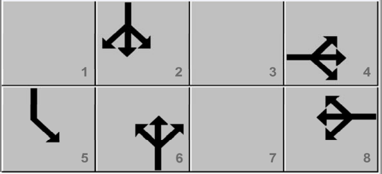


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	20	1	36	50	2	72	27	959	64	129	1090	13

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



Green	10.1	50.6	14.7	0.0	0.0	0.0
Yellow	3.6	3.7	3.6	0.0	0.0	0.0
Red	1.3	0.7	1.7	0.0	0.0	0.0



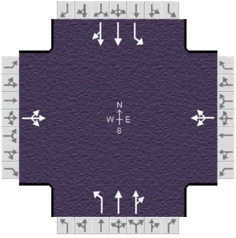
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		6	5	2
Case Number		8.0		8.0		6.3	1.0	4.0
Phase Duration, s		20.0		20.0		55.0	15.0	70.0
Change Period, (*Y+R* $_c$), s		5.3		5.3		4.4	4.9	4.4
Max Allow Headway (*MAH*), s		3.4		3.4		0.0	3.2	0.0
Queue Clearance Time (*g* $_s$), s		4.6		8.4			4.1	
Green Extension Time (*g* $_e$), s		0.3		0.2		0.0	0.1	0.0
Phase Call Probability		1.00		1.00			1.00	
Max Out Probability		0.00		0.06			0.04	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		58			125		27	522	511	130	558	556
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1586			1558		514	1900	1858	1810	1900	1892
Queue Service Time (*g* $_s$), s		0.0			3.5		2.2	14.9	14.9	2.1	10.2	10.2
Cycle Queue Clearance Time (*g* $_c$), s		2.6			6.4		2.2	14.9	14.9	2.1	10.2	10.2
Green Ratio (*g/C*)		0.16			0.16		0.56	0.56	0.56	0.70	0.73	0.73
Capacity (*c*), veh/h		313			311		369	1068	1044	503	1385	1379
Volume-to-Capacity Ratio (*X*)		0.184			0.403		0.074	0.489	0.489	0.259	0.403	0.403
Back of Queue (*Q*), ft/ln (95 th percentile)		49.3			112.5		12.3	259.3	255.5	30.1	154	153.4
Back of Queue (*Q*), veh/ln (95 th percentile)		2.0			4.5		0.5	10.4	10.2	1.2	6.2	6.1
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* $_1$), s/veh		32.6			34.1		9.1	11.9	11.9	6.5	4.7	4.7
Incremental Delay (*d* $_2$), s/veh		0.1			0.3		0.4	1.6	1.6	0.1	0.9	0.9
Initial Queue Delay (*d* $_3$), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		32.7			34.4		9.5	13.5	13.5	6.6	5.6	5.6
Level of Service (LOS)		C			C		A	B	B	A	A	A
Approach Delay, s/veh / LOS	32.7	C		34.4	C		13.4	B		5.7	A	
Intersection Delay, s/veh / LOS	11.0						B					

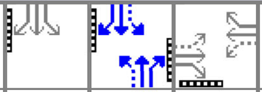
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	1.71	B	1.71	B
Bicycle LOS Score / LOS	0.58	A	0.69	A	1.36	A	1.51	B

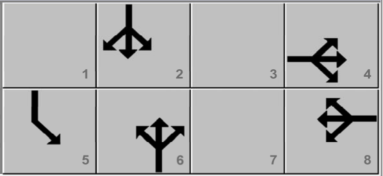
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 14, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - PM	PHF	0.99
Urban Street	Mindanao Way	Analysis Year	2026	Analysis Period	1> 16:45
Intersection	Mindanao/La Villa Marina	File Name	12PM - Future.xus		
Project Description	Paseo Marina				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	21	1	38	53	2	76	29	1082	68	137	1227	14





Signal Information										
Cycle, s	90.0	Reference Phase	2							
Offset, s	0	Reference Point	End	Green	10.1	50.6	14.7	0.0	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.6	3.7	3.6	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.3	0.7	1.7	0.0	0.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		6	5	2
Case Number		8.0		8.0		6.3	1.0	4.0
Phase Duration, s		20.0		20.0		55.0	15.0	70.0
Change Period, (*Y+R* $_c$), s		5.3		5.3		4.4	4.9	4.4
Max Allow Headway (*MAH*), s		3.4		3.4		0.0	3.2	0.0
Queue Clearance Time (*g* $_s$), s		4.8		8.8			4.3	
Green Extension Time (*g* $_e$), s		0.3		0.2		0.0	0.1	0.0
Phase Call Probability		1.00		1.00			1.00	
Max Out Probability		0.00		0.10			0.05	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		61			132		29	587	575	138	628	626
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1589			1556		450	1900	1860	1810	1900	1892
Queue Service Time (*g* $_s$), s		0.0			3.9		2.7	17.6	17.6	2.3	12.0	12.1
Cycle Queue Clearance Time (*g* $_c$), s		2.8			6.8		2.7	17.6	17.6	2.3	12.0	12.1
Green Ratio (*g/C*)		0.16			0.16		0.56	0.56	0.56	0.70	0.73	0.73
Capacity (*c*), veh/h		313			310		333	1068	1046	463	1385	1379
Volume-to-Capacity Ratio (*X*)		0.193			0.426		0.088	0.549	0.550	0.299	0.453	0.454
Back of Queue (*Q*), ft/ln (95 th percentile)		52			119.6		13.6	297.6	293.1	32.1	183.4	182.8
Back of Queue (*Q*), veh/ln (95 th percentile)		2.1			4.8		0.5	11.9	11.7	1.3	7.3	7.3
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* $_1$), s/veh		32.7			34.2		9.2	12.5	12.5	7.5	4.9	4.9
Incremental Delay (*d* $_2$), s/veh		0.1			0.3		0.5	2.0	2.1	0.1	1.1	1.1
Initial Queue Delay (*d* $_3$), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		32.8			34.6		9.7	14.5	14.6	7.6	6.0	6.0
Level of Service (LOS)		C			C		A	B	B	A	A	A
Approach Delay, s/veh / LOS	32.8	C		34.6	C		14.4	B		6.2	A	
Intersection Delay, s/veh / LOS	11.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	1.71	B	1.71	B
Bicycle LOS Score / LOS	0.59	A	0.71	A	1.47	A	1.64	B

HCS™ Streets Version 7.8.5

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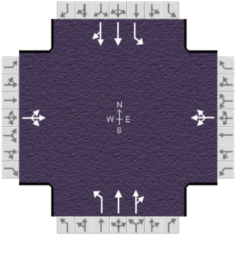
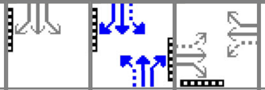
HCS7 Signalized Intersection Results Summary

General Information				**Intersection Information**	
Agency	Linscott, Law & Greenspan, Engineers			Duration, h	0.250
Analyst	JAS	Analysis Date	Dec 2, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future with Project - PM	PHF	0.99
Urban Street	Mindanao Way	Analysis Year	2026	Analysis Period	1> 16:45
Intersection	Mindanao/La Villa Marina	File Name	12PM - Future with Project - Option B.xus		
Project Description	Paseo Marina - Option B				

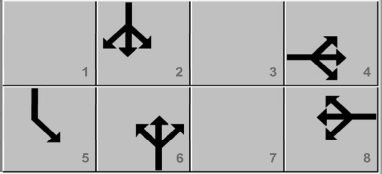


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	21	1	38	53	2	76	29	1084	68	137	1229	14

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



Green	10.1	50.6	14.7	0.0	0.0	0.0
Yellow	3.6	3.7	3.6	0.0	0.0	0.0
Red	1.3	0.7	1.7	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		6	5	2
Case Number		8.0		8.0		6.3	1.0	4.0
Phase Duration, s		20.0		20.0		55.0	15.0	70.0
Change Period, (*Y+R* *c*), s		5.3		5.3		4.4	4.9	4.4
Max Allow Headway (*MAH*), s		3.4		3.4		0.0	3.2	0.0
Queue Clearance Time (*g* *s*), s		4.8		8.8			4.3	
Green Extension Time (*g* *e*), s		0.3		0.2		0.0	0.1	0.0
Phase Call Probability		1.00		1.00			1.00	
Max Out Probability		0.00		0.10			0.05	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		61			132		29	588	576	138	629	627
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1589			1556		449	1900	1860	1810	1900	1892
Queue Service Time (*g* *s*), s		0.0			3.9		2.7	17.6	17.7	2.3	12.1	12.1
Cycle Queue Clearance Time (*g* *c*), s		2.8			6.8		2.7	17.6	17.7	2.3	12.1	12.1
Green Ratio (*g/C*)		0.16			0.16		0.56	0.56	0.56	0.70	0.73	0.73
Capacity (*c*), veh/h		313			310		333	1068	1046	462	1385	1379
Volume-to-Capacity Ratio (*X*)		0.193			0.426		0.088	0.550	0.551	0.299	0.454	0.454
Back of Queue (*Q*), ft/ln (95 th percentile)		52			119.6		13.6	298	294.1	32.1	183.7	183.1
Back of Queue (*Q*), veh/ln (95 th percentile)		2.1			4.8		0.5	11.9	11.8	1.3	7.3	7.3
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d* *1*), s/veh		32.7			34.2		9.2	12.5	12.5	7.5	4.9	4.9
Incremental Delay (*d* *2*), s/veh		0.1			0.3		0.5	2.0	2.1	0.1	1.1	1.1
Initial Queue Delay (*d* *3*), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		32.8			34.6		9.7	14.5	14.6	7.6	6.0	6.0
Level of Service (LOS)		C			C		A	B	B	A	A	A
Approach Delay, s/veh / LOS	32.8		C	34.6		C	14.4		B	6.2		A
Intersection Delay, s/veh / LOS	11.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	1.71	B	1.71	B
Bicycle LOS Score / LOS	0.59	A	0.71	A	1.47	A	1.64	B