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Hoover Street District Yard Project

Draft Transportation Impact Analysis

611 N Hoover Street
Los Angeles, CA 90026

July 2019

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1. INTRODUCTION

This report documents the assumptions, methodologies, and findings of a study conducted by Fehr & Peers to evaluate the potential traffic impacts of the proposed Los Angeles Department of Water and Power (LADWP) Hoover Street District Yard Project, located at 611 North Hoover Street in the City of Los Angeles. This study was conducted as part of an environmental document being prepared for the proposed project.

PROJECT DESCRIPTION

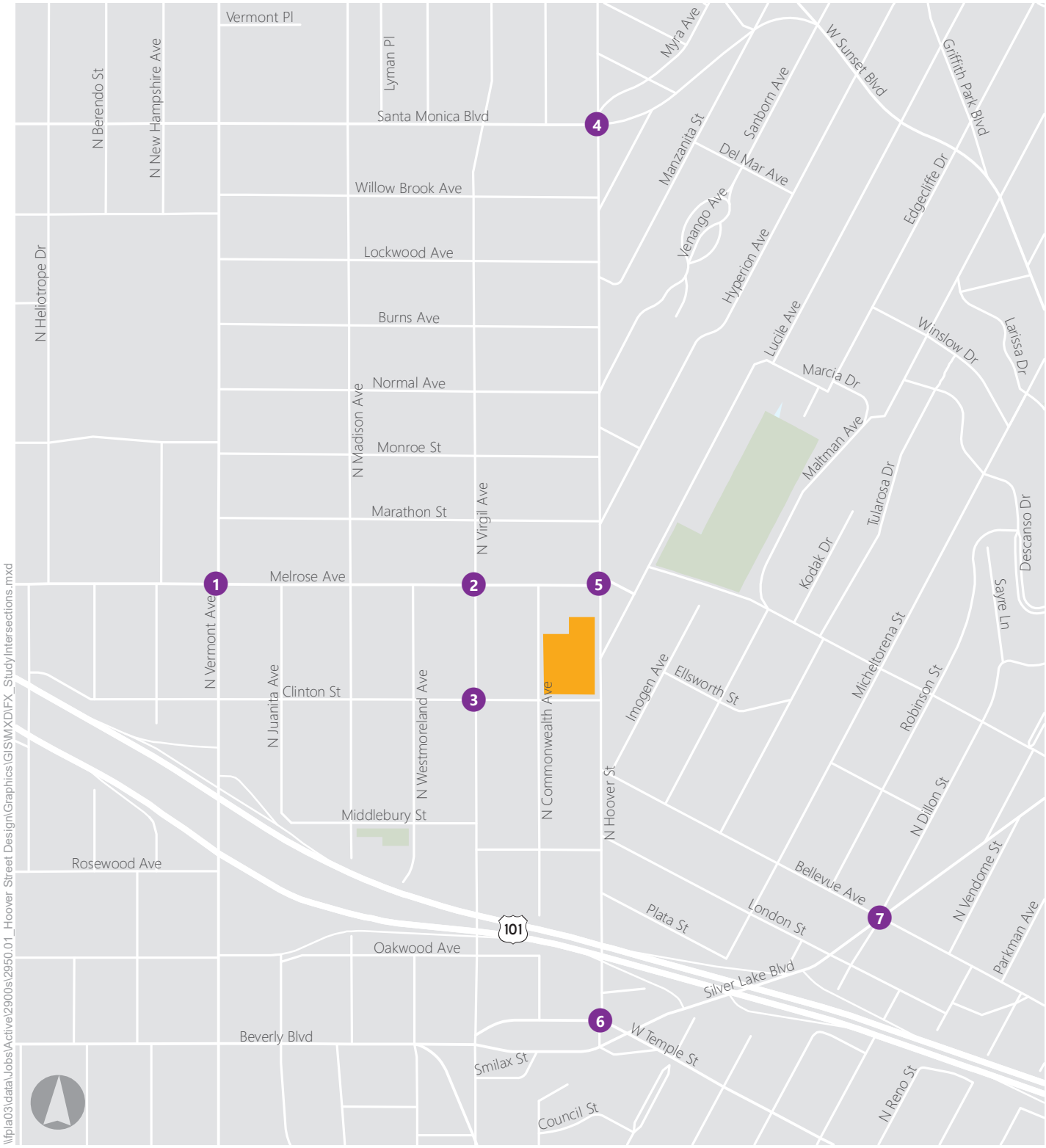
The proposed project is on the northeast corner of Hoover Street and Clinton Street. The adjacent land uses include residential uses to the north, south, west and east. Retail uses are also located to the east of the project site. Figure 1 illustrates the location of the proposed project in relation to the surrounding street system. Regional access to the project site is provided by the Hollywood Freeway (US-101), with access ramps less than one mile to the south, and subregional access is provided by Vermont Avenue and Melrose Avenue. The project is located one mile southeast of the Metro Red Line Vermont/Santa Monica Station and one mile northeast of the Red Line Vermont/Beverly Station.

The proposed project involves the demolition of a vacant street lighting yard and construction of a new power yard. The project includes the construction a utility building of 31,939 square feet of administration space, 11,593 square feet of warehouse space, and 8,282 square feet of fleet space. The project would also include 13,169 square feet of outdoor storage and subterranean and surface-level parking.

Inbound and outbound access for employee/visitor vehicles and smaller fleet trucks will be provided by a two-way driveway on Clinton Street. Employees and visitors will have access to the subterranean parking using this driveway. Site access for larger fleet trucks will be provided by a two-way driveway on Hoover Street. An additional driveway will be located on Commonwealth Avenue, but will be used for emergency egress only. The three project driveways currently exist but will be improved as necessary to meet the City's current driveway design standards. Although the project is not intended to serve the general public, primary pedestrian access to the site will be provided from Hoover Street. A site plan of the project site is presented in Figure 2.

STUDY SCOPE

The scope of work for this study was determined in consultation with the Los Angeles Department of Transportation (LADOT). The base assumptions and technical methodologies were discussed with LADOT as part of the study approach and agreed to in a memorandum of understanding in May, 2019. The MOU is included in Appendix A to this document.

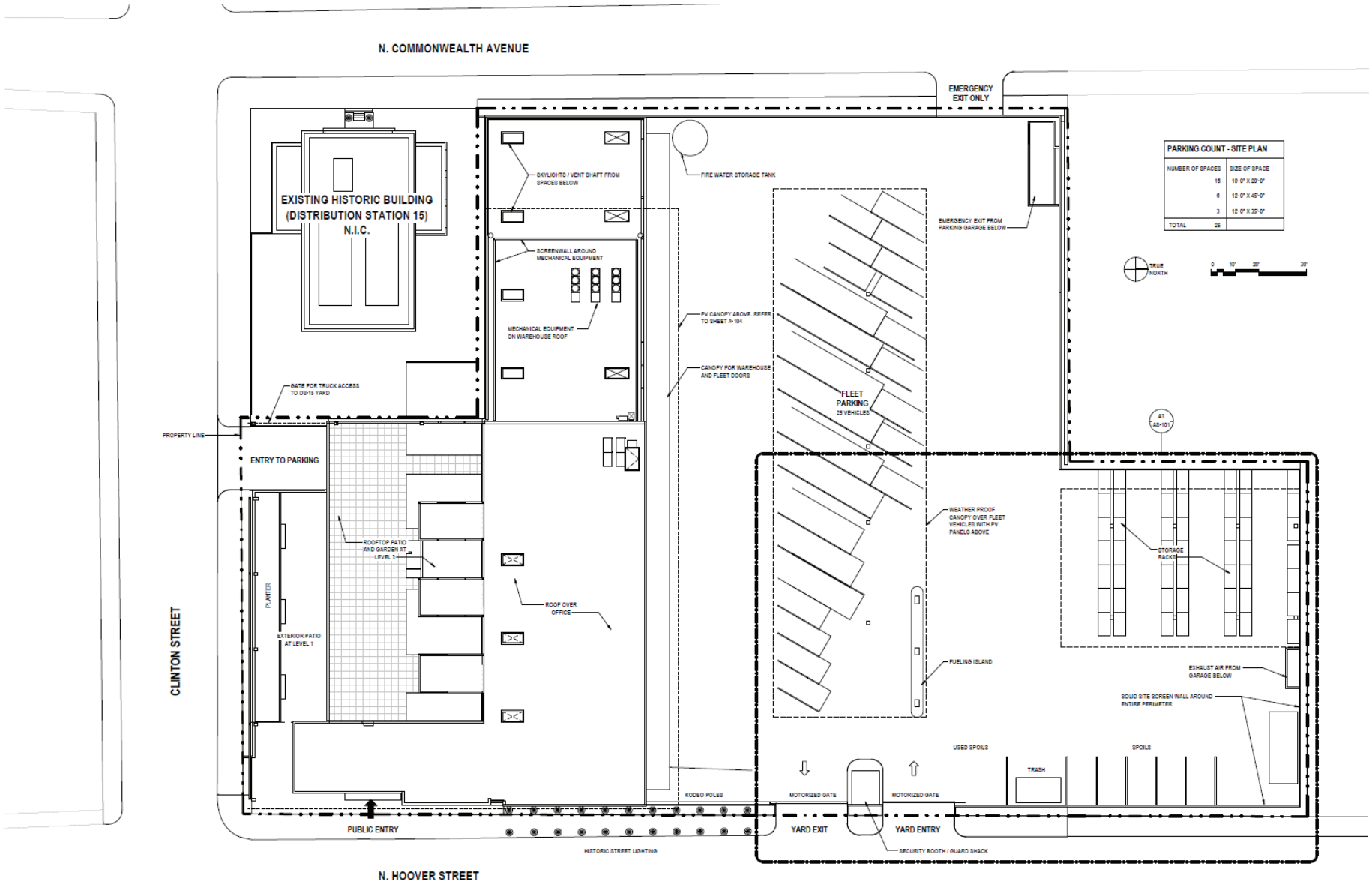


Study Intersections

Project Site

Figure 1

Proposed Project and Study Intersections



Source: HDR, 2019.

Figure 2

Site Plan

TRAFFIC SCENARIOS

The proposed project would be completed by year 2023. This study is directed at analyzing the potential project-generated traffic impact on local street system under both existing and future year traffic conditions. The following traffic scenarios have been developed and analyzed as part of this study:

- Existing Conditions – The analysis of existing traffic conditions is intended to provide a basis for the remainder of the study. The existing conditions analysis includes a description of the transportation system serving the project site, existing traffic volumes, and an assessment of the operating conditions at the study analysis locations described below.

- Existing plus Project Conditions – This traffic scenario provides projected traffic volumes and an assessment of operating conditions under existing conditions with the addition of project-generated traffic. The impacts of the proposed project on existing traffic operating conditions were then identified.

- Future Base (2023) Conditions – Future traffic projections without the proposed project were developed for the year 2023. The objective of this analysis is to project future traffic growth and operating conditions that can be expected to result from regional growth, related projects, and transportation network changes in the vicinity of the project site by the year 2023.

- Future (2023) plus Project Conditions – This traffic scenario provides projected traffic volumes and an assessment of operating conditions under future conditions with the addition of project-generated traffic. The impacts of the proposed project on future traffic operating conditions were then identified.

STUDY LOCATIONS

The following seven signalized intersections, illustrated in Figure 1, were identified in conjunction with LADOT to be analyzed as part of the scope of work for this project:

1. Vermont Avenue & Melrose Avenue
2. Virgil Avenue & Melrose Avenue
3. Virgil Avenue & Clinton Street
4. Hoover Street & Santa Monica Boulevard
5. Hoover Street & Melrose Avenue
6. Hoover Street & Temple Street
7. Silver Lake Boulevard & Bellevue Avenue

ORGANIZATION OF REPORT

This report is divided into six chapters, including this introduction. Chapter 2 describes the existing conditions including an inventory of the streets, highways, and transit service in the study area, a summary of existing traffic volumes, and an assessment of existing operating conditions. The methodologies used to develop traffic forecasts for the Existing, Existing plus Project, Future Base, and Future plus Project scenarios and the forecasts themselves are included in Chapter 3. Chapter 4 presents an assessment of potential intersection traffic impacts of the proposed project under both existing and future conditions. Chapter 5 provides an analysis of construction period impacts. Chapter 6 provides the summary and conclusions.

2. EXISTING CONDITIONS

A comprehensive data collection effort was undertaken to develop a detailed description of existing conditions in the study area. The assessment of conditions relevant to this study includes a description of the study area, an inventory of the local street system in the vicinity of the project site, a review of traffic volumes on these facilities, an assessment of the resulting operating conditions, and the current transit service in the study area. A detailed description of these elements is presented in this chapter.

STUDY AREA

The project site is within the Wilshire Community Plan area of the City of Los Angeles. The study area selected for analysis extends to include Vermont Avenue to the west, Bellevue Avenue to the east, Santa Monica Boulevard to the north, and Temple Street to the south. All of the streets in the study area are under the jurisdiction of the City of Los Angeles.

EXISTING STREET SYSTEM

Major arterials serving the study area include Hoover Street, Virgil Avenue, Vermont Avenue, and Silver Lake Boulevard in the north/south direction and Melrose Avenue, Santa Monica Boulevard, Temple Street, and Bellevue in the east/west direction. The Hollywood Freeway (US-101) lies approximately one-half mile south of the site and provides regional access to and from the study area.

The characteristics of the major roadways serving the study area are described below. The street descriptions include the designation of the roadway under the *Mobility Plan 2035* (Los Angeles Department of Planning, General Plan Mobility Element, 2016).

FREEWAYS

- **Hollywood Freeway (US-101)** runs in the southeast-northwest direction, extending from downtown Los Angeles through Hollywood and the San Fernando Valley and beyond. In the vicinity of the study area, the Hollywood freeway provides four lanes in each direction plus auxiliary lanes. Interchanges are provided at Western Avenue/Santa Monica Boulevard, at Melrose Avenue/Normandie Avenue, and at Silver Lake Boulevard.

EAST/WEST STREETS

- **Santa Monica Boulevard** is designated as an Avenue I in the City of Los Angles' *Mobility Plan 2035* and is located to the north of the project site with two travel lanes in each direction and a center turn lane within the study area. Parking is permitted on both sides of the street. Left-turn pockets are present at major intersections. Santa Monica Boulevard is part of the Transit Enhanced Network.

- **Melrose Avenue** is designated as an Avenue III and is located to the north of the project site with one travel lane in each direction between Hoover Street and Virgil Avenue. West of Virgil Street, Melrose Avenue provides two travel lanes in each direction during the AM and PM peak hours. Parking is prohibited along both sides of the street during the AM and PM peak periods. Melrose Avenue is part of the Bicycle Enhanced Network.
- **Clinton Street** is designated as a local street that is located immediately south of the project site with one travel lane in each direction. Parking is permitted on both sides of the street.
- **Bellevue Street** is designated as a local street that is located south of the project site with one travel lane in each direction. Parking is permitted on both sides of the street.
- **Temple Street** is designated as an Avenue II that is located south of the project site with one travel lane running east and two travel lanes running west. Parking is permitted on both sides of the street. Temple Street connects to Beverly Boulevard on the western end. At Virgil Avenue, Temple Street connects to the Silver Lake Boulevard underpass.

NORTH/SOUTH STREETS

- **Vermont Avenue** is designated as an Avenue I that is located west of the project site with three southbound travel lanes and three northbound travel lanes during the AM and PM peak periods. Parking is prohibited along both sides of the street during the AM and PM peak periods. Left-turn pockets are present at all intersections.
- **Virgil Avenue** is designated as an Avenue II that is located west of the project site with two travel lanes in each direction. Parking is permitted on both sides of the street. Virgil Avenue is part of the Transit Enhanced Network.
- **Commonwealth Avenue** is a local street that is located immediately west of the project site with one travel lane in each direction. Parking is permitted on both sides of the street.
- **Hoover Street** is designated as a Collector Street that is located immediately east of the project site with one travel lane in each direction. Parking is permitted on both sides of the street. In the study area, Hoover Street is part of the Neighborhood Enhanced Network.
- **Silver Lake Boulevard** is designated as an Avenue II located north of the project site and two lanes in each direction south of Sunset Boulevard, and one lane in each direction north of Sunset Boulevard. It runs between Virgil Avenue and Glendale Boulevard. Parking is not permitted on both sides of the street south of Bellevue Avenue, but is permitted on both sides of the streets north of Bellevue Avenue. Left-turn pockets are present at major intersections.

Lane configurations of the study intersections are provided in Figure 3.

EXISTING PUBLIC TRANSIT SERVICE

One heavy rail line and seven bus lines currently serve the study area. These transit lines are described below:

Metro Red Line – The Metro Red Line is a heavy rail line that runs from Union Station to North Hollywood. The line has 10-minute headways during the AM and PM peak periods. The project site is located approximately one mile southeast of the Vermont/Santa Monica Station and approximately one mile northeast of the Vermont/Beverly Station.

Metro Line 4 – Line 4 is an east/west local line that runs from Downtown Los Angeles to Santa Monica. The line has 9- to 12-minute headways during the AM and PM peak periods. The line runs on Santa Monica Boulevard within the study area and provides project site access via a stop at Santa Monica Boulevard & Hoover Street.

Metro Line 10 – Line 10 is an east/west local line that runs from Downtown Los Angeles to West Hollywood. The line has 8- to 15-minute headways during the AM and PM peak periods. The line runs on Melrose Avenue, Virgil Avenue, Clinton Street, and Hoover Street within the study area with stops every few blocks, and provides site access via a stop at Clinton Street & Hoover Street.

Metro Line 201 – Line 201 is a north/south line that runs from Wilshire & Vermont to Glendale. The line has 50-minute headways during the AM and PM peak periods. The line runs on Silver Lake Boulevard within the study area and provides access to the project site via a stop at Silver Lake Boulevard & Dillon Street.

Metro Line 204 – Line 204 is a north/south line that runs from Athens in South Los Angeles to Hollywood. The line has 6- to 10-minute headways during the AM and PM peak periods. The line runs on Vermont Avenue within the study area and provides site access via a stop at Vermont Avenue & Clinton Street.

Metro Rapid Line 754 – Line 754 is a north/south express line that runs from Athens in South Los Angeles to Hollywood. The line has 5- to 12-minute headways during the AM and PM peak periods. The line runs Vermont Avenue within the study area and provides site access via a stop at Vermont Avenue & Melrose Avenue.

Metro Rapid Line 704 – Line 704 is an east/west express line that runs from Downtown Los Angeles to Santa Monica. The line has 10- to 15-minute headways during the AM and PM peak periods. The line runs on Santa Monica Boulevard within the study area and provides project site access via a stop at Santa Monica Boulevard & Vermont Avenue.

LADOT DASH Hollywood – DASH Hollywood is a circulator that provides service in Hollywood with 30-minute headways throughout the day. The line runs on Santa Monica Boulevard and Vermont Avenue within the study area and provides project site access via a stop at Santa Monica Boulevard & Vermont Avenue.

EXISTING BICYCLE AND PEDESTRIAN FACILITIES

There is currently a Class II[1] bicycle lane on Virgil Avenue between Santa Monica Boulevard and Melrose Avenue. Approximately half a mile north of the project site, Santa Monica Boulevard includes a Class II bicycle lane east of Virgil Avenue.

The study area has a mature network of pedestrian facilities including sidewalks, crosswalks and pedestrian safety features. Approximately 10- to 12-foot sidewalks are provided on Avenues and Boulevards throughout the study area. Narrower sidewalks are provided on both sides of most local streets. High-visibility school crosswalks are present at the intersection of Hoover Street and Clinton Street (north and west legs), adjacent to the project site.

EXISTING TRAFFIC VOLUMES AND LEVEL OF SERVICE

This section presents existing peak hour traffic volumes, describes the methodology used to assess the traffic conditions at each intersection, and analyzes the resulting operating conditions at each, indicating volume-to-capacity (V/C) ratios and levels of service (LOS).

EXISTING TRAFFIC VOLUMES

New weekday AM and PM peak hour turning movement counts were collected at the study intersections in April 2019. The existing weekday morning and afternoon peak hour volumes at the study intersections are shown in Figure 3. These volumes are the highest one hour volumes during the three-hour morning and afternoon peak periods (7:00 AM to 10:00 AM and 3:00 PM to 6:00 PM). Count sheets for these intersections are contained in Appendix B.

LEVEL OF SERVICE METHODOLOGY

A variety of standard methodologies are available to analyze LOS. According to *Transportation Impact Study Guidelines* (LADOT, December 2016), this study is required to use the Critical Movement Analysis (CMA) method of intersection capacity calculation (Transportation Research Board, 1980) to analyze signalized intersections in the City of Los Angeles. The V/C ratio is then used to find the corresponding LOS based on the definitions in Table 1. Under the CMA methodology, a V/C ratio is generated for each study intersection based on factors such as the volume of traffic and the number of lanes providing for such vehicle movement and a LOS grade. While the City does not have a specific target LOS, LOS D or better is generally considered to be desirable in an urban context.

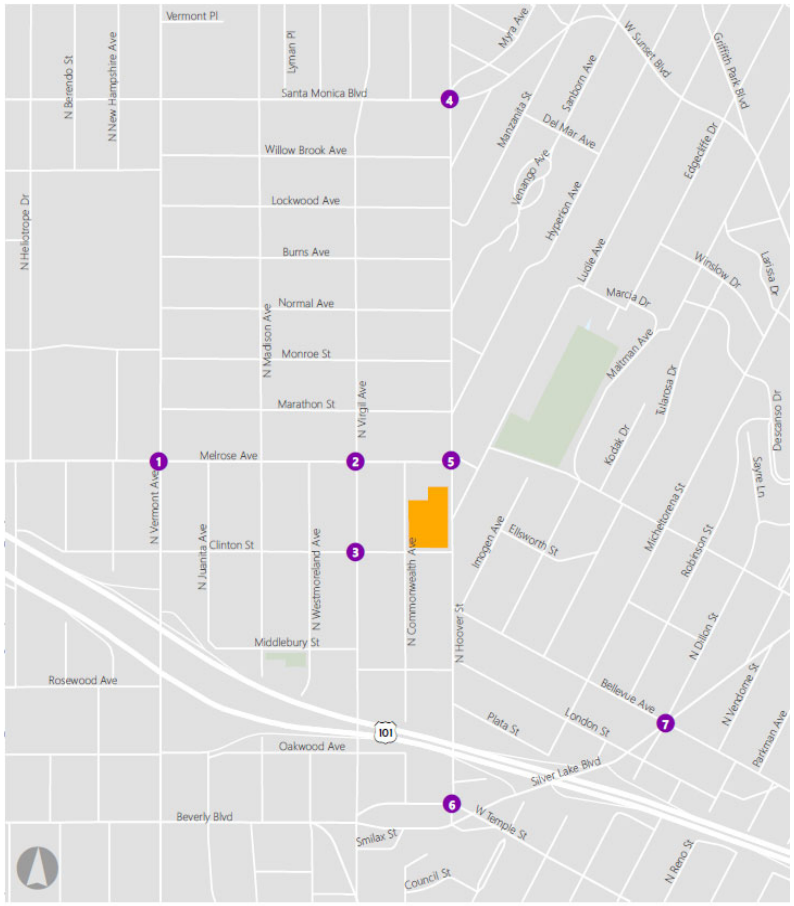
The City of Los Angeles' Automated Traffic Surveillance and Control (ATSAC) system is a computer-based traffic signal control system that monitors traffic conditions and system performance to allow ATSAC-operations to manage signal timing to improve traffic flow conditions. The Adaptive Traffic Control System (ATCS) is an enhancement to ATSAC and provides fully traffic-adaptive signal control based on

[1] The *Mobility Plan* 2035 describes a Class II Bike Lane as a striped lane for one-way bike travel on a street or highway.

real-time traffic conditions. All of the study intersections located in the City of Los Angeles are currently operating under the City's ATSAC system and ATCS control. ATSAC and ATCS provide improved operating conditions. Therefore, in accordance with City of Los Angeles procedures, a credit of 0.07 V/C reduction was applied at each intersection where ATSAC is implemented and an additional 0.03 V/C reduction was applied at each study intersection.

EXISTING LEVELS OF SERVICE

Existing year traffic volumes presented in Figure 3 were analyzed using the intersection capacity analysis methodology described above to determine the existing operating conditions at the study intersections. Table 2 summarizes the results of the analysis of the existing weekday morning and afternoon peak hour V/C ratio and corresponding LOS at each of the analyzed intersections. As indicated, all of the seven signalized intersections analyzed for impacts operate at LOS C or better during both peak periods. Analysis sheets are provided in Appendix C.



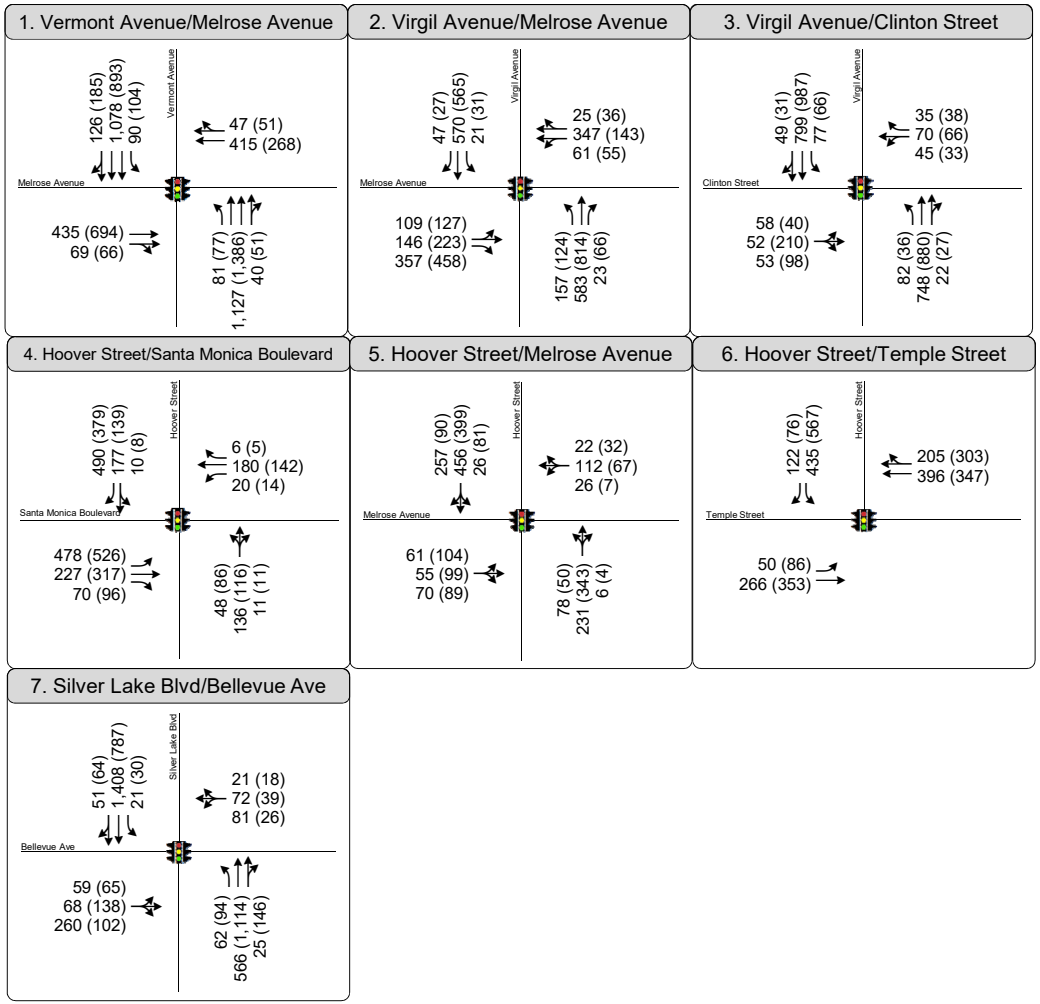


Figure 3

Peak Hour Traffic Volumes and Lane Configurations
Existing (2019) Conditions

TABLE 1
LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS
CMA METHODOLOGY

Level of Service	Volume/Capacity Ratio	Definition
A	0.000 - 0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	>0.600 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	>0.700 - 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	>0.800 - 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	>0.900 - 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Source: *Transportation Research Circular No. 212, Interim Materials on Highway Capacity,* Transportation Research Board, 1980.

TABLE 2
LADWP HOOVER STREET DISTRICT YARD PROJECT
EXISTING (2019) INTERSECTION LEVELS OF SERVICE

NO.	INTERSECTION	PEAK HOUR	EXISTING	
			V/C	LOS
1	Vermont Ave &	AM	0.389	A
	Melrose Ave	PM	0.542	A
2	Virgil Ave &	AM	0.622	B
	Melrose Ave	PM	0.764	C
3	Virgil Ave &	AM	0.376	A
	Clinton St	PM	0.517	A
4	Hoover St &	AM	0.703	C
	Santa Monica Blvd	PM	0.648	B
5	Hoover St &	AM	0.592	A
	Melrose Ave	PM	0.513	A
6	Hoover St &	AM	0.424	A
	Temple St	PM	0.552	A
7	Silver Lake Blvd &	AM	0.740	C
	Bellevue Ave	PM	0.561	A

3. TRAFFIC PROJECTIONS

PROJECT TRAFFIC

The development of trip generation estimates for the proposed project involves the use of a 3-step process: trip generation, trip distribution, and traffic assignment. As discussed in Chapter 1, the proposed project consists of a district maintenance yard with new offices, warehouse/storage space, as well as subterranean and surface-level parking.

PROJECT TRIP GENERATION

Information regarding proposed weekday staffing schedules and number of future employees was provided by LADWP and used to determine project trip generation estimates. Table 3A shows the proposed schedule and staffing data. Table 3B shows the number of hourly arrivals and departures (based on the schedule in Table 3A) of the future employees. The following assumptions were considered in the estimation of the daily and peak hour project trips:

- There are two types of staff that will based at this facility.
    - Office staff are those who remain on-site daily.
    - Fleet staff are those who leave the site daily to maintain or repair the City's facilities. An average of two fleet staff per vehicle depart within approximately one hour of arriving at the site and return approximately one hour before the end of their work shifts.
- At this time, employee commuting information is not available. To provide a conservative analysis, all employees were assumed to commute by single-occupancy vehicle to and from the site. No carpooling, transit, biking, or walking was assumed. To the extent that not all employees commute by single-occupancy vehicle, the trip generation estimates would be reduced.

Based on the information provided and the assumptions explained above, the proposed project would generate 40 AM peak hour outbound trips and 102 PM peak hour outbound trips on Mondays and Fridays. On Tuesdays, Wednesdays, and Thursdays, the proposed project would generate 40 AM peak hour outbound trips, 40 PM peak hour inbound trips and102 PM peak hour outbound trips.

Trip generation for the project was estimated according to the higher number of trips generated on Tuesdays, Wednesdays, and Thursdays, in order to offer a conservative analysis. As shown in Table 3C, the project is projected to generate 304 daily trips, 40 trips (0 inbound/40 outbound) during the AM peak hour, and 142 trips (40 inbound/102 outbound) during the PM peak hour.

An alternative method was used to develop project trip generation estimates as a supplement to the study. Trip generation rates from *Trip Generation, 10th Edition* (Institute of Transportation Engineers [ITE], 2017) were used to estimate the number of trips associated with the project. As shown in Table D1 in Appendix D, the project is projected to generate an estimated net increase of 686 daily trips, including 120 trips (96 inbound/24 outbound) during the AM peak hour and 118 trips (24 inbound/94 outbound) during the PM peak hour, using ITE Land Use Code 170: Utility. Impact analysis results and turning movement volumes under that alternative method are presented in Appendix D.

TABLE 3A
PLANNED WEEKDAY STAFFING SCHEDULE
LADWP HOOVER STREET DISTRICT YARD PROJECT

Employee Type	Count	Weekday Work Shifts
Fleet Staff	79	06:30 to 016:00 M & F 06:30 to 16:30 T, W, & Th
Fleet Maintenance Staff	3	
Office Staff	20	
Total Future Employees	**102**	

[a] Office staff/fleet maintenance staff are those who remain on-site daily.

[b] Fleet staff are those who leave the site daily to maintain or repair the City's facilities. An average of 2 staff per vehicle depart approximately one hour after workers arrive, and return approximately one hour before they depart.

TABLE 3B
FUTURE WEEKDAY TRIPS - HOURLY SCHEDULE
LADWP HOOVER STREET DISTRICT YARD PROJECT

		6:00 AM	7:00 AM [a]	8:00 AM [a]	9:00 AM [a]	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM [a]	4:00 PM [a]	5:00 PM [a]	6:00 PM
M & F	in	102								40				
	out		40									102		
T, W, & TH	in	102									40			
	out		40									102		

[a] AM and PM peak periods defined as 7:00-10:00 AM and 3:00-6:00 PM.

TABLE 3C
PROJECT TRIP GENERATION ESTIMATES
LADWP HOOVER STREET DISTRICT YARD PROJECT

Land Use	Size	Estimated Trip Generation [a]						
		Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
PROPOSED PROJECT								
Fleet Staff	79 Employees	158	0	0	0	0	79	79
Fleet Maintenance Staff	3 Employees	6	0	0	0	0	3	3
Office Staff	20 Employees	60	0	0	0	0	20	20
Fleet Vehicles	40 Trips	80	0	40	40	40	0	40
Total Proposed Trips		**304**	**0**	**40**	**40**	**40**	**102**	**142**

[a] Trip generation based on projected staffing and schedule from LADWP, which can be referenced in Table 3A and 3B. The higher trips during the AM and PM peak periods are shown, based on scheduling.

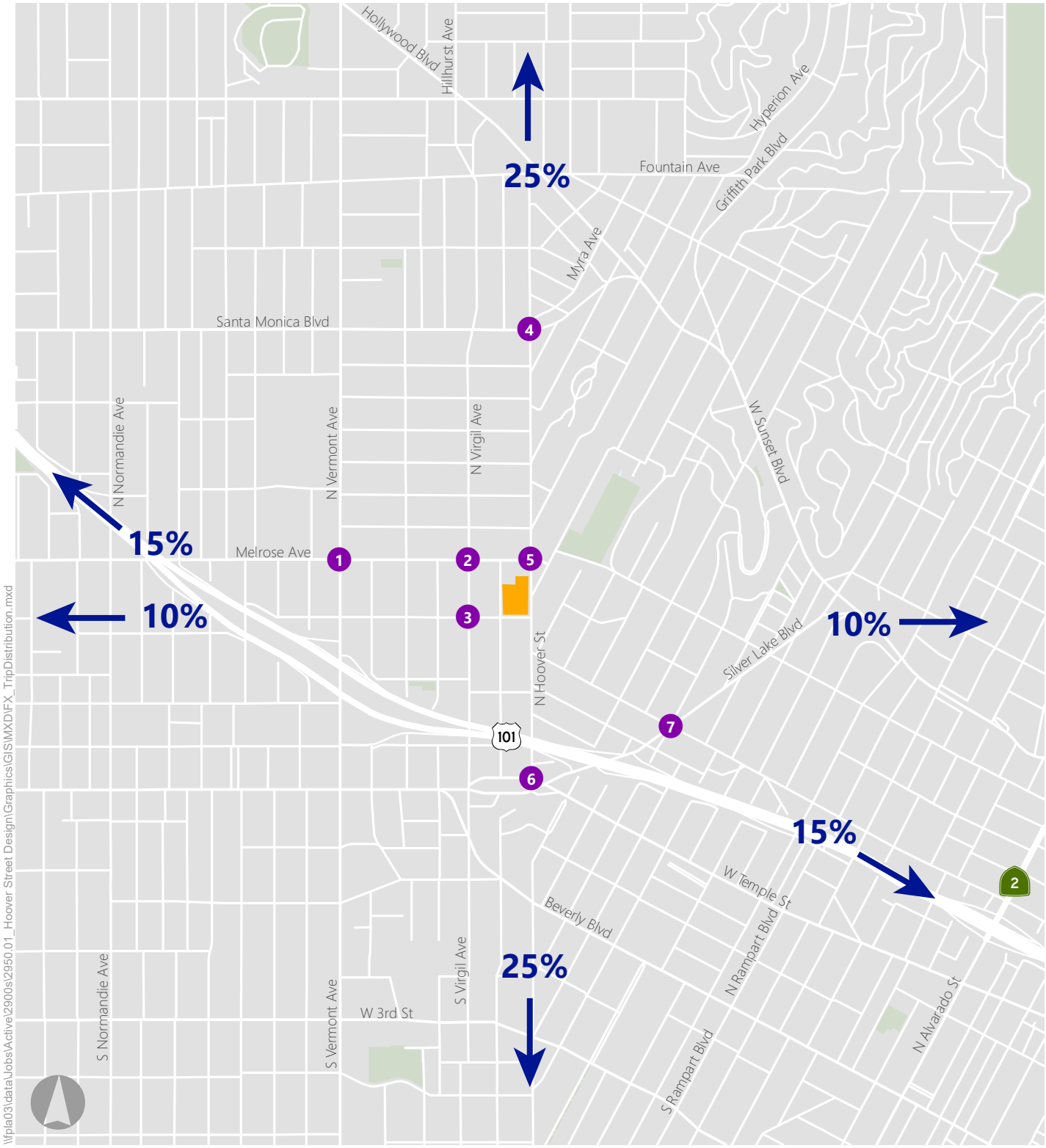
PROJECT TRAFFIC DISTRIBUTION

The geographic distribution of trips generated by the proposed project is dependent on the area serviced by the LADWP facility and characteristics of the street system serving the project site; the level of accessibility of routes to and from the proposed project site; and residential areas from which the employees would be drawn. The distribution of project trips is illustrated in Figure 4.

PROJECT TRAFFIC ASSIGNMENT

The traffic generated by the proposed project was assigned to the street network using the distribution pattern described in Figure 4. Figure 5 shows the assignment of the proposed project-generated peak hour traffic volumes at the analyzed intersections during the AM and PM peak hours. The assignment of traffic volumes took into consideration the locations of the proposed project driveways on Clinton Street and Hoover Street.

As discussed, access for employee vehicles, visitor vehicles, and smaller fleet trucks will be provided by a two-way driveway on Clinton Street to a subterranean parking garage. Site access for larger fleet trucks will be provided by a two-way driveway on Hoover Street. It is assumed that one-third of the fleet trucks will used the driveway on Hoover Street and two-thirds of the fleet trucks will used the driveway on Clinton Street. An emergency exit only driveway will be located on Commonwealth Avenue. All driveways will be improved to meet current driveway design standards established by the City.

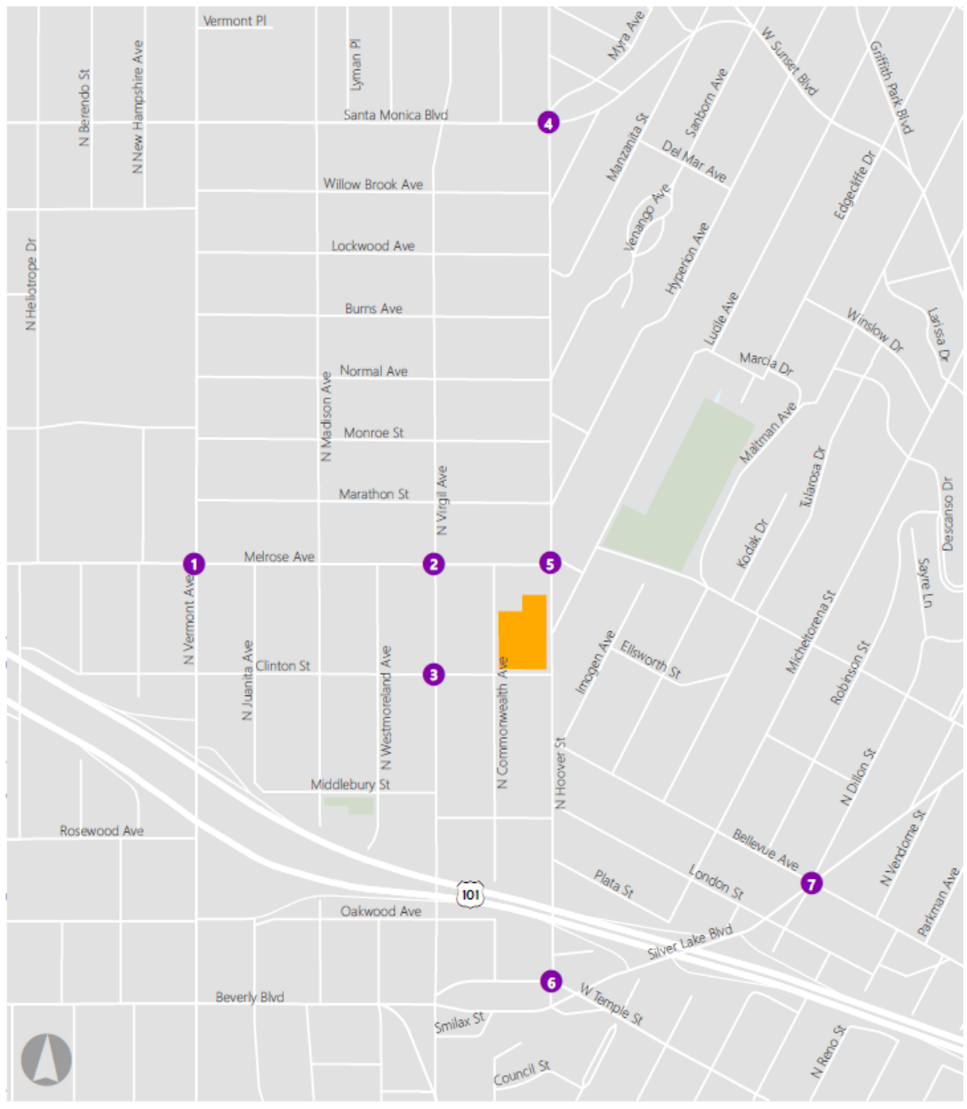


Study Intersections

Project Site

Figure 4

Trip Distribution



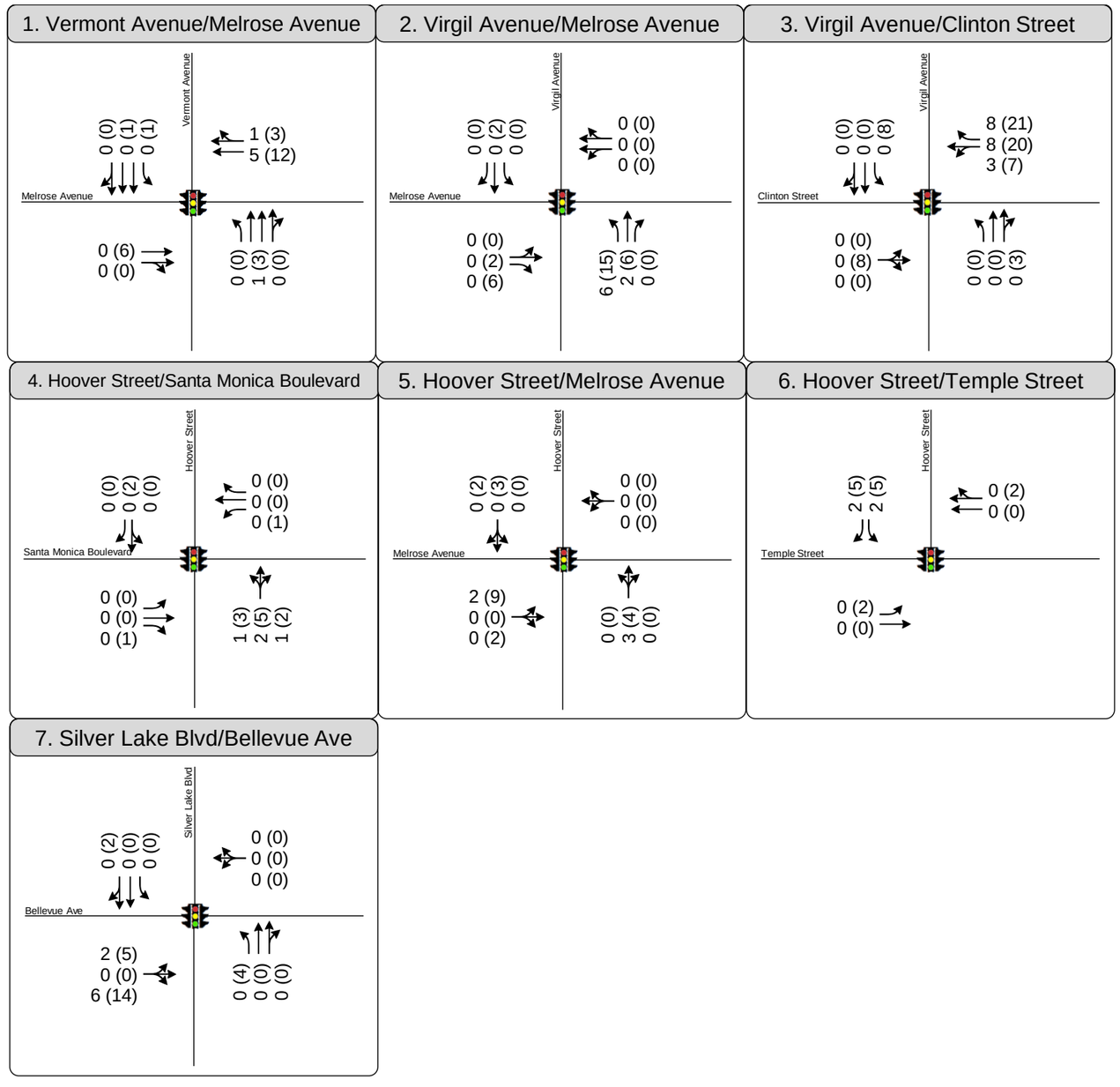


Figure 4
Peak Hour Traffic Volumes and Lane Configurations
Project Only

EXISTING PLUS PROJECT TRAFFIC CONDITIONS

The project traffic estimated and assigned to the study intersections was added to the existing traffic volumes to estimate Existing plus Project traffic volumes. Turning movement traffic volumes for the Existing plus Project scenario are provided in Figure 6. Analysis sheets are provided in Appendix C.

FUTURE YEAR 2023 TRAFFIC CONDITIONS

To evaluate the potential impacts of the proposed project on future (2023) conditions, it was necessary to develop estimates of future traffic conditions in the area both without and with project traffic. First, estimates of traffic growth were developed for the study area to forecast future conditions without the project. These forecasts included traffic increases as a result of both regional ambient traffic growth and traffic generated by specific developments in the vicinity of the project (related projects).

These projected traffic volumes, identified herein as the Future Base conditions, represent the future conditions without the proposed project. The traffic generated by the proposed project was then estimated and assigned to the surrounding street system. Project traffic was added to the Future Base conditions to form Future (2023) plus Project traffic conditions, which were analyzed to determine the incremental traffic impacts attributable to the project itself.

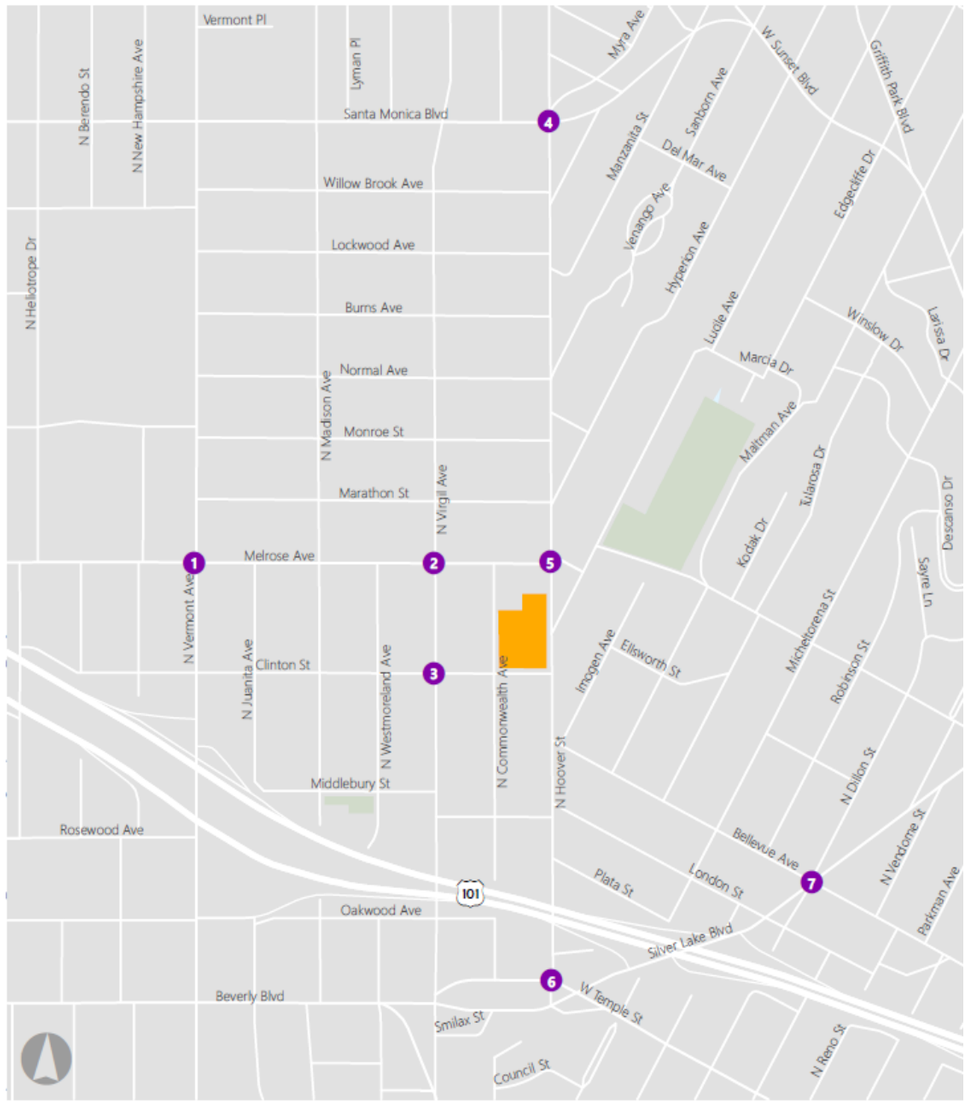
The assumptions and analysis methodology used to develop each of the future year scenarios discussed above are described in more detail in the following sections.

BACKGROUND OR AMBIENT GROWTH

Based on historic trends and at the direction of LADOT, it was established that an ambient growth factor of 1% per year should be applied to adjust the existing base year traffic volumes to reflect the effect of regional growth and development by year 2023.

RELATED PROJECT TRAFFIC GENERATION AND ASSIGNMENT

Future Base traffic forecasts include the effects of known specific projects, called related projects, expected to be implemented in the vicinity of the project site prior to the buildout date of the project. The list of related projects was prepared based on data from LADOT and the City of Los Angeles Department of City Planning (LADCP). A total of 18 cumulative projects were identified in the study area. These projects are listed in Table 4 and illustrated in Figure 7.



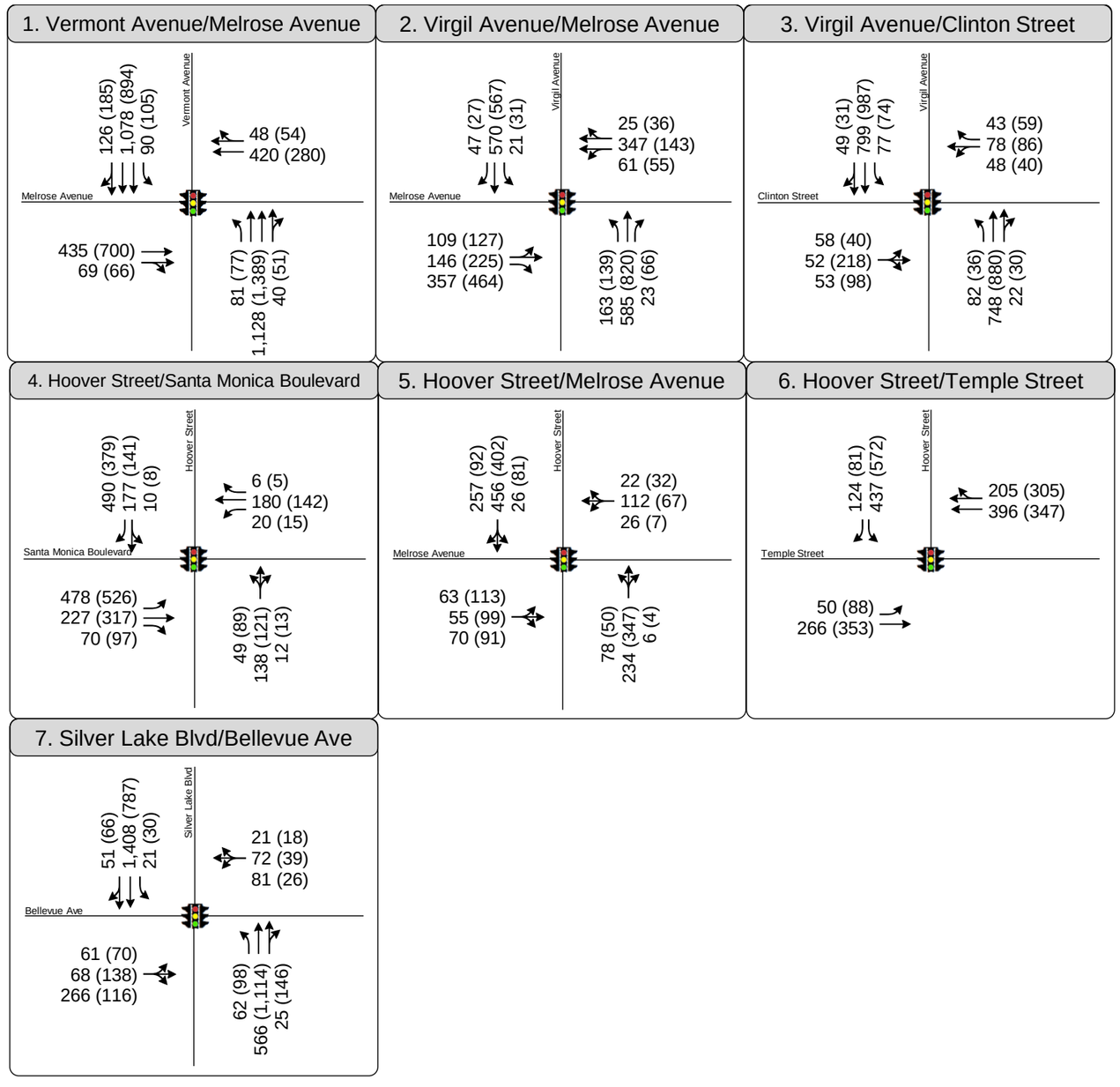


Figure 3
Peak Hour Traffic Volumes and Lane Configurations
Existing + Project Conditions

TABLE 4
LADWP HOOVER STREET DISTRICT YARD PROJECT
RELATED PROJECTS

No.	Project Location [a]	Land Use	Size		Trip Generation [b]						
					Daily	AM			PM		
						IN	OUT	TOTAL	IN	OUT	TOTAL
1	3200 Beverly Blvd	Apartments	32	du	632	4	16	20	39	32	71
		Retail	5.867	ksf							
2	1629 Griffith Park Blvd	Hotel	26	rooms	670	28	22	50	56	35	91
		Restaurant	3.784	ksf							
		Bar	2.497	ksf							
3	609 N Dillon St	Apartments	52	du	1,271	32	27	59	95	90	185
		Retail	18.600	ksf							
4	4121 Santa Monica Blvd	Retail	14.378	ksf	344	4	2	6	14	16	30
5	600 N Vermont Ave	Apartments	120	du	320	8	46	54	12	18	30
		Retail	14.600	ksf							
6	4141 W Santa Monica Blvd	Hotel	54	rooms	490	20	15	35	20	17	37
		Restaurant	1.863	ksf							
7	1201 N Myra Ave	Apartments	100	du	425	-1	30	29	26	11	37
		Retail	2.000	ksf							
8	4632 W Santa Monica Blvd	Apartments	177	du	785	10	51	61	39	13	52
		Retail	5.500	ksf							
9	4718 W Santa Monica Blvd	Affordable Housing	98	du	1,553	54	51	105	72	72	144
		Retail	1.000	ksf							
		Pharmacy	14.000	ksf							
		Restaurant	3.500	ksf							
		Medical Office	5.000	ksf							
10	646 N Commonwealth Ave	Houses	12.000	du	114	2	7	9	8	4	12
11	3201 Bellevue Ave	Apartments	136	du	1,193	20	41	60	58	47	106
		Retail	12.000	ksf							
12	4000 W Sunset Blvd	Apartments	199	du	2,922	91	130	227	149	94	243
		Health Club	4.500	ksf							
		Restaurant	15.000	ksf							
		Hotel	94	rooms							
13	4301 Sunset Blvd	Apartments	122	du	871	15	34	49	43	32	75
		Retail	5.499	ksf							
14	335 N Westmoreland Ave	Apartments	194	du	1,055	18	52	70	52	33	85
15	654 N Virgil Ave	Apartments	24	du	209	3	7	11	10	8	18
		Retail	2.074	ksf							
16	154 N Berendo St	Apartments	21	du	114	2	6	8	6	4	9
17	235 N Hoover St	Apartments	214	du	1,423	22	87	109	86	47	133
18	3301 W Sunset Blvd	Apartments	104	du	923	42	49	91	43	26	69
		Coffee Shop	0.800	ksf							
		Retail	3.000	ksf							
		Restaurant	5.236	ksf							
				Total	15,315	374	672	1,052	827	599	1,427

Notes:
du = dwelling unit
ksf = one thousand square feet
[a] Related projects list is based on information provided from LADOT and City of Los Angeles Department of City Planning.
[b] Assumed rates from ITE Trip Generation Manual, 10th Edition (2017), in the absence of information.

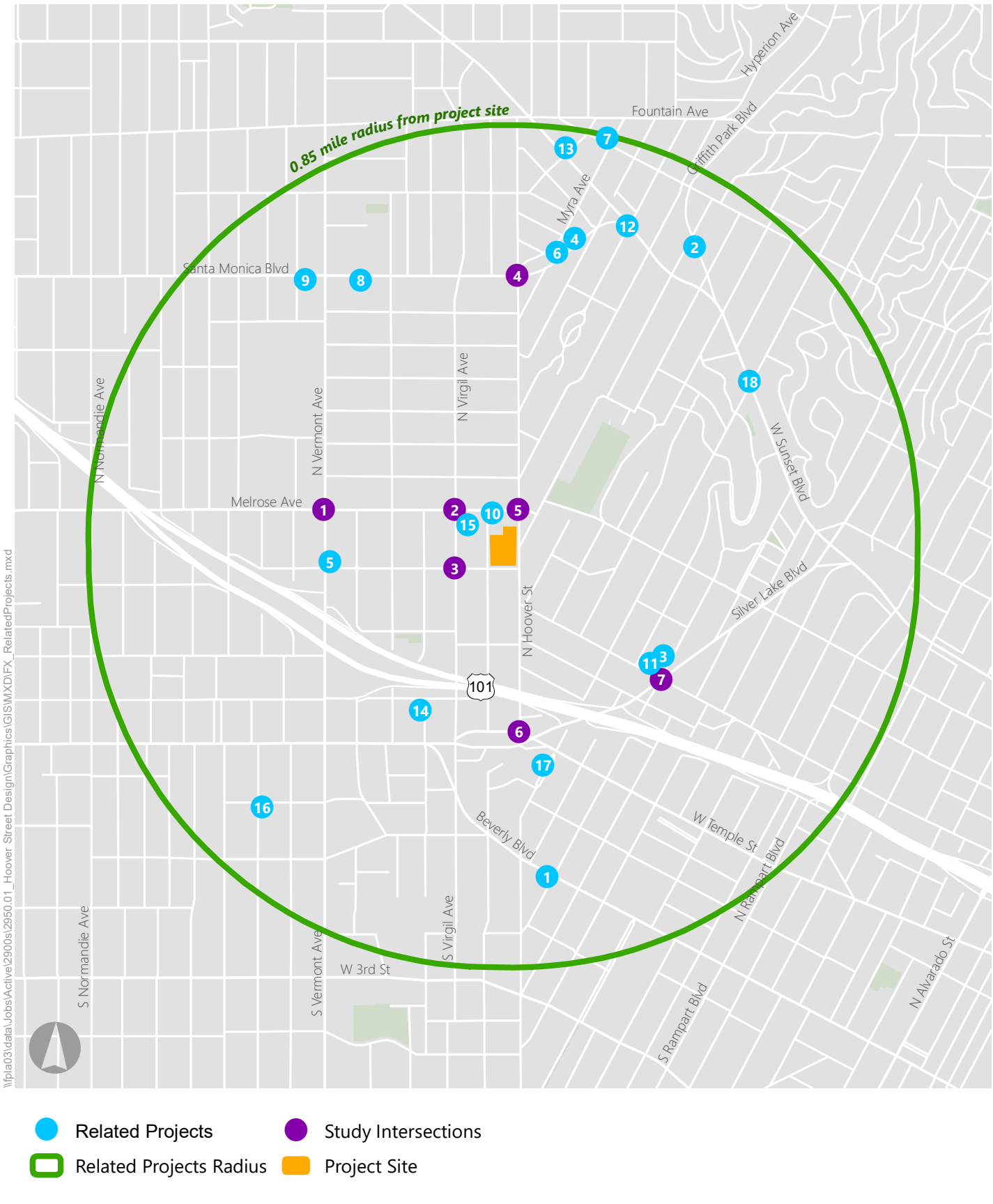


Figure 7

Related Projects

Trip Generation

Trip generation estimates for the related projects were calculated using a combination of previous study findings, publicly available environmental documentation, and trip generation rates contained in *Trip Generation, 10th Edition*. Table 4 presents the resulting trip generation estimates for these related projects. These projections are conservative in that they do not in every case account for either the existing uses to be removed or the possible use of non-motorized travel modes (transit, walking, etc.). Traffic mitigation measures associated with the related projects, if any, are also not accounted for in the analysis.

Trip Distribution

The geographic distribution of the traffic generated by the related projects is dependent on several factors. These factors include the type and density of the proposed land uses, the geographic distribution of population from which employees and potential patrons of proposed commercial developments may be drawn, the locations of employment and commercial centers to which residents of residential projects may be drawn, and the location of the projects in relation to the surrounding street system. In cases where the traffic study or environmental document for a related project was available, the trip distribution from that study was considered.

Traffic Assignment

Using the estimated trip generation and trip distribution patterns described above, traffic generated by the related projects was assigned to the street network.

TRANSPORTATION INFRASTRUCTURE PROJECTS

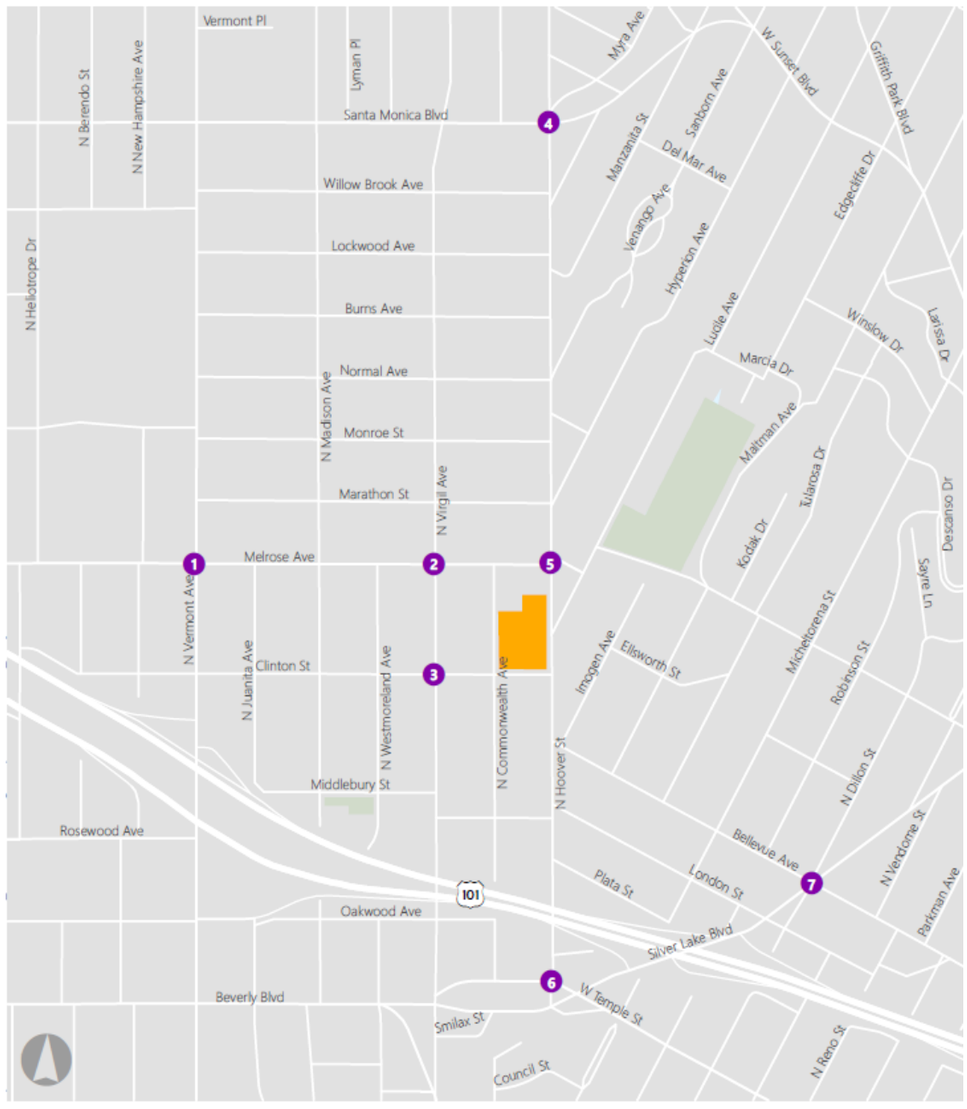
Based on a review of available documents and discussion with City staff, there are no infrastructure changes in the study area planned for implementation by 2023. Therefore, network changes were not included in the analysis.

FUTURE YEAR 2023 BASE TRAFFIC VOLUMES

Future year 2023 base weekday AM and PM peak hour traffic volumes and lane geometries for the analyzed intersections are provided in Figure 8. The Future Base traffic conditions represent an estimate of future conditions without the proposed project inclusive of the ambient background growth and related projects traffic.

FUTURE PLUS PROJECT TRAFFIC PROJECTIONS

The proposed project traffic volumes were added to the year 2023 Future Base traffic projections, resulting in Future (2023) plus Project AM and PM peak hour traffic volumes. As shown in Figure 9, the Future (2023) plus Project scenario presents future traffic conditions with the completion of the proposed project.



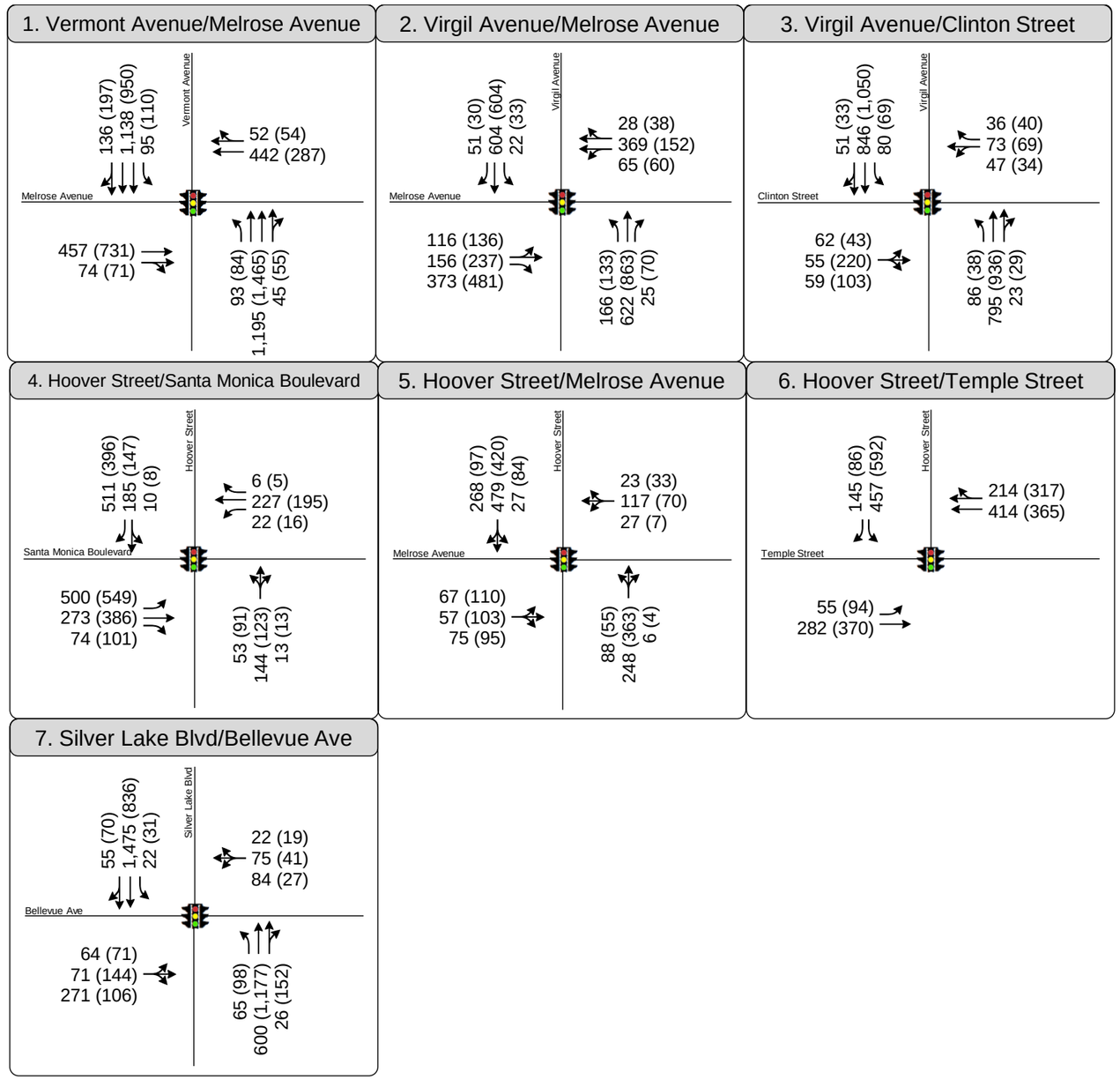
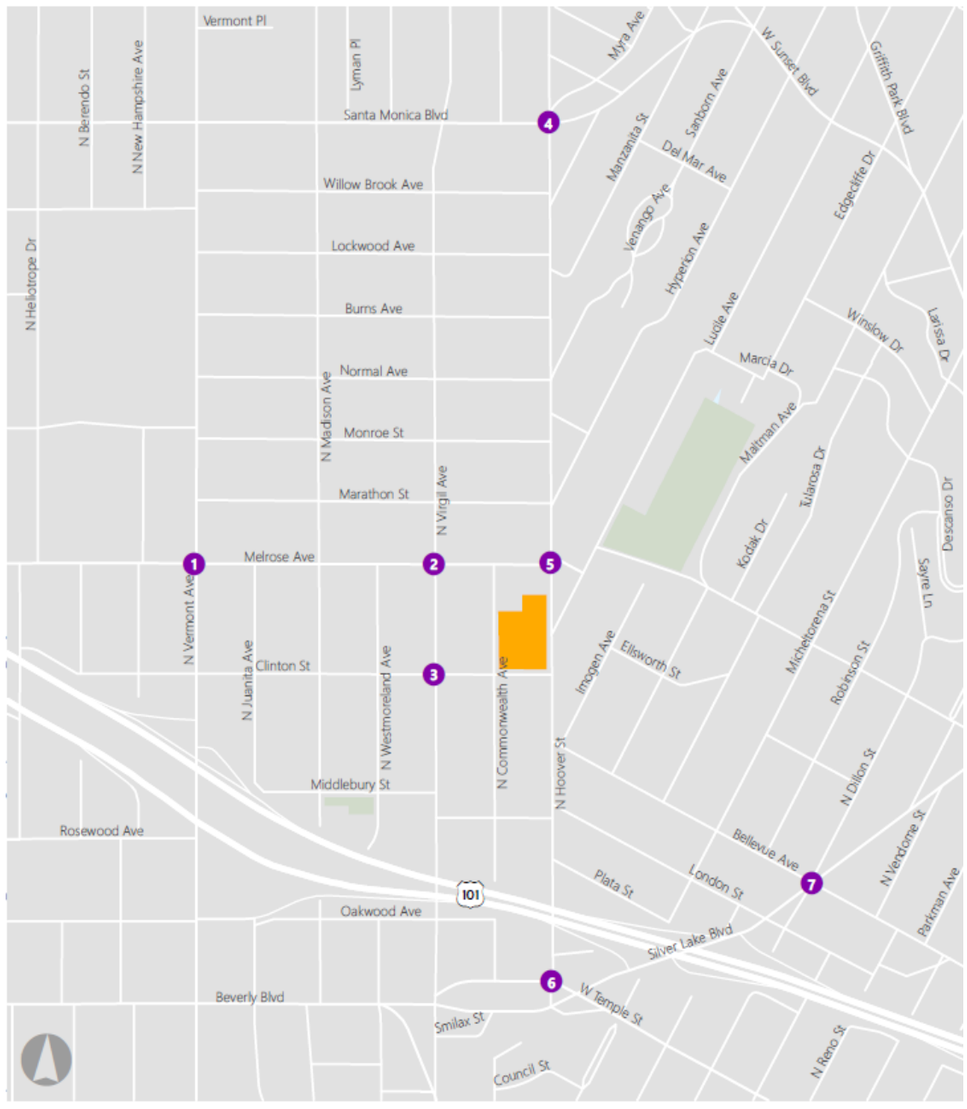
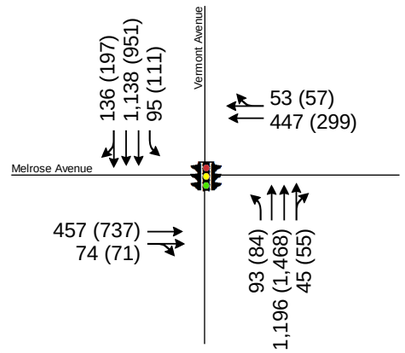


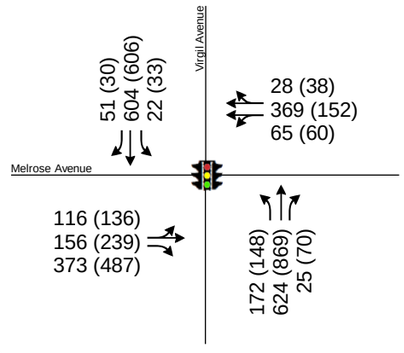
Figure 8
Peak Hour Traffic Volumes and Lane Configurations
Future Base (2023) Conditions



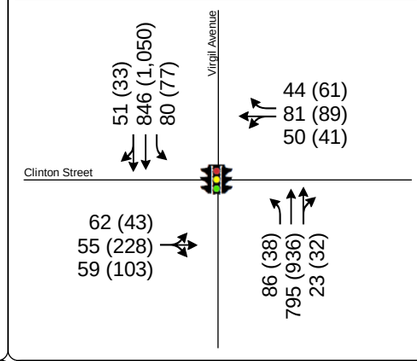
1. Vermont Avenue/Melrose Avenue



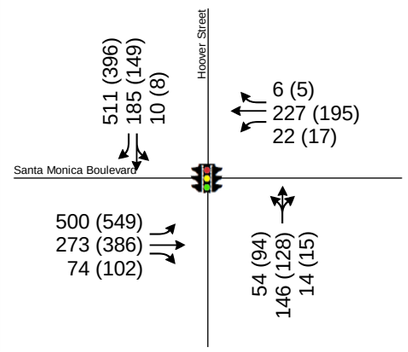
2. Virgil Avenue/Melrose Avenue



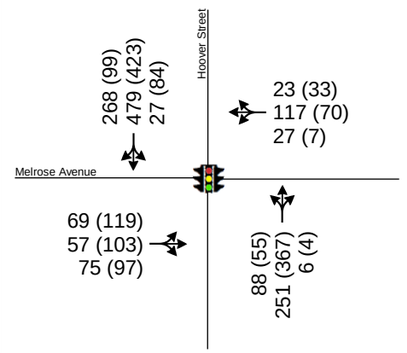
3. Virgil Avenue/Clinton Street



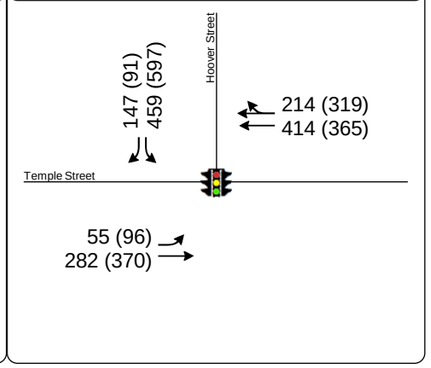
4. Hoover Street/Santa Monica Boulevard



5. Hoover Street/Melrose Avenue



6. Hoover Street/Temple Street



7. Silver Lake Blvd/Bellevue Ave

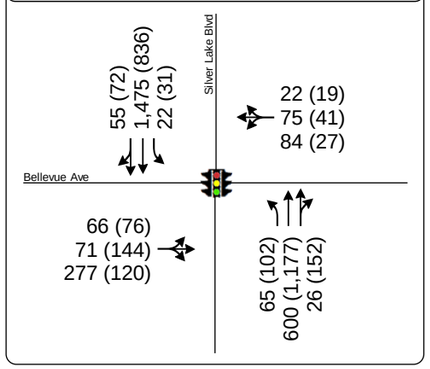


Figure 9
Peak Hour Traffic Volumes and Lane Configurations
Future + Project (2023) Conditions

4. INTERSECTION TRAFFIC IMPACT ANALYSIS

The traffic impact analysis evaluates the projected LOS at each study intersection under the Existing plus Project and Future (2023) plus Project conditions to estimate the incremental increase in the V/C ratio caused by the proposed project. This provides the information needed to assess the potential impact of the project using significance criteria established by LADOT.

CRITERIA FOR DETERMINATION OF SIGNIFICANT TRAFFIC IMPACT

The City of Los Angeles has established threshold criteria to determine significant traffic impact of a proposed project in its jurisdiction. Under the LADOT guidelines, an intersection would be significantly impacted with an increase in V/C ratio equal to or greater than 0.04 for intersections operating at LOS C, equal to or greater than 0.02 for intersections operating at LOS D, and equal to or greater than 0.01 for intersections operating at LOS E or F after the addition of project traffic. Intersections operating at LOS A or B after the addition of the project traffic are not considered significantly impacted regardless of the increase in V/C ratio. The following summarizes the impact criteria:

LOS	Final V/C Ratio	Project-Related Increase in V/C
C	> 0.700 - 0.800	equal to or greater than 0.040
D	> 0.800 - 0.900	equal to or greater than 0.020
E or F	> 0.900	equal to or greater than 0.010

EXISTING PLUS PROJECT IMPACT ANALYSIS

EXISTING PLUS PROJECT TRAFFIC LEVEL OF SERVICE

The Existing plus Project traffic volumes presented in Figure 6 were analyzed to determine the projected V/C ratios and LOS for each of the analyzed intersections under this scenario. Table 5 summarizes the Existing plus Project LOS. Analysis sheets are provided in Appendix C. As indicated in Table 5, all seven signalized intersections are projected to operate at LOS C or better during both peak hours.

EXISTING PLUS PROJECT INTERSECTION IMPACTS

As shown in Table 5, after applying the aforementioned City of Los Angeles significant impact criteria, it is determined that the proposed project would not result in significant impacts under Existing plus Project conditions at any of the study intersections.

The alternative project would also not result in significant impacts under Existing plus Project conditions at any of the study intersections. The results are shown in Table 2D of Appendix D. Analysis sheets are also provided in Appendix D.

TABLE 5
LADWP HOOVER STREET DISTRICT YARD PROJECT
EXISTING (2019) PLUS PROJECT INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS

NO.	INTERSECTION	PEAK HOUR	EXISTING		EXISTING + PROJECT		V/C INCREASE	SIGNIFICANT IMPACT?
			V/C	LOS	V/C	LOS		
1	Vermont Ave &	AM	0.389	A	0.389	A	0.000	No
	Melrose Ave	PM	0.542	A	0.545	A	0.003	No
2	Virgil Ave &	AM	0.622	B	0.626	B	0.004	No
	Melrose Ave	PM	0.764	C	0.767	C	0.003	No
3	Virgil Ave &	AM	0.376	A	0.378	A	0.002	No
	Clinton St	PM	0.517	A	0.527	A	0.010	No
4	Hoover St &	AM	0.703	C	0.706	C	0.003	No
	Santa Monica Blvd	PM	0.648	B	0.656	B	0.008	No
5	Hoover St &	AM	0.592	A	0.593	A	0.001	No
	Melrose Ave	PM	0.513	A	0.523	A	0.010	No
6	Hoover St &	AM	0.424	A	0.425	A	0.001	No
	Temple St	PM	0.552	A	0.557	A	0.005	No
7	Silver Lake Blvd &	AM	0.740	C	0.745	C	0.005	No
	Bellevue Ave	PM	0.561	A	0.573	A	0.012	No

FUTURE PLUS PROJECT IMPACT ANALYSIS

FUTURE BASE TRAFFIC CONDITIONS

The year 2023 Future Base peak hour traffic volumes were analyzed to determine the projected V/C ratio and LOS for each of the analyzed intersections. Table 6 summarizes the future LOS. All seven signalized intersections analyzed for impacts are projected to operate at LOS D or better during the morning and afternoon peak hours under Future Base conditions.

FUTURE PLUS PROJECT TRAFFIC LEVEL OF SERVICE

The resulting Future (2023) plus Project peak hour traffic volumes, provided in Figure 9, were analyzed to determine the projected future operating conditions with the addition of the proposed project traffic. The results of the Future (2023) plus Project analysis are also presented in Table 6, with analysis sheets provided in Appendix C. All seven signalized intersections analyzed for impacts are projected to operate at LOS C or better during the morning and afternoon peak hours under Future (2023) plus Project conditions.

FUTURE (2023) PLUS PROJECT INTERSECTION IMPACTS

As shown in Table 6, using the criteria for determination of significant impacts, it is determined that the proposed project would not result in significant impacts under Future (2023) plus Project conditions.

The alternative project would also not result in significant impacts under Future plus Project conditions at any of the study intersections. The results are shown in Table 3D of Appendix D. Analysis sheets are also provided in Appendix D.

TABLE 6
LADWP HOOVER STREET DISTRICT YARD PROJECT
FUTURE YEAR (2023) PLUS PROJECT INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS

NO.	INTERSECTION	PEAK HOUR	FUTURE BASE		FUTURE + PROJECT		V/C INCREASE	SIGNIFICANT IMPACT?
			V/C	LOS	V/C	LOS		
1	Vermont Ave &	AM	0.423	A	0.423	A	0.000	No
	Melrose Ave	PM	0.579	A	0.582	A	0.003	No
2	Virgil Ave &	AM	0.667	B	0.671	B	0.004	No
	Melrose Ave	PM	0.814	D	0.817	D	0.003	No
3	Virgil Ave &	AM	0.405	A	0.407	A	0.002	No
	Clinton St	PM	0.553	A	0.563	A	0.010	No
4	Hoover St &	AM	0.771	C	0.774	C	0.003	No
	Santa Monica Blvd	PM	0.719	C	0.728	C	0.009	No
5	Hoover St &	AM	0.631	B	0.632	B	0.001	No
	Melrose Ave	PM	0.547	A	0.558	A	0.011	No
6	Hoover St &	AM	0.451	A	0.452	A	0.001	No
	Temple St	PM	0.585	A	0.590	A	0.005	No
7	Silver Lake Blvd &	AM	0.780	C	0.785	C	0.005	No
	Bellevue Ave	PM	0.596	A	0.609	B	0.013	No

5. CONSTRUCTION PERIOD IMPACT ANALYSIS

CONSTRUCTION IMPACT CRITERIA

LADOT generally considers construction-related traffic to cause adverse but not significant impacts because, while sometimes inconvenient, construction-related traffic effects are temporary. LADOT requires implementation of worksite traffic control plans to ensure that any construction-related effects are minimized to the greatest extent possible.

The LA CEQA Thresholds Guide provides four categories to be considered in regards to in-street construction impacts: temporary traffic impacts, temporary loss of access, temporary loss of bus stops or rerouting of bus lines, and temporary loss of on-street parking (*LA CEQA Threshold Guide,* pages L.8-2 through L.8-4). The factors to be considered in each of these categories, as established in the *LA CEQA Threshold Guide*, are as follows:

- Temporary Traffic Impacts:
  - The length of time of temporary street closures or closures of two or more traffic lanes;
  - The classification of the street (major arterial, state highway) affected;
  - The existing traffic levels and LOS on the affected street segments and intersections;
  - Whether the affected street directly leads to a freeway on- or off-ramp or other state highway;
  - Potential safety issues involved with street or lane closures;
  - The presence of emergency services (fire, hospital, etc.) located nearby that regularly use the affected street.
- Temporary Loss of Access:
  - The length of time of any loss of vehicular or pedestrian access to a parcel fronting the construction area;
  - The availability of alternative vehicular or pedestrian access within ¼ mile of the lost access;
  - The type of land uses affected, and related safety, convenience, and/or economic issues.
- Temporary Loss of Bus Stops or Rerouting of Bus Lines:
  - The length of time that an existing bus stop would be unavailable or that existing service would be interrupted;
  - The availability of a nearby location (within ¼ mile) to which the bus stop or route can be temporarily relocated;
  - The existence of other bus stops or routes with similar routes/destinations within a ¼ mile radius of the affected stops or routes;
  - Whether the interruption would occur on a weekday, weekend or holiday, and whether the existing bus route typically provides service that/those day(s).
- Temporary Loss of On-Street Parking:
  - The current utilization of existing on-street parking;
  - The availability of alternative parking locations or public transit options (e.g. bus, train) within ¼ mile of the project site;
  - The length of time that existing parking spaces would be unavailable.

Per the guide, determination of significance is made on a case-by-case basis. The factors should be evaluated to determine if construction activities could create a potential inconvenience in the performance of one's daily activities (e.g., an impact on traffic operations) and/or a concern to public safety.

Section 41.40 of the Los Angeles Municipal Code (LAMC) limits construction activities to the hours from 7:00 AM to 9:00 PM on weekdays and from 8:00 AM to 6:00 PM on Saturdays, with no construction permitted on Sundays or holidays.

CONSTRUCTION TRAFFIC

Based on the schedule provided by LADWP, construction of the project is currently planned to begin in August 2020 and expected to be completed by March 2023, for a total of approximately 32 months. The construction is anticipated to involve 10 general phases with the following approximate durations (which overlap to some extent:

(1) Site Preparation – August 2020, 5 days

(2) Demolition & Abatement – August to December 2020, 90 days

(3) Shoring – Drive Piles – September to December 2020, 65 days

(4) Excavation & Soil Remediation – December 2020 to April 2021, 87 days

(5) Shoring – Drill Tiebacks – December 2020 to March 2021, 65 days

(6) Bore Caissons – February to May 2021, 64 days

(7) Foundations Concrete – April to June 2021, 43 days

(8) Building Construction – June 2021 to March 2023, 456 days

(9) Paving – January to March 2023, 41 days

(10) Architectural Coatings – January to March 2023, 41 days

CONSTRUCTION PERIOD TRIP GENERATION

Haul Activity

LADWP estimates that approximately 7,000 tons of debris and 41,000 cubic yards of soil (of which 30,750 cubic yards will be contaminated soil) are expected to be exported from the site. Hauling activity is expected to occur during Demolition and Excavation/Soil Remediation. Table 7 shows the peak day activity estimated under each phase of construction. Up to three haul trucks per day are anticipated on peak haul days during Demolition & Abatement. Up to 24 trucks per day are anticipated on peak haul days during Excavation & Soil Remediation and 25 trucks per day during Building Construction. Hauling hours are anticipated to be between 8:00 AM to 4:00 PM.

Uncontaminated soil will be hauled to the Sun Valley Landfill and contaminated soil will be diverted to the Kettleman Hills Landfill. The haul route will use Hoover Street travel to each respective landfill using the Hollywood Freeway (US 101). Trucks will be staged off-site and dispatched to the project site as needed.

TABLE 7
LADWP HOOVER STREET DISTRICT YARD PROJECT
ESTIMATED PEAK DAY ACTIVITY UNDER EACH PHASE

Phase	Duration (Days)	Construction Workers	Haul Truckloads	Delivery/Concrete Truckloads
Site Preparation	*5*	10	1	1
Demolition & Abatement	*90*	10	3	1
Shoring - Drive Piles	*65*	20	0	2
Excavation & Soil Remediation	*87*	20	24	2
Shoring - Drill Tiebacks	*65*	20	0	2
Bore Caissons	*64*	20	0	2
Foundations Concrete	*43*	20	10	2
Building Construction	*456*	20	25	2
Paving	*41*	20	0	2
Architectural Coatings	*41*	20	0	2

Equipment and Delivery Trucks

In addition to haul trucks, the site is also expected to generate equipment and delivery trucks during some phases of construction. One example would be concrete delivery, which would be required for the parking garage and the buildings on site. Other materials would include plumbing supplies, electrical fixtures, and items used in furnishing the buildings. These materials would be delivered to the site and stored on-site. These deliveries are expected to occur in variously sized vehicles including small delivery trucks to cement mixer trucks and 18-wheel trucks. Additionally, construction equipment would have to be delivered to the site. This equipment could include cranes, bulldozers, excavators, and other large items of machinery, which would be transported to the site on large trucks. As shown in Table 7, up to two equipment/delivery trucks per day are anticipated on peak activity days.

Construction Employees

As shown in Table 7, Site Preparation and Demolition & Abatement are expected to involve up to 10 workers each on-site and all subsequent phases are expected to involve up to 20 workers on-site on a daily basis. Parking for construction workers will be provided at a designated off-site off-street location and will take a shuttle to the project site if necessary, until the subterranean parking lot is completed. Some of all of the construction workers may park in the subterranean lot once it is completed.

Trip Generation Impact Analysis

Based on the aforementioned information, a construction period trip generation analysis was conducted for each phase of construction to estimate daily, morning and evening peak hour trips. Construction workers often travel to and from a worksite outside of the typical peak commute hours. For the purpose of the analysis, it was assumed that up to 40% of the construction workers will arrive during the peak morning commute hour and 40% will depart during the peak evening commute hour. Haul and delivery/equipment trucks were assumed to occur evenly throughout the 8-hour construction day.

Table 8 shows a summary of construction period trip generation estimates under each phase of construction. As shown, on a peak construction activity day, approximately 182 daily trips are estimated to occur during the overlapping phases of Building Construction, Paving, and Architectural Coatings, of which 30 trips would occur during each of the morning and evening peak hours.

The peak construction activity is estimated to generate fewer total daily trips and peak hour trips than are projected for the project once it is completed and occupied. The influx of this material and equipment could create temporary adverse impacts on the adjacent roadway network based on the following considerations:

- There may be intermittent periods when large numbers of material deliveries are required, such as when concrete trucks will be needed for the parking garage and the buildings.
- Some of the materials and equipment could require the use of large trucks (18-wheelers), which could create additional congestion on the adjacent roadways.
- Delivery vehicles may need to park temporarily on adjacent roadways such as Clinton Street, Hoover Street, and Commonwealth Avenue as they deliver their items. Based on past experience, it is not uncommon for these types of deliveries to result in temporary lane closures.

TABLE 8
LADWP HOOVER STREET DISTRICT YARD PROJECT
CONSTRUCTION PERIOD DAILY TRIP GENERATION ESTIMATES

Phase	Daily Trips [1]	Morning Peak Hour Trips			Evening Peak Hour Trips		
		In	Out	Total	In	Out	Total
Site Preparation							
Construction Worker Trips[2]	20	4	0	4	0	4	4
Haul Truck Trips [3]	2	0	0	0	0	0	0
Delivery/Concrete Truck Trips [3]	2	0	0	0	0	0	0
Phase 1 Total	***24***	***4***	***0***	***4***	***0***	***4***	***4***
Demolition & Abatement							
Construction Worker Trips[2]	20	4	0	4	0	4	4
Haul Truck Trips [3]	6	0	0	0	0	0	0
Delivery/Concrete Truck Trips [3]	2	0	0	0	0	0	0
Phase 2 Total	***28***	***4***	***0***	***4***	***0***	***4***	***4***
Shoring - Drive Piles							
Construction Worker Trips[2]	40	8	0	8	0	8	8
Haul Truck Trips [3]	0	0	0	0	0	0	0
Delivery/Concrete Truck Trips [3]	4	0	0	0	0	0	0
Phase 3 Total	***44***	***8***	***0***	***8***	***0***	***8***	***8***
Excavation & Soil Remediation							
Construction Worker Trips[2]	40	8	0	8	0	8	8
Haul Truck Trips [3]	48	3	3	6	3	3	6
Delivery/Concrete Truck Trips [3]	4	0	0	0	0	0	0
Phase 4 Total	***92***	***11***	***3***	***14***	***3***	***11***	***14***
Shoring - Drill Tiebacks							
Construction Worker Trips[2]	40	8	0	8	0	8	8
Haul Truck Trips [3]	0	0	0	0	0	0	0
Delivery/Concrete Truck Trips [3]	4	0	0	0	0	0	0
Phase 5 Total	***44***	***8***	***0***	***8***	***0***	***8***	***8***
Bore Caissons							
Construction Worker Trips[2]	40	8	0	8	0	8	8
Haul Truck Trips [3]	20	1	1	2	1	1	2
Delivery/Equipment Truck Trips [3]	4	0	0	0	0	0	0
Phase 6 Total	***64***	***9***	***1***	***10***	***1***	***9***	***10***
Foundations Concrete							
Construction Worker Trips[2]	40	8	0	8	0	8	8
Haul Truck Trips [3]	20	1	1	2	1	1	2
Delivery/Equipment Truck Trips [3]	4	0	0	0	0	0	0
Phase 7 Total	***64***	***9***	***1***	***10***	***1***	***9***	***10***
Building Construction							
Construction Worker Trips[2]	40	8	0	8	0	8	8
Haul Truck Trips [3]	50	3	3	6	3	3	6
Delivery/Equipment Truck Trips [3]	4	0	0	0	0	0	0
Phase 8 Total	***94***	***11***	***3***	***14***	***3***	***11***	***14***
Paving							
Construction Worker Trips[2]	40	8	0	8	0	8	8
Haul Truck Trips [3]	0	0	0	0	0	0	0
Delivery/Equipment Truck Trips [3]	4	0	0	0	0	0	0
Phase 9 Total	***44***	***8***	***0***	***8***	***0***	***8***	***8***
Architectural Coatings							
Construction Worker Trips[2]	40	8	0	8	0	8	8
Haul Truck Trips [3]	0	0	0	0	0	0	0
Delivery/Equipment Truck Trips [3]	4	0	0	0	0	0	0
Phase 10 Total	***44***	***8***	***0***	***8***	***0***	***8***	***8***

Notes:

[1] - Daily trips were calculated by counting two trips, one inbound and one outbound trip for each vehicle

[2] - Up to 40% of the construction workers were assumed to arrive during the morning peak hour of adjacent street traffic. A total of up to 40% worker were assumed to depart during the evening peak hour.

[3] - Daily haul and delivery/equipment truck trips were assumed to occur evenly throughout an 8-hour construction day. Therefore, the daily truck trips were divided by 8 hours to calculate morning and evening peak hour truck trips.

CONSTRUCTION IMPACT ASSESSMENT

The *LA CEQA Thresholds Guide* provides four categories to be considered in regard to in-street construction impacts: temporary traffic impacts, temporary loss of access, temporary loss of bus stops or rerouting of bus lines, and temporary loss of on-street parking (*LA CEQA Threshold Guide*, pages L.8-2 through L.8-4). The factors to be considered in each of these categories, and the assessment of the project against these factors, is discussed below and summarized in Table 9.

TEMPORARY TRAFFIC IMPACTS

Potential impacts associated with construction of the project would be limited to those locations immediately adjacent to the project Site. Segments of Hoover Street, Clinton Street, and Commonwealth Avenue would have short-term impacts at locations where driveways are widened and where new curbs, landscaping, etc. are installed. Flagmen may be employed to guide trucks in and out of the project site which may temporarily delay traffic. Temporary lane closures and, potentially, temporary sidewalk closures along the perimeter around the project site may be expected. A crossing guard is currently present at Hoover Street & Clinton Street before and after school hours and will continue to remain during construction to aid students crossing Hoover Street and Clinton Street. An additional crossing guard may be present if or when pedestrian paths are affected. It is assumed that the access closures, if any, would result in temporary, short-term impacts but would not be considered significant.

Worksite traffic control plans would be prepared for any temporary sidewalk closures in accordance with applicable City and MUTCD guidelines.

TEMPORARY LOSS OF ACCESS

Pedestrian and vehicular access to properties located near the project site will be open and unobstructed for the duration of construction, other than intermittent short-term occurrences. Since the project construction is not expected to block any vehicular or pedestrian access to other parcels fronting the construction area, impacts would be less than significant.

TEMPORARY LOSS OF BUS STOPS OR REROUTING OF BUS LINES

Bus stops are located on Clinton Street and Hoover Street, but construction will not affect bus operations, as complete closures along Clinton Street and Hoover Street are not anticipated. Therefore, the project construction would not require relocation of bus stops and the construction impacts on transit operations would be less than significant.

TEMPORARY LOSS OF ON-STREET PARKING

While construction may require temporary parking restrictions along the project frontages of Hoover Street, Clinton Street, and Commonwealth Avenue to accommodate the construction area footprint, on-street parking along the perimeter will be maintained as much as possible. As such, temporary parking impacts would be less than significant.

TABLE 9
LADWP HOOVER STREET DISTRICT YARD DEMOLITION PROJECT
CONSTRUCTION IMPACT SIGNIFICANCE FACTORS

Significance Factor	Assessment	Conclusion
Per the *LA CEQA Thresholds Guide* , the determination of significance shall be made on a case-by-case basis, considering the following factors:		
Temporary Traffic Impacts:		
• The length of time of temporary street closures or closures of two or more traffic lanes; • The classification of the street (major arterial, state highway) affected; • The existing traffic levels and level of service (LOS) on the affected street segments and intersections; • Whether the affected street directly leads to a freeway on- or off-ramp or other state highway; • Potential safety issues involved with street or lane closures; • The presence of emergency services (fire, hospital, etc.) located nearby that regularly use the affected street.	• Temporary street closures or closures of two or more traffic lanes are not anticipated. • The streets affected by any temporary sidewalk closures (Hoover Street and Clinton Street/Commonwealth Avenue) are a collector street and local streets, respectively. • The intersection of Hoover & Melrose currently operates at LOS A during both peak periods. • None of the affected streets directly lead to a freeway on- or off-ramp or other state highways. • Worksite traffic control plans would be prepared in accordance with applicable City and MUTCD guidelines. • There are no emergency services located within the immediate vicinity of the affected streets.	• Less than significant.
Temporary Loss of Access:		
• The length of time of any loss of vehicular or pedestrian access to a parcel fronting the construction area; • The availability of alternative vehicular or pedestrian access within ¼ mile of the lost access; • The type of land uses affected, and related safety, convenience, and/or economic issues.	• Blockage of existing vehicle or pedestrian access to parcels fronting the construction area is not anticipated. Access to the office building and parking structure will remain throughout construction.	• Less than significant.
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 ¼mile radius of the affected stops or routes; • Whether the interruption would occur on a weekday, weekend or holiday, and whether the existing bus route typically provides service that/those day(s).	• There are bus stops on the southwest and southeast corner of Clinton Street & Hoover Street. As lane closures are not anticipated along Clinton and Hoover, project construction would not require relocation of bus stops.	• Less than significant.
Temporary Loss of On-Street Parking:		
• The current utilization of existing on-street parking; • The availability of alternative parking locations or public transit options (e.g. bus, train) within ¼ mile of the project site; • The length of time that existing parking spaces would be unavailable.	• The Project construction is not anticipated to remove on-street parking during construction for a prolonged period of time. • Public transit options are available within 1/4 mile of the Project site, including: rapid and local bus routes on Clinton Street, Hoover Street, and Melrose Avenue.	• Less than significant.

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

As discussed previously, impacts related to construction traffic were found to be less than significant. In addition, the peak construction activity will generate fewer daily and peak hour trips than are projected for the project once it is completed and occupied. A Construction Traffic Management Plan will be developed by the contractor and approved by the City of Los Angeles to alleviate construction period impacts, which may include but is not limited to the following measures:

- Provide off-site truck staging in a legal area furnished by the construction truck contractor. Anticipated truck access to the project site will be off Hoover Street.
- Schedule deliveries and pick-ups of construction materials during non-peak travel periods to the extent possible and coordinate to reduce the potential of trucks waiting to load or unload for protracted periods.
- Specify haul routes and hours for trucks accessing the project site.
- If parking lane and/or sidewalk closures are anticipated at any time, worksite traffic control plan(s), approved by the City of Los Angeles, should be implemented to route vehicular traffic, bicyclists, and pedestrians around any such closures.
- Establish requirements for loading/unloading and storage of materials on the project site, where parking spaces would be encumbered, length of time traffic travel lanes can be encumbered, sidewalk closings or pedestrian diversions to ensure the safety of the pedestrian and access to local businesses and residences. Use flagmen to temporarily control pedestrian and vehicular traffic adjacent to the site may be required.
- Ensure that access will remain unobstructed for land uses in proximity to the project site during project construction.
- Coordinate with the City and emergency service providers to ensure adequate access is maintained to the project site and neighboring businesses and residences.
- Provide all construction contractors with written information on where their workers and their subcontractors are permitted to park, and provide clear consequences to violators for failure to follow these regulations. This information will clearly state that no parking is permitted on residential streets.

6. SUMMARY AND CONCLUSIONS

This study was undertaken to analyze the potential traffic impacts of the proposed development on the current site of 611 North Hoover Street. The following summarizes the results of this analysis:

- The proposed project involves the construction of a new building with 31,939 square feet of administration space, 11,593 square feet of warehouse space, and 8,282 square feet of fleet space, plus 13,169 square feet of outdoor storage. The project also includes the construction of subterranean and surface-level parking. The proposed project would provide 162 subterranean parking spaces and 25 surface-level parking spaces. Opening year is planned to be 2023.

- The proposed project is located on the northwest corner of Hoover Street and Clinton Street. Inbound and outbound employee and visitor vehicular access will be provided by a two-way driveway on Clinton Street. Site access for department vehicles will be also use the driveway on Clinton Street as well as a two-way driveway on Hoover Street. Emergency outbound only access will be provided by a driveway on Commonwealth Avenue.

- The project would generate an estimated increase of 304 daily vehicle trips, including 40 trips during the AM peak hour and 142 trips during the PM peak hour.

- Level of Service analysis for the Existing plus Project and Future plus Project scenarios determined that the project would not result in significant impacts at any of the seven study intersections.

- Impacts related to construction traffic were assessed and found to be less than significant. The peak construction activity will generate fewer daily and peak hour trips than are projected for the project once it is completed and occupied. While mitigation measures are not required to mitigate significant impacts, a Construction Traffic Management Plan will be implemented.

REFERENCES

Congestion Management Program for Los Angeles County, Metro, 2010.

LA CEQA Thresholds Guide, City of Los Angeles, 2006.

Mobility Plan 2035, Los Angeles Department of Planning, January 2016.

Transportation Impact Study Guidelines, LADOT, December 2016.

APPENDIX A:

MEMORANDUM OF UNDERSTANDING (MOU) WITH LADOT

LADOT

Transportation Impact Study Memorandum of Understanding (MOU)

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

I. PROJECT INFORMATION

Project Name: Hoover Street District Power Yard Project

Project Address: 611 N Hoover St, Los Angeles, CA 90026

Project Description: Project to demolish a vacant street lighting yard and construct a new power yard. Project includes construction of 31,939 sq ft of admin space, 11,593 square feet of warehouse space, 8,282 square feet of fleet space, and 13,169 square feet of outdoor storage, and subterranean and surface-level parking.

LADOT Project Case Number: CEN 19-48371 Project Site Plan attached? *(Required)* ■ Yes ☐ No

II. TRIP GENERATION

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

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

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

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

Source of Trip Generation Rate(s)? ☐ ITE 9th Edition ■ Other: Used projected staffing & schedule provided by LADWP

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	0	41	41
PM Trips	41	102	143

III. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2023 Ambient or CMP Growth Rate: 1.0 % Per Yr.

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

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

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

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

IV. CONTACT INFORMATION

	CONSULTANT	DEVELOPER
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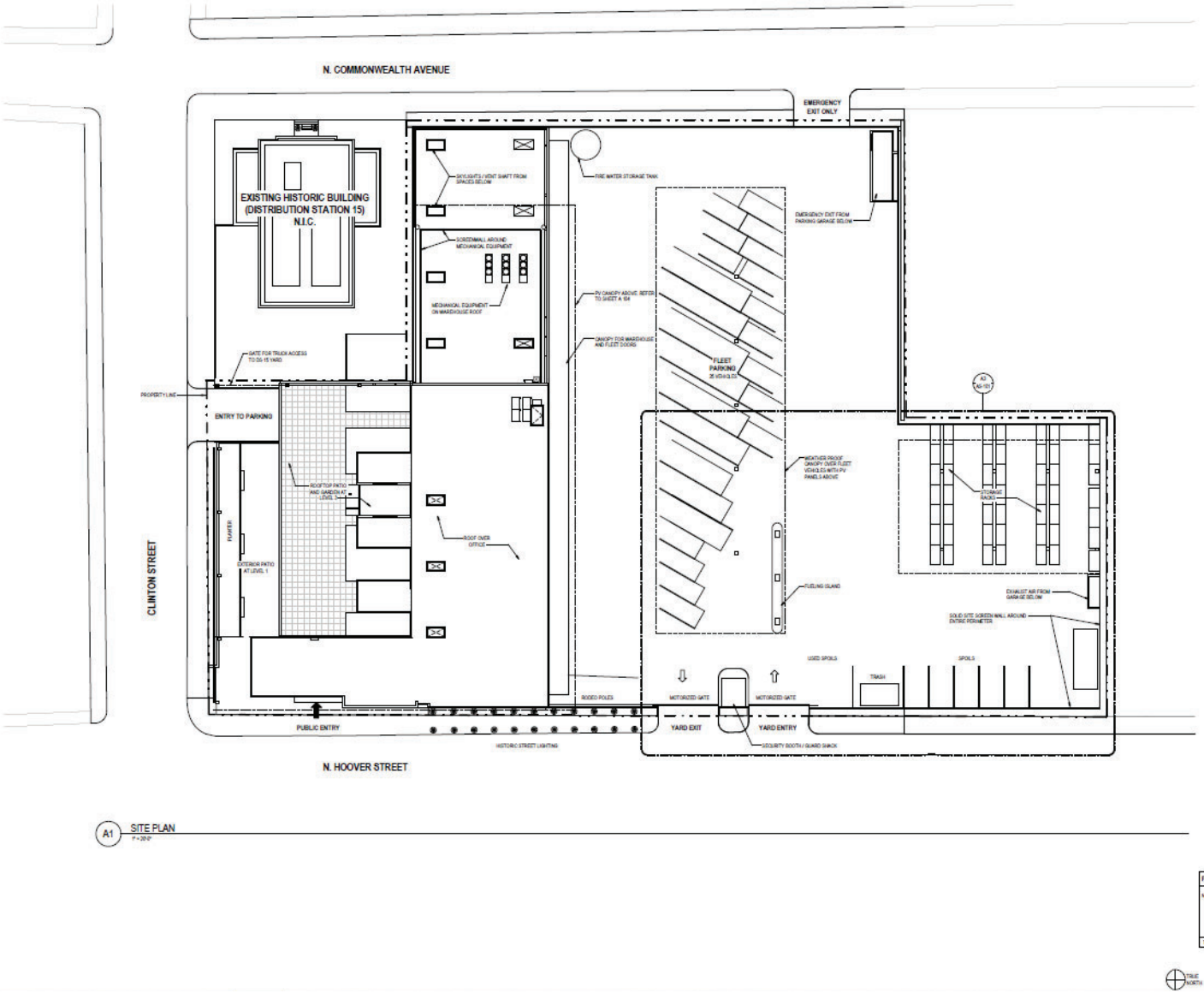
Approved by:	x Vivian Lee Digitally signed by Vivian Lee Date: 2019.05.29 11:07:23 -07'00'	05/29/2019	x Eileen Hunt Digitally signed by Eileen Hunt Date: 2019.05.30 18:30:18 -07'00'	
	Consultant's Representative	Date	LADOT Representative	Date

STUDY INTERSECTIONS

LADOT Proj. Case No: CEN19-48371

1. Vermont & Melrose
2. Virgil & Melrose
3. Virgil & Clinton
4. Hoover & Santa Monica
5. Hoover & Melrose
6. Hoover & Temple
7. Silver Lake & Bellevue

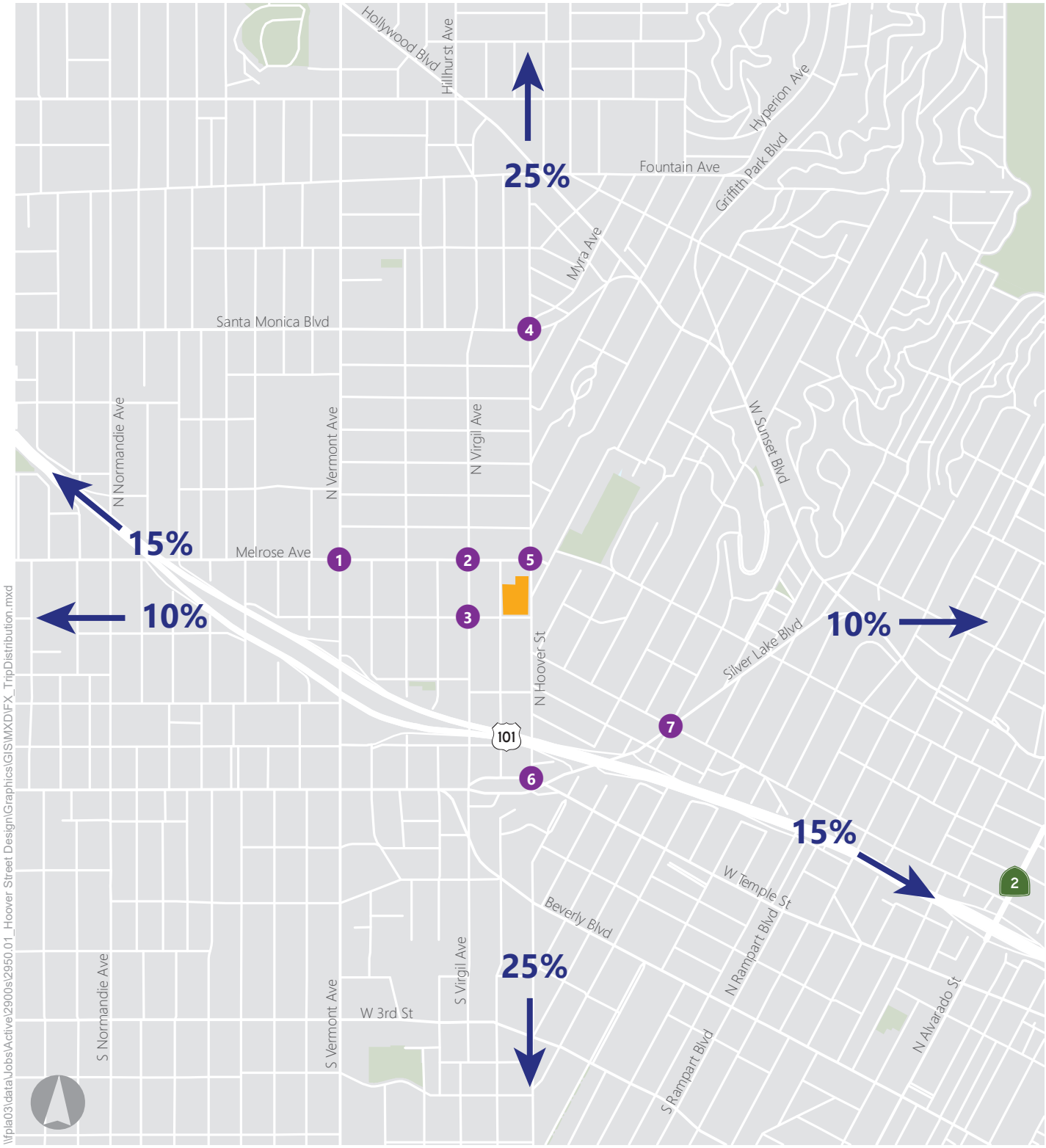


A1 SITE PLAN

PARKING COUNT - SITE PLAN	
NUMBER OF SPACES	SIZE OF SPACE
16	17'-3" X 20'-0"
6	17'-3" X 45'-0"
3	17'-3" X 30'-0"
TOTAL 25	

Figure 1

Site Plan



Study Intersections

Project Site

Figure 2

Trip Distribution

TABLE 1A
PROPOSED WEEKDAY STAFFING SCHEDULE
LADWP EAST HOLLYWOOD DISTRICT YARD PROJECT

Employee Type	Count	Weekday Work Shifts
Fleet Staff	79	06:30 to 016:00 M & F 06:30 to 16:30 T, W, & Th
Fleet Maintenance Staff	3	
Office Staff	20	
Total Future Employees	**102**	

[a] Office staff are those who remain on-site daily.

[b] Fleet staff/fleet maintenance staff are those who leave the site daily to maintain or repair the City's facilities. An average of 2 staff per vehicle depart approximately one hour after workers arrive, and return approximately one hour before they depart.

TABLE 1B
FUTURE WEEKDAY TRIPS - HOURLY SCHEDULE
LADWP EAST HOLLYWOOD DISTRICT YARD PROJECT

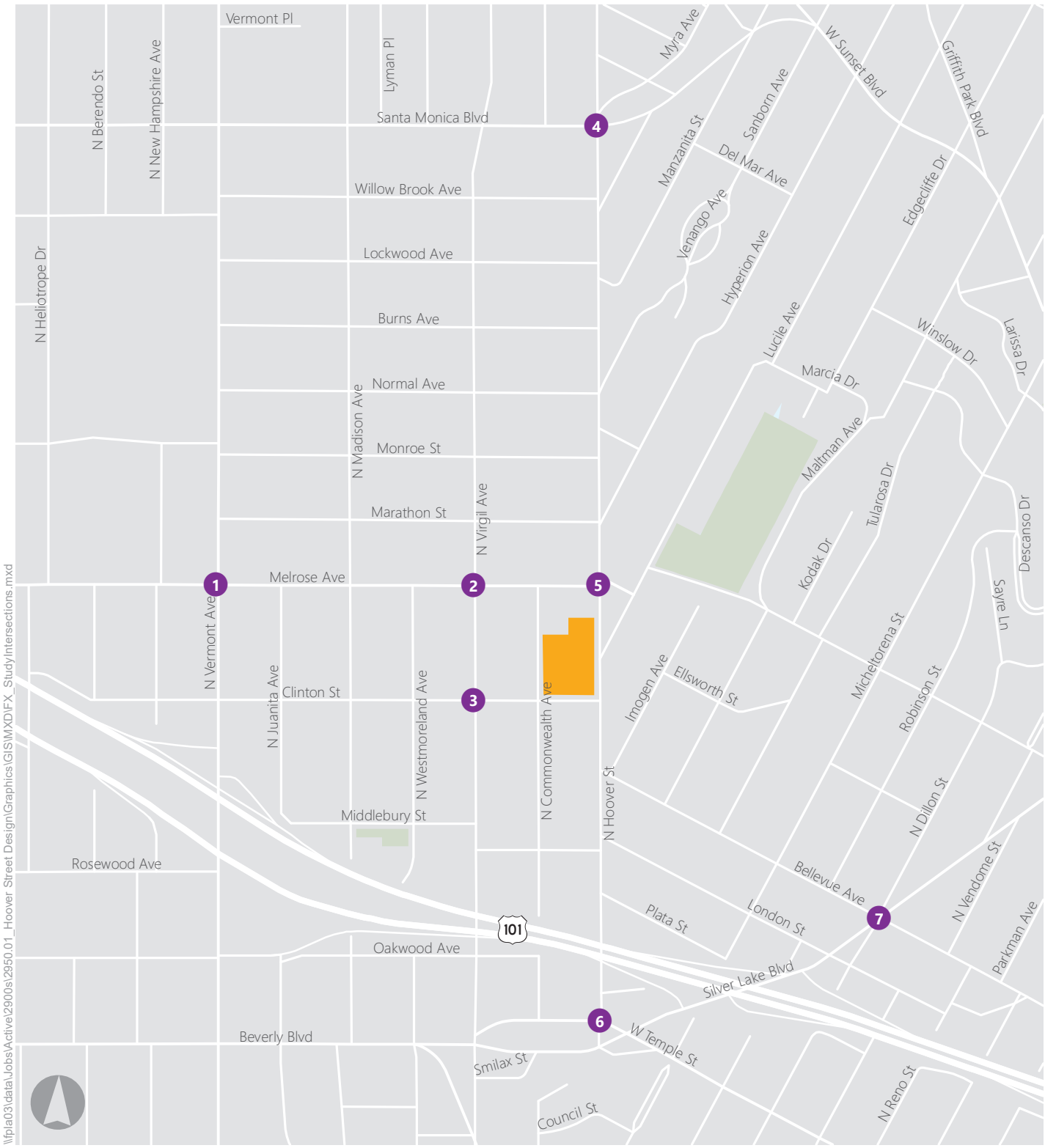
		6:00 AM	7:00 AM [a]	8:00 AM [a]	9:00 AM [a]	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM [a]	4:00 PM [a]	5:00 PM [a]	6:00 PM
M & F	in	102								41				
	out		41									102		
T, W, & TH	in	102									41			
	out		41									102		

[a] AM and PM peak periods defined as 7:00-10:00 AM and 3:00-6:00 PM.

TABLE 1C
PROJECT TRIP GENERATION ESTIMATES
LADWP EAST HOLLYWOOD DISTRICT YARD PROJECT

Land Use	Size	Estimated Trip Generation [a]						
		Daily	AM Peak Hour Trips			PM Peak Hour Trips		
		Trips	In	Out	Total	In	Out	Total
PROPOSED PROJECT								
Fleet Staff	79 Employees	158	0	0	0	0	79	79
Fleet Maintenance Staff	3 Employees	6	0	0	0	0	3	3
Office Staff	20 Employees	60	0	0	0	0	20	20
Fleet Vehicles	41 Trips	82	0	41	41	41	0	41
Office staff are those who remain on-site daily.		**306**	**0**	**41**	**41**	**41**	**102**	**143**

[a] Trip generation based on projected staffing and schedule from LADWP, which can be referenced in Table 1A and 1B. The higher trips during the AM and PM peak periods are shown, based on scheduling.



Study Intersections

Project Site

Figure 3

Study Area and Intersections

TABLE 2
LADWP HOOVER STREET DISTRICT YARD PROJECT
RELATED PROJECTS

No.	Project Location [a]	Land Use	Size		Trip Generation [b]						
					Daily	AM			PM		
						IN	OUT	TOTAL	IN	OUT	TOTAL
1	3200 Beverly Blvd	Apartments	32	du	632	4	16	20	39	32	71
		Retail	5.867	ksf							
2	1629 Griffith Park Blvd	Hotel	26	rooms	670	28	22	50	56	35	91
		Restaurant	3.784	ksf							
		Bar	2.497	ksf							
3	609 N Dillon St	Apartments	52	du	1,271	32	27	59	95	90	185
		Retail	18.600	ksf							
4	4121 Santa Monica Blvd	Retail	14.378	ksf	344	4	2	6	14	16	30
5	600 N Vermont Ave	Apartments	120	du	320	8	46	54	12	18	30
		Retail	14.600	ksf							
6	4141 W Santa Monica Blvd	Hotel	54	rooms	490	20	15	35	20	17	37
		Restaurant	1.863	ksf							
7	1201 N Myra Ave	Apartments	100	du	425	-1	30	29	26	11	37
		Retail	2.000	ksf							
8	4632 W Santa Monica Blvd	Apartments	177	du	785	10	51	61	39	13	52
		Retail	5.500	ksf							
9	4718 W Santa Monica Blvd	Affordable Housing	98	du	1,553	54	51	105	72	72	144
		Retail	1.000	ksf							
		Pharmacy	14.000	ksf							
		Restaurant	3.500	ksf							
		Medical Office	5.000	ksf							
10	646 N Commonwealth Ave	Houses	12.000	du	114	2	7	9	8	4	12
11	3201 Bellevue Ave	Apartments	136	du	1,193	20	41	60	58	47	106
		Retail	12.000	ksf							
12	4000 W Sunset Blvd	Apartments	199	du	2,922	91	130	227	149	94	243
		Health Club	4.500	ksf							
		Restaurant	15.000	ksf							
		Hotel	94	rooms							
13	4301 Sunset Blvd	Apartments	122	du	871	15	34	49	43	32	75
		Retail	5.499	ksf							
14	335 N Westmoreland Ave	Apartments	194	du	1,055	18	52	70	52	33	85
15	654 N Virgil Ave	Apartments	24	du	209	3	7	11	10	8	18
		Retail	2.074	ksf							
16	154 N Berendo St	Apartments	21	du	114	2	6	8	6	4	9
17	235 N Hoover St	Apartments	214	du	1,423	22	87	109	86	47	133
18	3301 W Sunset Blvd	Apartments	104	du	923	42	49	91	43	26	69
		Coffee Shop	0.800	ksf							
		Retail	3.000	ksf							
		Restaurant	5.236	ksf							
				Total	15,315	374	672	1,052	827	599	1,427

Notes:
du = dwelling unit
ksf = one thousand square feet
[a] Related projects list is based on information provided from LADOT and City of Los Angeles Department of City Planning
[b] Assumed rates from ITE Trip Generation Manual, 10th Edition (2017), in the absence of information.

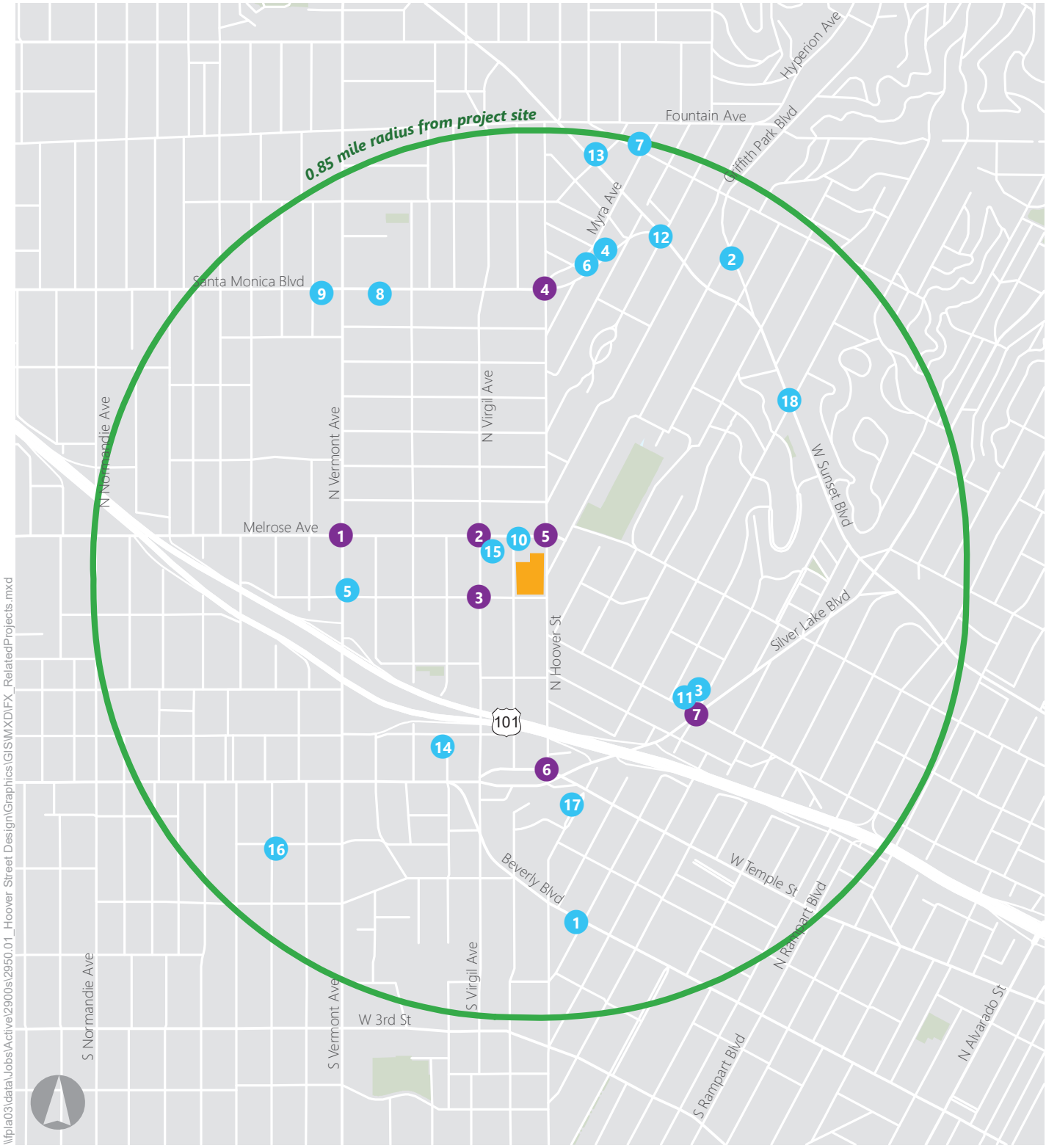


Figure 4

Related Projects

APPENDIX B:
TRAFFIC COUNT SHEETS

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Vermont Ave & Melrose Ave
City: Silver Lake
Control: Signalized

Project ID: 19-05174-001
Date: 4/4/2019

Total

NS/EW Streets:	N Vermont Ave				N Vermont Ave				Melrose Ave				Melrose Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	3	0	0	0	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	12	267	11	0	5	189	12	0	0	41	11	0	1	59	9	0	617
7:15 AM	18	288	11	0	4	204	13	0	0	57	11	0	0	64	12	0	682
7:30 AM	21	320	11	0	19	265	18	0	1	74	18	0	7	86	7	0	847
7:45 AM	20	308	11	0	17	255	27	0	3	79	16	0	2	109	16	0	863
8:00 AM	27	283	7	0	16	267	32	0	6	107	18	0	3	84	13	0	863
8:15 AM	13	283	10	0	31	274	25	0	7	148	23	0	4	100	11	0	929
8:30 AM	21	253	12	0	26	282	42	0	4	81	12	0	2	111	7	0	853
8:45 AM	10	253	11	0	16	279	32	0	2	69	18	0	5	107	18	0	820
9:00 AM	21	263	13	0	12	273	21	0	4	60	14	0	4	90	12	0	787
9:15 AM	21	236	8	0	16	215	30	0	1	61	17	0	5	70	13	0	693
9:30 AM	24	213	11	0	11	240	18	0	3	53	15	0	5	74	7	0	674
9:45 AM	28	244	8	1	13	194	21	0	3	60	12	0	3	62	15	0	664
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	236	3211	124	1	186	2937	291	0	34	890	185	0	41	1016	140	0	9292
APPROACH %'s :	6.61%	89.89%	3.47%	0.03%	5.45%	86.03%	8.52%	0.00%	3.07%	80.25%	16.68%	0.00%	3.43%	84.88%	11.70%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	81	1127	40	0	90	1078	126	0	20	415	69	0	11	404	47	0	3508
PEAK HR FACTOR :	0.750	0.915	0.833	0.000	0.726	0.956	0.750	0.000	0.714	0.701	0.750	0.000	0.688	0.910	0.734	0.000	0.944
	0.920				0.924				0.708				0.909				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	3	0	0	0	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	26	337	11	0	18	263	25	0	11	133	24	0	3	43	14	0	908
3:15 PM	32	405	10	0	16	263	20	0	7	109	26	0	3	60	13	0	964
3:30 PM	32	332	13	0	14	274	33	0	6	119	24	0	3	62	12	0	924
3:45 PM	18	274	14	0	31	315	34	0	1	121	20	1	6	56	17	0	908
4:00 PM	21	310	6	0	30	249	36	0	4	167	16	1	5	65	13	0	923
4:15 PM	18	335	15	0	26	277	46	0	7	161	17	0	2	58	12	0	974
4:30 PM	22	367	12	0	28	169	52	0	4	156	14	0	3	64	14	0	905
4:45 PM	16	374	18	0	20	198	51	0	4	190	19	0	1	70	12	0	973
5:00 PM	24	353	13	0	16	154	54	0	4	158	16	0	0	64	21	0	877
5:15 PM	24	404	20	0	18	156	53	0	8	170	11	0	4	72	13	0	953
5:30 PM	33	393	21	0	21	184	48	0	5	155	22	0	2	58	19	0	961
5:45 PM	26	361	16	0	15	118	40	0	3	153	18	0	0	81	14	0	845
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	292	4245	169	0	253	2620	492	0	64	1792	227	2	32	753	174	0	11115
APPROACH %'s :	6.20%	90.20%	3.59%	0.00%	7.52%	77.86%	14.62%	0.00%	3.07%	85.95%	10.89%	0.10%	3.34%	78.52%	18.14%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	77	1386	51	0	104	893	185	0	19	674	66	1	11	257	51	0	3775
PEAK HR FACTOR :	0.875	0.926	0.708	0.000	0.867	0.806	0.889	0.000	0.679	0.887	0.868	0.250	0.550	0.918	0.911	0.000	0.969
	0.928				0.847				0.892				0.961				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Virgil Ave & Melrose Ave
City: Silver Lake
Control: Signalized

Project ID: 19-05174-002
Date: 4/9/2019

Total

NS/EW Streets:	N Virgil Ave				N Virgil Ave				Melrose Ave				Melrose Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	2	0	0	0	2	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	16	103	9	0	4	149	22	0	25	26	27	0	6	39	7	0	433
7:15 AM	29	144	4	0	1	148	10	0	32	30	41	0	10	52	6	0	507
7:30 AM	39	200	16	0	3	147	8	0	32	38	57	0	12	68	6	0	626
7:45 AM	46	144	7	0	5	132	8	0	39	33	86	0	12	82	7	0	601
8:00 AM	39	145	1	0	2	154	16	0	26	35	73	0	17	72	8	0	588
8:15 AM	37	160	8	0	7	139	12	0	21	37	77	0	13	112	4	0	627
8:30 AM	35	134	7	0	7	145	11	0	23	41	121	0	19	81	6	0	630
8:45 AM	33	129	6	0	1	144	9	0	27	35	83	0	11	59	7	0	544
9:00 AM	29	126	4	0	5	163	10	0	23	24	34	0	34	56	7	0	515
9:15 AM	58	171	8	0	5	128	17	0	18	23	39	0	24	58	9	0	558
9:30 AM	41	125	6	0	14	136	16	0	25	28	26	0	19	42	4	0	482
9:45 AM	21	163	7	0	10	141	13	0	21	21	27	0	8	34	6	0	472
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	423	1744	83	0	64	1726	152	0	312	371	691	0	185	755	77	0	6583
APPROACH %'s :	18.80%	77.51%	3.69%	0.00%	3.30%	88.88%	7.83%	0.00%	22.71%	27.00%	50.29%	0.00%	18.19%	74.24%	7.57%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	157	583	23	0	21	570	47	0	109	146	357	0	61	347	25	0	2446
PEAK HR FACTOR :	0.853	0.911	0.719	0.000	0.750	0.925	0.734	0.000	0.699	0.890	0.738	0.000	0.803	0.775	0.781	0.000	0.971
	0.930				0.927				0.827				0.839				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	2	0	0	0	2	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	19	132	8	0	10	140	14	1	43	34	58	0	8	33	8	0	508
3:15 PM	26	168	4	0	5	153	16	0	35	44	85	0	14	36	12	0	598
3:30 PM	21	164	6	0	3	151	13	0	44	50	85	0	10	27	3	0	577
3:45 PM	31	165	7	0	4	143	11	0	39	52	69	0	5	21	7	0	554
4:00 PM	20	146	13	0	8	142	11	0	41	57	104	0	21	46	1	0	610
4:15 PM	22	187	13	0	10	158	8	0	44	54	111	0	8	25	4	0	644
4:30 PM	13	185	10	0	13	165	9	0	38	52	117	0	10	32	7	0	651
4:45 PM	33	184	4	0	7	140	10	0	31	67	96	0	6	36	5	0	619
5:00 PM	32	216	16	0	4	135	5	0	31	53	110	0	21	38	6	0	667
5:15 PM	29	202	18	0	4	139	9	0	28	48	133	0	14	26	6	0	656
5:30 PM	35	187	12	0	9	144	5	0	32	60	122	0	11	40	13	0	670
5:45 PM	28	209	20	0	14	147	8	0	36	62	93	0	9	39	11	0	676
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	309	2145	131	0	91	1757	119	1	442	633	1183	0	137	399	83	0	7430
APPROACH %'s :	11.95%	82.98%	5.07%	0.00%	4.62%	89.28%	6.05%	0.05%	19.57%	28.03%	52.39%	0.00%	22.13%	64.46%	13.41%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	124	814	66	0	31	565	27	0	127	223	458	0	55	143	36	0	2669
PEAK HR FACTOR :	0.886	0.942	0.825	0.000	0.554	0.961	0.750	0.000	0.882	0.899	0.861	0.000	0.655	0.894	0.692	0.000	0.987
	0.951				0.922				0.944				0.900				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Virgil Ave & Clinton St
City: Silver Lake
Control: Signalized

Project ID: 19-05174-003
Date: 4/9/2019

Total

NS/EW Streets:	N Virgil Ave				N Virgil Ave				Clinton St				Clinton St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	15	119	4	0	12	148	4	0	4	8	5	0	14	22	9	0	364
7:15 AM	11	164	8	0	16	195	6	0	7	14	7	0	13	13	3	0	457
7:30 AM	24	219	9	0	16	164	14	0	16	16	12	0	13	6	8	0	517
7:45 AM	21	178	4	0	11	192	18	0	16	18	13	0	10	23	9	0	513
8:00 AM	16	168	5	0	18	231	7	0	17	18	12	0	5	23	9	0	529
8:15 AM	21	183	4	0	32	212	10	0	9	0	16	0	17	18	9	0	531
8:30 AM	12	146	7	0	29	235	7	1	7	11	12	0	6	8	3	0	484
8:45 AM	14	170	4	0	15	200	8	0	7	16	9	0	6	13	4	0	466
9:00 AM	16	159	8	0	18	189	10	0	6	4	12	0	6	8	3	0	439
9:15 AM	16	214	9	0	7	195	6	0	7	11	14	0	9	9	3	0	500
9:30 AM	11	166	11	0	14	180	12	0	5	11	6	0	6	5	7	0	434
9:45 AM	12	175	8	0	8	171	5	0	5	13	5	0	11	7	6	0	426
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	189	2061	81	0	196	2312	107	1	106	140	123	0	116	155	73	0	5660
APPROACH %'s :	8.11%	88.42%	3.47%	0.00%	7.49%	88.38%	4.09%	0.04%	28.73%	37.94%	33.33%	0.00%	33.72%	45.06%	21.22%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	82	748	22	0	77	799	49	0	58	52	53	0	45	70	35	0	2090
PEAK HR FACTOR :	0.854	0.854	0.611	0.000	0.602	0.865	0.681	0.000	0.853	0.722	0.828	0.000	0.662	0.761	0.972	0.000	0.984
	0.845				0.903				0.867				0.852				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	7	152	5	0	16	175	11	0	21	18	18	0	4	9	2	0	438
3:15 PM	12	178	8	0	11	237	7	0	6	25	21	0	5	11	4	0	525
3:30 PM	11	186	8	0	10	229	13	0	20	35	28	0	3	3	7	0	553
3:45 PM	9	159	9	0	21	196	12	0	14	31	31	0	1	5	6	0	494
4:00 PM	5	172	8	0	12	239	10	0	8	30	26	0	2	8	10	0	530
4:15 PM	12	189	9	0	17	268	4	0	6	42	46	0	7	16	8	0	624
4:30 PM	4	198	5	1	23	262	5	0	16	47	29	0	19	7	12	0	628
4:45 PM	14	187	3	0	13	231	7	0	9	57	28	0	6	16	11	0	582
5:00 PM	5	225	4	0	17	252	7	0	13	53	30	0	10	13	8	0	637
5:15 PM	6	241	7	0	19	256	7	0	12	49	19	0	8	12	6	0	642
5:30 PM	11	227	13	0	15	248	10	2	6	51	21	0	9	25	13	0	651
5:45 PM	12	219	7	0	26	213	5	0	12	37	15	0	5	12	10	0	573
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	108	2333	86	1	200	2806	98	2	143	475	312	0	79	137	97	0	6877
APPROACH %'s :	4.27%	92.29%	3.40%	0.04%	6.44%	90.34%	3.16%	0.06%	15.38%	51.08%	33.55%	0.00%	25.24%	43.77%	30.99%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	36	880	27	0	64	987	31	2	40	210	98	0	33	66	38	0	2512
PEAK HR FACTOR :	0.643	0.913	0.519	0.000	0.842	0.964	0.775	0.250	0.769	0.921	0.817	0.000	0.825	0.660	0.731	0.000	0.965
	0.928				0.961				0.906				0.729				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Hoover St & Santa Monica Blvd
City: Silver Lake
Control: Signalized

Project ID: 19-05174-004
Date: 4/4/2019

Total

NS/EW Streets:	N Hoover St				N Hoover St				Santa Monica Blvd				Santa Monica Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0.5	0.5	1	0	1	2	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	8	10	3	0	0	24	149	0	72	45	17	0	3	35	0	0	366
7:15 AM	9	20	4	0	0	29	141	0	110	50	19	0	2	38	1	0	423
7:30 AM	15	46	2	0	2	37	125	0	136	47	20	0	7	37	1	0	475
7:45 AM	10	49	1	0	4	63	110	0	126	72	15	0	6	38	0	0	494
8:00 AM	14	21	4	0	4	48	114	0	106	58	16	0	5	67	4	0	461
8:15 AM	12	15	0	0	0	37	122	0	88	56	17	0	2	45	0	0	394
8:30 AM	18	16	0	0	0	36	176	0	117	52	31	0	1	40	1	0	488
8:45 AM	8	17	3	0	2	41	143	0	120	56	31	0	3	38	3	0	465
9:00 AM	16	9	1	0	0	44	153	0	95	42	21	0	3	49	0	0	433
9:15 AM	6	12	2	0	5	30	158	0	109	55	24	0	6	57	1	0	465
9:30 AM	18	9	3	0	3	32	113	0	101	61	18	0	2	42	0	0	402
9:45 AM	18	13	10	0	2	25	103	0	92	54	16	0	5	29	3	0	370
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	152	237	33	0	22	446	1607	0	1272	648	245	0	45	515	14	0	5236
APPROACH %'s :	36.02%	56.16%	7.82%	0.00%	1.06%	21.49%	77.45%	0.00%	58.75%	29.93%	11.32%	0.00%	7.84%	89.72%	2.44%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	48	136	11	0	10	177	490	0	478	227	70	0	20	180	6	0	1853
PEAK HR FACTOR :	0.800	0.694	0.688	0.000	0.625	0.702	0.869	0.000	0.879	0.788	0.875	0.000	0.714	0.672	0.375	0.000	0.938
	0.774				0.956				0.910				0.678				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0.5	0.5	1	0	1	2	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	16	16	6	0	2	38	76	0	87	62	26	0	5	41	3	0	378
3:15 PM	19	14	3	0	0	40	92	0	115	73	29	0	7	47	5	0	444
3:30 PM	26	20	7	0	1	26	68	0	115	85	22	0	7	40	1	1	419
3:45 PM	16	24	5	0	2	37	63	0	139	82	26	0	5	32	0	0	431
4:00 PM	24	24	6	0	3	32	72	0	136	78	35	0	4	29	2	0	445
4:15 PM	18	19	4	0	2	31	82	0	120	80	25	0	5	37	0	0	423
4:30 PM	23	19	1	0	2	34	68	0	111	95	21	0	0	31	2	0	407
4:45 PM	11	22	3	0	4	29	94	0	147	85	25	0	9	28	2	0	459
5:00 PM	28	22	3	0	4	39	87	0	126	73	23	0	2	41	2	0	450
5:15 PM	20	42	1	0	0	32	94	0	124	78	27	0	2	33	1	0	454
5:30 PM	14	22	3	0	3	38	92	0	126	87	22	0	4	27	1	0	439
5:45 PM	24	30	4	0	1	30	106	0	150	79	24	0	6	41	1	0	496
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	239	274	46	0	24	406	994	0	1496	957	305	0	56	427	20	1	5245
APPROACH %'s :	42.75%	49.02%	8.23%	0.00%	1.69%	28.51%	69.80%	0.00%	54.24%	34.70%	11.06%	0.00%	11.11%	84.72%	3.97%	0.20%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	86	116	11	0	8	139	379	0	526	317	96	0	14	142	5	0	1839
PEAK HR FACTOR :	0.768	0.690	0.688	0.000	0.500	0.891	0.894	0.000	0.877	0.911	0.889	0.000	0.583	0.866	0.625	0.000	0.927
	0.845				0.960				0.928				0.839				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Hoover St & Melrose Ave
City: Silver Lake
Control: Signalized

Project ID: 19-05174-005
Date: 4/9/2019

Total

NS/EW Streets:	N Hoover St				N Hoover St				Melrose Ave				Melrose Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	TOTAL
7:00 AM	16	47	1	0	5	64	16	0	13	11	14	0	0	12	5	0	204
7:15 AM	19	41	0	0	3	94	32	0	18	5	22	0	2	12	4	0	252
7:30 AM	11	58	0	0	5	106	36	0	25	5	16	0	4	23	8	0	297
7:45 AM	24	86	2	0	9	114	57	0	25	17	13	0	4	32	7	0	390
8:00 AM	17	57	0	0	6	124	55	0	13	12	12	0	7	24	4	0	331
8:15 AM	22	48	3	0	4	108	76	0	12	18	20	0	3	34	6	0	354
8:30 AM	15	40	1	0	7	110	69	0	11	8	25	0	12	22	5	0	325
8:45 AM	21	52	1	0	8	135	42	0	11	7	14	0	7	13	7	0	318
9:00 AM	25	46	2	0	10	121	62	0	11	10	19	0	4	17	3	0	330
9:15 AM	16	35	1	0	4	98	49	0	8	4	11	0	2	15	5	0	248
9:30 AM	20	35	3	0	11	100	27	0	4	13	18	0	1	14	9	0	255
9:45 AM	11	43	0	0	8	104	22	0	9	8	17	0	1	13	7	0	243
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	217	588	14	0	80	1278	543	0	160	118	201	0	47	231	70	0	3547
APPROACH %'s :	26.50%	71.79%	1.71%	0.00%	4.21%	67.23%	28.56%	0.00%	33.40%	24.63%	41.96%	0.00%	13.51%	66.38%	20.11%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	78	231	6	0	26	456	257	0	61	55	70	0	26	112	22	0	1400
PEAK HR FACTOR :	0.813	0.672	0.500	0.000	0.722	0.919	0.845	0.000	0.610	0.764	0.700	0.000	0.542	0.824	0.786	0.000	0.897
		0.703				0.983				0.845				0.930			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	TOTAL
3:00 PM	11	67	0	0	9	103	23	0	19	12	25	0	3	12	5	0	289
3:15 PM	15	58	0	0	19	104	21	0	12	13	26	0	6	13	7	0	294
3:30 PM	13	65	2	0	14	96	26	0	17	17	22	0	2	13	9	0	296
3:45 PM	9	67	1	0	13	101	12	0	25	13	19	0	0	9	9	0	278
4:00 PM	23	69	0	0	24	121	31	0	20	17	24	0	2	12	7	0	350
4:15 PM	8	70	1	0	12	114	26	0	25	21	31	0	0	7	7	0	322
4:30 PM	15	70	0	0	8	92	16	0	26	18	25	0	3	12	7	0	292
4:45 PM	16	61	0	0	13	98	20	0	22	18	28	0	1	13	7	0	297
5:00 PM	8	87	1	0	12	107	21	0	23	26	28	0	4	19	5	0	341
5:15 PM	10	95	0	0	28	96	24	0	27	23	13	0	3	16	11	0	346
5:30 PM	17	76	2	0	26	101	26	0	28	22	25	0	0	14	8	0	345
5:45 PM	15	85	1	0	15	95	19	0	26	28	23	0	0	18	8	0	333
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	160	870	8	0	193	1228	265	0	270	228	289	0	24	158	90	0	3783
APPROACH %'s :	15.41%	83.82%	0.77%	0.00%	11.45%	72.84%	15.72%	0.00%	34.31%	28.97%	36.72%	0.00%	8.82%	58.09%	33.09%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	50	343	4	0	81	399	90	0	104	99	89	0	7	67	32	0	1365
PEAK HR FACTOR :	0.735	0.903	0.500	0.000	0.723	0.932	0.865	0.000	0.929	0.884	0.795	0.000	0.438	0.882	0.727	0.000	0.986
		0.945				0.931				0.948				0.883			

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Hoover St & Temple St
City: Silver Lake
Control: Signalized

Project ID: 19-05174-006
Date: 4/4/2019

Total

NS/EW Streets:	N Hoover St				N Hoover St				Temple St				Temple St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	1	0	1	0	1	1	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	0	0	0	0	47	0	20	0	4	17	0	0	0	58	41	0	187
7:15 AM	0	0	0	0	62	0	20	0	16	27	0	0	0	77	50	0	252
7:30 AM	0	0	0	0	72	0	37	0	16	34	0	0	0	85	62	0	306
7:45 AM	0	0	0	0	76	0	29	0	13	56	0	0	0	113	69	0	356
8:00 AM	0	0	0	0	102	0	36	0	12	62	0	0	0	95	45	0	352
8:15 AM	0	0	0	0	121	0	30	0	9	58	0	0	0	104	48	0	370
8:30 AM	0	0	0	0	136	0	27	0	16	90	0	0	0	84	43	0	396
8:45 AM	0	0	0	0	114	0	27	0	11	33	0	0	0	80	49	0	314
9:00 AM	0	0	0	0	85	0	40	0	12	38	0	0	0	95	40	0	310
9:15 AM	0	0	0	0	89	0	23	0	12	38	0	0	0	74	43	0	279
9:30 AM	0	0	0	0	84	0	20	0	14	34	0	0	0	88	47	0	287
9:45 AM	0	0	0	0	65	0	31	0	9	30	0	0	0	74	30	0	239
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	1053	0	340	0	144	517	0	0	0	1027	567	0	3648
APPROACH %'s :					75.59%	0.00%	24.41%	0.00%	21.79%	78.21%	0.00%	0.00%	0.00%	64.43%	35.57%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	435	0	122	0	50	266	0	0	0	396	205	0	1474
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.800	0.000	0.847	0.000	0.781	0.739	0.000	0.000	0.000	0.876	0.743	0.000	0.931
					0.854				0.745				0.826				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	1	0	1	0	1	1	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	0	0	88	0	28	0	15	42	0	0	0	58	52	0	283
3:15 PM	0	0	0	0	95	0	26	0	29	78	0	0	0	78	52	0	358
3:30 PM	0	0	0	0	108	0	28	0	16	78	0	0	0	69	51	0	350
3:45 PM	0	0	0	0	117	0	24	0	23	110	0	0	0	60	64	0	398
4:00 PM	0	0	0	0	137	0	24	0	18	102	0	0	0	55	72	0	408
4:15 PM	0	0	0	0	149	0	22	0	23	92	0	0	0	55	67	0	408
4:30 PM	0	0	0	0	124	0	18	0	22	81	0	0	0	59	62	0	366
4:45 PM	0	0	0	0	137	0	16	0	20	137	0	0	0	83	75	0	468
5:00 PM	0	0	0	0	151	0	21	0	23	62	0	0	0	83	57	0	397
5:15 PM	0	0	0	0	131	0	19	0	20	68	0	0	0	87	91	1	417
5:30 PM	0	0	0	0	148	0	20	0	23	86	0	0	0	94	80	0	451
5:45 PM	0	0	0	0	118	0	18	0	16	79	0	0	0	95	70	0	396
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	1503	0	264	0	248	1015	0	0	0	876	793	1	4700
APPROACH %'s :					85.06%	0.00%	14.94%	0.00%	19.64%	80.36%	0.00%	0.00%	0.00%	52.46%	47.49%	0.06%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	567	0	76	0	86	353	0	0	0	347	303	1	1733
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.939	0.000	0.905	0.000	0.935	0.644	0.000	0.000	0.000	0.923	0.832	0.250	0.926
					0.935				0.699				0.909				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Silver Lake Blvd & Bellevue Ave
City: Silver Lake
Control: Signalized

Project ID: 19-05174-007
Date: 4/4/2019

Total

NS/EW Streets:	Silver Lake Blvd				Silver Lake Blvd				Bellevue Ave				Bellevue Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	14	126	6	0	3	296	13	0	8	5	46	0	11	9	3	0	540
7:15 AM	14	139	3	0	0	308	12	0	12	16	57	0	14	7	6	0	588
7:30 AM	18	136	3	0	7	312	10	0	14	13	69	0	23	18	8	0	631
7:45 AM	16	190	5	0	4	358	18	0	18	13	62	0	24	18	4	0	730
8:00 AM	15	125	9	0	4	365	12	1	17	19	63	0	23	21	4	0	678
8:15 AM	13	115	8	0	5	373	11	0	10	23	66	0	11	15	5	0	655
8:30 AM	18	120	4	1	5	338	10	0	13	22	61	0	15	16	2	0	625
8:45 AM	11	125	7	0	9	359	13	0	22	17	77	0	13	14	6	1	674
9:00 AM	14	107	7	0	7	354	8	0	15	17	62	0	13	15	8	0	627
9:15 AM	11	137	8	0	6	324	17	0	14	17	56	0	19	9	2	0	620
9:30 AM	12	128	11	0	5	310	7	0	9	18	50	0	18	11	3	0	582
9:45 AM	8	146	6	0	7	322	10	0	14	15	48	0	11	12	9	0	608
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	164	1594	77	1	62	4019	141	1	166	195	717	0	195	165	60	1	7558
APPROACH %'s :	8.93%	86.82%	4.19%	0.05%	1.47%	95.17%	3.34%	0.02%	15.40%	18.09%	66.51%	0.00%	46.32%	39.19%	14.25%	0.24%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	62	566	25	0	20	1408	51	1	59	68	260	0	81	72	21	0	2694
PEAK HR FACTOR :	0.861	0.745	0.694	0.000	0.714	0.944	0.708	0.250	0.819	0.739	0.942	0.000	0.844	0.857	0.656	0.000	0.923
		0.774				0.951				0.977				0.888			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	22	218	15	0	11	165	12	0	19	16	37	0	5	10	7	0	537
3:15 PM	20	245	11	0	8	182	20	0	12	19	33	0	5	16	6	0	577
3:30 PM	19	270	16	0	5	196	15	0	19	25	35	0	6	22	8	0	636
3:45 PM	22	262	9	0	15	195	14	0	16	31	33	0	3	8	2	0	610
4:00 PM	16	247	18	0	11	187	20	0	16	24	39	0	7	11	4	0	600
4:15 PM	22	264	20	0	10	218	13	0	15	34	27	0	10	15	6	0	654
4:30 PM	25	305	26	0	5	211	14	0	21	39	24	0	6	13	1	0	690
4:45 PM	20	273	26	0	11	199	20	0	11	32	29	0	10	10	7	1	649
5:00 PM	21	256	38	0	6	182	11	0	15	37	22	0	7	7	8	0	610
5:15 PM	28	280	56	0	8	195	19	0	18	30	27	0	3	9	2	0	675
5:30 PM	28	255	42	0	9	223	15	0	9	49	13	0	5	12	4	0	664
5:45 PM	18	283	20	0	6	193	18	0	9	44	25	0	11	16	6	0	649
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	261	3158	297	0	105	2346	191	0	180	380	344	0	78	149	61	1	7551
APPROACH %'s :	7.02%	84.98%	7.99%	0.00%	3.97%	88.80%	7.23%	0.00%	19.91%	42.04%	38.05%	0.00%	26.99%	51.56%	21.11%	0.35%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	94	1114	146	0	30	787	64	0	65	138	102	0	26	39	18	1	2624
PEAK HR FACTOR :	0.839	0.913	0.652	0.000	0.682	0.932	0.800	0.000	0.774	0.885	0.879	0.000	0.650	0.750	0.563	0.250	0.951
		0.930				0.958				0.908				0.750			

APPENDIX C:
LEVEL OF SERVICE (LOS) ANALYSIS SHEETS

EXISTING

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
1	

PROJECT TITLE: LADWP Hoover Street District Yard Project
North-South Street: Vermont Avenue **East-West Street:** Melrose Avenue
Scenario: Existing (2019)
Count Date: 4/4/2019 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		**Volume**	**No. of Lanes**		**Lane Volume**	**Volume**	**No. of Lanes**		**Lane Volume**
NORTHBOUND	Left	81	1		**81**	77	1		77
	Left-Through		0				0		
	Through	1127	2		389	1386	2		**479**
	Through-Right		1				1		
	Right	40	0		40	51	0		51
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	90	1		90	104	1		**104**
	Left-Through		0				0		
	Through	1078	2		**401**	893	2		359
	Through-Right		1				1		
	Right	126	0		126	185	0		185
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	435	1		**252**	694	1		**380**
	Through-Right		1				1		
	Right	69	0		69	66	0		66
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	0	0		**0**	0	0		**0**
	Left-Through		0				0		
	Through	415	1		231	268	1		160
	Through-Right		1				1		
	Right	47	0		47	51	0		51
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	482			*North-South:*	583
				East-West:	252			*East-West:*	380
				SUM:	734			*SUM:*	963
VOLUME/CAPACITY *(V/C)* RATIO:					0.489				0.642
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.389**				**0.542**
LEVEL OF SERVICE (LOS):					**A**				**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
2	

PROJECT TITLE: LADWP Hoover Street District Yard Project
North-South Street: Virgil Avenue **East-West Street:** Melrose Avenue
Scenario: Existing (2019)
Count Date: 4/9/2019 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	157	1	**157**	124	1	124
	Left-Through		0			0	
	Through	583	1	583	814	1	**814**
	Through-Right		0			0	
	Right	23	1	23	66	1	39
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	21	1	21	31	1	**31**
	Left-Through		0			0	
	Through	570	1	**570**	565	1	565
	Through-Right		0			0	
	Right	47	1	47	27	1	27
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	109	0	**109**	127	0	127
	Left-Through		1			1	
	Through	146	0	255	223	0	350
	Through-Right		0			0	
	Right	357	1	279	458	1	**396**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	61	0	61	55	0	**55**
	Left-Through		1			1	
	Through	347	0	**247**	143	0	179
	Through-Right		1			1	
	Right	25	0	247	36	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	727		*North-South:*	845
			East-West:	356		*East-West:*	451
			SUM:	1083		*SUM:*	1296
VOLUME/CAPACITY *(V/C)* RATIO:				0.722			0.864
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.622**			**0.764**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
3	

PROJECT TITLE: LADWP Hoover Street District Yard Project
North-South Street: Virgil Avenue **East-West Street:** Clinton Street
Scenario: Existing (2019)
Count Date: 4/9/2019 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
	MOVEMENT	Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	82	1	**82**		36	1	**36**	
	Left-Through		0				0		
	Through	748	1	385		880	1	454	
	Through-Right		1				1		
	Right	22	0	22		27	0	27	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	77	1	77		66	1	66	
	Left-Through		0				0		
	Through	799	1	**424**		987	1	**509**	
	Through-Right		1				1		
	Right	49	0	49		31	0	31	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	58	0	58		40	0	40	
	Left-Through		0				0		
	Through	52	0	**163**		210	0	**348**	
	Through-Right		0				0		
	Right	53	0	0		98	0	0	
	Left-Through-Right		1				1		
	Left-Right		0				0		
WESTBOUND	Left	45	0	**45**		33	0	**33**	
	Left-Through		1				1		
	Through	70	0	115		66	0	99	
	Through-Right		0				0		
	Right	35	1	0		38	1	5	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	506			*North-South:*	545	
			East-West:	208			*East-West:*	381	
			SUM:	714			*SUM:*	926	
VOLUME/CAPACITY *(V/C)* RATIO:				0.476				0.617	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.376**				**0.517**	
LEVEL OF SERVICE (LOS):				**A**				**A**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
4	

PROJECT TITLE: LADWP Hoover Street District Yard Project
North-South Street: Hoover Street **East-West Street:** Santa Monica Boulevard
Scenario: Existing (2019)
Count Date: 4/4/2019 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0		NB-- 0	SB--	0		
	EB-- 0	WB--	0		EB-- 0	WB--	0		
ATSAC-1 or ATSAC+ATCS-2?				2				2	
Override Capacity				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	48	0	48	86	0	86
	Left-Through		0			0	
	Through	136	0	**195**	116	0	**213**
	Through-Right		0			0	
	Right	11	0	0	11	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	8	0	8
	Left-Through		1			1	
	Through	177	0	187	139	0	**147**
	Through-Right		0			0	
	Right	490	1	**251**	379	1	116
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	478	1	**478**	526	1	**526**
	Left-Through		0			0	
	Through	227	1	227	317	1	317
	Through-Right		0			0	
	Right	70	1	46	96	1	53
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	20	1	20	14	1	14
	Left-Through		0			0	
	Through	180	1	**180**	142	1	**142**
	Through-Right		0			0	
	Right	6	1	1	5	1	1
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	446		*North-South:*	360
			East-West:	658		*East-West:*	668
			SUM:	1104		*SUM:*	1028
VOLUME/CAPACITY *(V/C)* RATIO:				0.803			0.748
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.703**			**0.648**
LEVEL OF SERVICE (LOS):				**C**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
5	

PROJECT TITLE: LADWP Hoover Street District Yard Project
North-South Street: Hoover Street **East-West Street:** Melrose Avenue
Scenario: Existing (2019)
Count Date: 4/9/2019 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		**Volume**	**No. of Lanes**		**Lane Volume**	**Volume**	**No. of Lanes**		**Lane Volume**
NORTHBOUND	Left	78	0		**78**	50	0		**50**
	Left-Through		0				0		
	Through	231	0		315	343	0		397
	Through-Right		0				0		
	Right	6	0		0	4	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
SOUTHBOUND	Left	26	0		26	81	0		81
	Left-Through		0				0		
	Through	456	0		**739**	399	0		**570**
	Through-Right		0				0		
	Right	257	0		0	90	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
EASTBOUND	Left	61	0		**61**	104	0		104
	Left-Through		0				0		
	Through	55	0		186	99	0		**292**
	Through-Right		0				0		
	Right	70	0		0	89	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
WESTBOUND	Left	26	0		26	7	0		**7**
	Left-Through		0				0		
	Through	112	0		**160**	67	0		106
	Through-Right		0				0		
	Right	22	0		0	32	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	817			*North-South:*	620
				East-West:	221			*East-West:*	299
				SUM:	1038			*SUM:*	919
VOLUME/CAPACITY *(V/C)* RATIO:					0.692				0.613
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**					**0.592**				**0.513**
LEVEL OF SERVICE (LOS):					**A**				**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LADWP Hoover Street District Yard Project		
6	North-South Street:	Hoover Street	East-West Street:	Temple Street
	Scenario:	Existing (2019)		
	Count Date:	4/4/2019	Analyst: <Fehr & Peers>	Date: <date>

		AM			PM		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	435	1	**435**	567	1	**567**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	122	1	97	76	1	33
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	**50**	86	1	**86**
	Left-Through		0			0	
	Through	266	1	266	353	1	353
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	396	1	**301**	347	1	**325**
	Through-Right		1			1	
	Right	205	0	205	303	0	303
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	435		*North-South:*	567
			East-West:	351		*East-West:*	411
			SUM:	786		*SUM:*	978
	VOLUME/CAPACITY *(V/C)* RATIO:			0.524			0.652
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.424**			**0.552**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
7	

PROJECT TITLE: LADWP Hoover Street District Yard Project
North-South Street: Silver Lake Blvd **East-West Street:** Bellevue Ave
Scenario: Existing (2019)
Count Date: 4/4/2019 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM				PM			
	No. of Phases				2				2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
	ATSAC-1 or ATSAC+ATCS-2?				2				2
	Override Capacity				0				0
	MOVEMENT	Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	62	1	**62**		94	1	94	
	Left-Through		0				0		
	Through	566	1	296		1114	1	**630**	
	Through-Right		1				1		
	Right	25	0	25		146	0	146	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	21	1	21		30	1	**30**	
	Left-Through		0				0		
	Through	1408	1	**730**		787	1	426	
	Through-Right		1				1		
	Right	51	0	51		64	0	64	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	59	0	59		65	0	65	
	Left-Through		0				0		
	Through	68	0	**387**		138	0	**305**	
	Through-Right		0				0		
	Right	260	0	0		102	0	0	
	Left-Through-Right		1				1		
	Left-Right		0				0		
WESTBOUND	Left	81	0	**81**		26	0	**26**	
	Left-Through		0				0		
	Through	72	0	174		39	0	83	
	Through-Right		0				0		
	Right	21	0	0		18	0	0	
	Left-Through-Right		1				1		
	Left-Right		0				0		
	CRITICAL VOLUMES		*North-South:*	792			*North-South:*	660	
			East-West:	468			*East-West:*	331	
			SUM:	1260			*SUM:*	991	
	VOLUME/CAPACITY *(V/C)* RATIO:			0.840				0.661	
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.740**				**0.561**	
	LEVEL OF SERVICE (LOS):			**C**				**A**	

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
1	

PROJECT TITLE: LADWP Hoover Street District Yard Project
North-South Street: Vermont Avenue **East-West Street:** Melrose Avenue
Scenario: Existing + Project
Count Date: 4/4/2019 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		**Volume**	**No. of Lanes**		**Lane Volume**	**Volume**	**No. of Lanes**		**Lane Volume**
NORTHBOUND	Left	81	1		**81**	77	1		77
	Left-Through		0				0		
	Through	1128	2		389	1389	2		**480**
	Through-Right		1				1		
	Right	40	0		40	51	0		51
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	90	1		90	105	1		**105**
	Left-Through		0				0		
	Through	1078	2		**401**	894	2		360
	Through-Right		1				1		
	Right	126	0		126	185	0		185
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	435	1		**252**	700	1		**383**
	Through-Right		1				1		
	Right	69	0		69	66	0		66
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	0	0		**0**	0	0		**0**
	Left-Through		0				0		
	Through	420	1		234	280	1		167
	Through-Right		1				1		
	Right	48	0		48	54	0		54
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	482			*North-South:*	585
				East-West:	252			*East-West:*	383
				SUM:	734			*SUM:*	968
VOLUME/CAPACITY *(V/C)* RATIO:					0.489				0.645
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.389**				**0.545**
LEVEL OF SERVICE (LOS):					**A**				**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
2	

PROJECT TITLE: LADWP Hoover Street District Yard Project
North-South Street: Virgil Avenue **East-West Street:** Melrose Avenue
Scenario: Existing + Project
Count Date: 4/9/2019 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	163	1	**163**	139	1	139
	Left-Through		0			0	
	Through	585	1	585	820	1	**820**
	Through-Right		0			0	
	Right	23	1	23	66	1	39
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	21	1	21	31	1	**31**
	Left-Through		0			0	
	Through	570	1	**570**	567	1	567
	Through-Right		0			0	
	Right	47	1	47	27	1	27
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	109	0	**109**	127	0	127
	Left-Through		1			1	
	Through	146	0	255	225	0	352
	Through-Right		0			0	
	Right	357	1	276	464	1	**395**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	61	0	61	55	0	**55**
	Left-Through		1			1	
	Through	347	0	**247**	143	0	179
	Through-Right		1			1	
	Right	25	0	247	36	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	733		*North-South:*	851
			East-West:	356		*East-West:*	450
			SUM:	1089		*SUM:*	1301
VOLUME/CAPACITY *(V/C)* RATIO:				0.726			0.867
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.626**			**0.767**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LADWP Hoover Street District Yard Project		
3	North-South Street:	Virgil Avenue	East-West Street:	Clinton Street
	Scenario:	Existing + Project		
	Count Date:	4/9/2019	Analyst: <Fehr & Peers>	Date: <date>

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
	MOVEMENT	Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	82	1	**82**		36	1	**36**	
	Left-Through		0				0		
	Through	748	1	385		880	1	455	
	Through-Right		1				1		
	Right	22	0	22		30	0	30	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	77	1	77		74	1	74	
	Left-Through		0				0		
	Through	799	1	**424**		987	1	**509**	
	Through-Right		1				1		
	Right	49	0	49		31	0	31	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	58	0	58		40	0	40	
	Left-Through		0				0		
	Through	52	0	**163**		218	0	**356**	
	Through-Right		0				0		
	Right	53	0	0		98	0	0	
	Left-Through-Right		1				1		
	Left-Right		0				0		
WESTBOUND	Left	48	0	**48**		40	0	**40**	
	Left-Through		1				1		
	Through	78	0	126		86	0	126	
	Through-Right		0				0		
	Right	43	1	5		59	1	22	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	506			*North-South:*	545	
			East-West:	211			*East-West:*	396	
			SUM:	717			*SUM:*	941	
VOLUME/CAPACITY *(V/C)* RATIO:				0.478				0.627	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.378**				**0.527**	
LEVEL OF SERVICE (LOS):				**A**				**A**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
4	

PROJECT TITLE: LADWP Hoover Street District Yard Project
North-South Street: Hoover Street **East-West Street:** Santa Monica Boulevard
Scenario: Existing + Project
Count Date: 4/4/2019 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0		SB-- 0 WB-- 0			NB-- 0 EB-- 0		SB-- 0 WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		**Volume**	**No. of Lanes**		**Lane Volume**	**Volume**	**No. of Lanes**		**Lane Volume**
NORTHBOUND	Left	49	0		49	89	0		89
	Left-Through		0				0		
	Through	138	0		**199**	121	0		**223**
	Through-Right		0				0		
	Right	12	0		0	13	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
SOUTHBOUND	Left	10	0		10	8	0		8
	Left-Through		1				1		
	Through	177	0		187	141	0		**149**
	Through-Right		0				0		
	Right	490	1		**251**	379	1		116
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	478	1		**478**	526	1		**526**
	Left-Through		0				0		
	Through	227	1		227	317	1		317
	Through-Right		0				0		
	Right	70	1		46	97	1		53
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	20	1		20	15	1		15
	Left-Through		0				0		
	Through	180	1		**180**	142	1		**142**
	Through-Right		0				0		
	Right	6	1		1	5	1		1
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	450			*North-South:*	372
				East-West:	658			*East-West:*	668
				SUM:	1108			*SUM:*	1040
VOLUME/CAPACITY *(V/C)* RATIO:					0.806				0.756
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.706**				**0.656**
LEVEL OF SERVICE (LOS):					**C**				**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
5	

PROJECT TITLE: LADWP Hoover Street District Yard Project
North-South Street: Hoover Street **East-West Street:** Melrose Avenue
Scenario: Existing + Project
Count Date: 4/9/2019 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	78	0	**78**	50	0	**50**
	Left-Through		0			0	
	Through	234	0	318	347	0	401
	Through-Right		0			0	
	Right	6	0	0	4	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	26	0	26	81	0	81
	Left-Through		0			0	
	Through	456	0	**739**	402	0	**575**
	Through-Right		0			0	
	Right	257	0	0	92	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	63	0	**63**	113	0	113
	Left-Through		0			0	
	Through	55	0	188	99	0	**303**
	Through-Right		0			0	
	Right	70	0	0	91	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	26	0	26	7	0	**7**
	Left-Through		0			0	
	Through	112	0	**160**	67	0	106
	Through-Right		0			0	
	Right	22	0	0	32	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	817		*North-South:*	625
			East-West:	223		*East-West:*	310
			SUM:	1040		*SUM:*	935
VOLUME/CAPACITY *(V/C)* RATIO:				0.693			0.623
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.593**			**0.523**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LADWP Hoover Street District Yard Project				
6	North-South Street:	Hoover Street	East-West Street:	Temple Street		
	Scenario:	Existing + Project				
	Count Date:	4/4/2019	Analyst:	<Fehr & Peers>	Date:	<date>

		AM			PM		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	437	1	**437**	572	1	**572**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	124	1	99	81	1	37
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	50	1	**50**	88	1	**88**
	Left-Through		0			0	
	Through	266	1	266	353	1	353
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	396	1	**301**	347	1	**326**
	Through-Right		1			1	
	Right	205	0	205	305	0	305
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	437		*North-South:*	572
			East-West:	351		*East-West:*	414
			SUM:	788		*SUM:*	986
	VOLUME/CAPACITY *(V/C)* RATIO:			0.525			0.657
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.425**			**0.557**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LADWP Hoover Street District Yard Project		
7	North-South Street:	Silver Lake Blvd	East-West Street:	Bellevue Ave
	Scenario:	Existing + Project		
	Count Date:	4/4/2019	Analyst: <Fehr & Peers>	Date: <date>

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	62	1	**62**	98	1	98
	Left-Through		0			0	
	Through	566	1	296	1114	1	**630**
	Through-Right		1			1	
	Right	25	0	25	146	0	146
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	21	1	21	30	1	**30**
	Left-Through		0			0	
	Through	1408	1	**730**	787	1	427
	Through-Right		1			1	
	Right	51	0	51	66	0	66
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	61	0	61	70	0	70
	Left-Through		0			0	
	Through	68	0	**395**	138	0	**324**
	Through-Right		0			0	
	Right	266	0	0	116	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	81	0	**81**	26	0	**26**
	Left-Through		0			0	
	Through	72	0	174	39	0	83
	Through-Right		0			0	
	Right	21	0	0	18	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	792		*North-South:*	660
			East-West:	476		*East-West:*	350
			SUM:	1268		*SUM:*	1010
VOLUME/CAPACITY *(V/C)* RATIO:				0.845			0.673
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.745**			**0.573**
LEVEL OF SERVICE (LOS):				**C**			**A**

Version: 1i Beta; 8/4/2011

FUTURE BASE

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
1	

PROJECT TITLE: LADWP Hoover Street District Yard Project
North-South Street: Vermont Avenue **East-West Street:** Melrose Avenue
Scenario: Future Baseline (2023)
Count Date: 4/4/2019 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	93	1	**93**	84	1	84
	Left-Through		0			0	
	Through	1195	2	413	1465	2	**507**
	Through-Right		1			1	
	Right	45	0	45	55	0	55
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	95	1	95	110	1	**110**
	Left-Through		0			0	
	Through	1138	2	**425**	950	2	382
	Through-Right		1			1	
	Right	136	0	136	197	0	197
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	457	1	**266**	731	1	**401**
	Through-Right		1			1	
	Right	74	0	74	71	0	71
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	442	1	247	287	1	171
	Through-Right		1			1	
	Right	52	0	52	54	0	54
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	518		*North-South:*	617
			East-West:	266		*East-West:*	401
			SUM:	784		*SUM:*	1018
VOLUME/CAPACITY *(V/C)* RATIO:				0.523			0.679
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.423**			**0.579**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
2	

PROJECT TITLE: LADWP Hoover Street District Yard Project
North-South Street: Virgil Avenue **East-West Street:** Melrose Avenue
Scenario: Future Baseline (2023)
Count Date: 4/9/2019 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	166	1	**166**	133	1	133
	Left-Through		0			0	
	Through	622	1	622	863	1	**863**
	Through-Right		0			0	
	Right	25	1	25	70	1	40
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	22	1	22	33	1	**33**
	Left-Through		0			0	
	Through	604	1	**604**	604	1	604
	Through-Right		0			0	
	Right	51	1	51	30	1	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	116	0	**116**	136	0	136
	Left-Through		1			1	
	Through	156	0	272	237	0	373
	Through-Right		0			0	
	Right	373	1	290	481	1	**415**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	65	0	65	60	0	**60**
	Left-Through		1			1	
	Through	369	0	**264**	152	0	190
	Through-Right		1			1	
	Right	28	0	264	38	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	770		*North-South:*	896
			East-West:	380		*East-West:*	475
			SUM:	1150		*SUM:*	1371
VOLUME/CAPACITY *(V/C)* RATIO:				0.767			0.914
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.667**			**0.814**
LEVEL OF SERVICE (LOS):				**B**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
3	

PROJECT TITLE: LADWP Hoover Street District Yard Project
North-South Street: Virgil Avenue **East-West Street:** Clinton Street
Scenario: Future Baseline (2023)
Count Date: 4/9/2019 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	86	1	**86**	38	1	**38**
	Left-Through		0			0	
	Through	795	1	409	936	1	483
	Through-Right		1			1	
	Right	23	0	23	29	0	29
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	80	69	1	69
	Left-Through		0			0	
	Through	846	1	**449**	1050	1	**542**
	Through-Right		1			1	
	Right	51	0	51	33	0	33
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	62	0	62	43	0	43
	Left-Through		0			0	
	Through	55	0	**176**	220	0	**366**
	Through-Right		0			0	
	Right	59	0	0	103	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	47	0	**47**	34	0	**34**
	Left-Through		1			1	
	Through	73	0	120	69	0	103
	Through-Right		0			0	
	Right	36	1	0	40	1	6
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	535		*North-South:*	580
			East-West:	223		*East-West:*	400
			SUM:	758		*SUM:*	980
VOLUME/CAPACITY *(V/C)* RATIO:				0.505			0.653
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.405**			**0.553**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LADWP Hoover Street District Yard Project				
4	North-South Street:	Hoover Street	East-West Street:	Santa Monica Boulevard		
	Scenario:	Future Baseline (2023)				
	Count Date:	4/4/2019	Analyst:	<Fehr & Peers>	Date:	<date>

		AM			PM		
	No. of Phases			4			4
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	53	0	53	91	0	91
	Left-Through		0			0	
	Through	144	0	**210**	123	0	**227**
	Through-Right		0			0	
	Right	13	0	0	13	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	8	0	8
	Left-Through		1			1	
	Through	185	0	195	147	0	**155**
	Through-Right		0			0	
	Right	511	1	**261**	396	1	122
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	500	1	**500**	549	1	**549**
	Left-Through		0			0	
	Through	273	1	273	386	1	386
	Through-Right		0			0	
	Right	74	1	48	101	1	56
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	22	1	22	16	1	16
	Left-Through		0			0	
	Through	227	1	**227**	195	1	**195**
	Through-Right		0			0	
	Right	6	1	1	5	1	1
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	471		*North-South:*	382
			East-West:	727		*East-West:*	744
			SUM:	1198		*SUM:*	1126
	VOLUME/CAPACITY *(V/C)* RATIO:			0.871			0.819
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.771**			**0.719**
	LEVEL OF SERVICE (LOS):			**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
5	

PROJECT TITLE: LADWP Hoover Street District Yard Project
North-South Street: Hoover Street **East-West Street:** Melrose Avenue
Scenario: Future Baseline (2023)
Count Date: 4/9/2019 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	88	0	**88**	55	0	**55**
	Left-Through		0			0	
	Through	248	0	342	363	0	422
	Through-Right		0			0	
	Right	6	0	0	4	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	27	0	27	84	0	84
	Left-Through		0			0	
	Through	479	0	**774**	420	0	**601**
	Through-Right		0			0	
	Right	268	0	0	97	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	67	0	**67**	110	0	110
	Left-Through		0			0	
	Through	57	0	199	103	0	**308**
	Through-Right		0			0	
	Right	75	0	0	95	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	27	0	27	7	0	**7**
	Left-Through		0			0	
	Through	117	0	**167**	70	0	110
	Through-Right		0			0	
	Right	23	0	0	33	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	862		*North-South:*	656
			East-West:	234		*East-West:*	315
			SUM:	1096		*SUM:*	971
VOLUME/CAPACITY *(V/C)* RATIO:				0.731			0.647
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.631**			**0.547**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
6	

PROJECT TITLE: LADWP Hoover Street District Yard Project
North-South Street: Hoover Street **East-West Street:** Temple Street
Scenario: Future Baseline (2023)
Count Date: 4/4/2019 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	457	1	**457**	592	1	**592**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	145	1	118	86	1	39
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	55	1	**55**	94	1	**94**
	Left-Through		0			0	
	Through	282	1	282	370	1	370
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	414	1	**314**	365	1	**341**
	Through-Right		1			1	
	Right	214	0	214	317	0	317
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	457		*North-South:*	592
			East-West:	369		*East-West:*	435
			SUM:	826		*SUM:*	1027
VOLUME/CAPACITY *(V/C)* RATIO:				0.551			0.685
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.451**			**0.585**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LADWP Hoover Street District Yard Project		
7	North-South Street:	Silver Lake Blvd	East-West Street:	Bellevue Ave
	Scenario:	Future Baseline (2023)		
	Count Date:	4/4/2019	Analyst: <Fehr & Peers>	Date: <date>

		AM				PM			
	No. of Phases				2				2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
	ATSAC-1 or ATSAC+ATCS-2?				2				2
	Override Capacity				0				0
	MOVEMENT	Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	65	1	**65**		98	1	98	
	Left-Through		0				0		
	Through	600	1	313		1177	1	**665**	
	Through-Right		1				1		
	Right	26	0	26		152	0	152	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	22	1	22		31	1	**31**	
	Left-Through		0				0		
	Through	1475	1	**765**		836	1	453	
	Through-Right		1				1		
	Right	55	0	55		70	0	70	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	64	0	64		71	0	71	
	Left-Through		0				0		
	Through	71	0	**406**		144	0	**321**	
	Through-Right		0				0		
	Right	271	0	0		106	0	0	
	Left-Through-Right		1				1		
	Left-Right		0				0		
WESTBOUND	Left	84	0	**84**		27	0	**27**	
	Left-Through		0				0		
	Through	75	0	181		41	0	87	
	Through-Right		0				0		
	Right	22	0	0		19	0	0	
	Left-Through-Right		1				1		
	Left-Right		0				0		
	CRITICAL VOLUMES		*North-South:*	830			*North-South:*	696	
			East-West:	490			*East-West:*	348	
			SUM:	1320			*SUM:*	1044	
	VOLUME/CAPACITY *(V/C)* RATIO:			0.880				0.696	
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.780**				**0.596**	
	LEVEL OF SERVICE (LOS):			**C**				**A**	

Version: 1i Beta; 8/4/2011

FUTURE + PROJECT

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
1	

PROJECT TITLE: LADWP Hoover Street District Yard Project
North-South Street: Vermont Avenue **East-West Street:** Melrose Avenue
Scenario: Future Baseline + Project
Count Date: 4/4/2019 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	93	1	**93**	84	1	84
	Left-Through		0			0	
	Through	1196	2	414	1468	2	**508**
	Through-Right		1			1	
	Right	45	0	45	55	0	55
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	95	1	95	111	1	**111**
	Left-Through		0			0	
	Through	1138	2	**425**	951	2	383
	Through-Right		1			1	
	Right	136	0	136	197	0	197
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	457	1	**266**	737	1	**404**
	Through-Right		1			1	
	Right	74	0	74	71	0	71
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	447	1	250	299	1	178
	Through-Right		1			1	
	Right	53	0	53	57	0	57
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	518		*North-South:*	619
			East-West:	266		*East-West:*	404
			SUM:	784		*SUM:*	1023
VOLUME/CAPACITY *(V/C)* RATIO:				0.523			0.682
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.423**			**0.582**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
2	

PROJECT TITLE: LADWP Hoover Street District Yard Project
North-South Street: Virgil Avenue **East-West Street:** Melrose Avenue
Scenario: Future Baseline + Project
Count Date: 4/9/2019 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	172	1	**172**	148	1	148
	Left-Through		0			0	
	Through	624	1	624	869	1	**869**
	Through-Right		0			0	
	Right	25	1	25	70	1	40
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	22	1	22	33	1	**33**
	Left-Through		0			0	
	Through	604	1	**604**	606	1	606
	Through-Right		0			0	
	Right	51	1	51	30	1	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	116	0	**116**	136	0	136
	Left-Through		1			1	
	Through	156	0	272	239	0	375
	Through-Right		0			0	
	Right	373	1	287	487	1	**413**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	65	0	65	60	0	**60**
	Left-Through		1			1	
	Through	369	0	**264**	152	0	190
	Through-Right		1			1	
	Right	28	0	264	38	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	776		*North-South:*	902
			East-West:	380		*East-West:*	473
			SUM:	1156		*SUM:*	1375
VOLUME/CAPACITY *(V/C)* RATIO:				0.771			0.917
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.671**			**0.817**
LEVEL OF SERVICE (LOS):				**B**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
3	

PROJECT TITLE: LADWP Hoover Street District Yard Project
North-South Street: Virgil Avenue **East-West Street:** Clinton Street
Scenario: Future Baseline + Project
Count Date: 4/9/2019 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	86	1	**86**	38	1	**38**
	Left-Through		0			0	
	Through	795	1	409	936	1	484
	Through-Right		1			1	
	Right	23	0	23	32	0	32
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	80	1	80	77	1	77
	Left-Through		0			0	
	Through	846	1	**449**	1050	1	**542**
	Through-Right		1			1	
	Right	51	0	51	33	0	33
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	62	0	62	43	0	43
	Left-Through		0			0	
	Through	55	0	**176**	228	0	**374**
	Through-Right		0			0	
	Right	59	0	0	103	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	50	0	**50**	41	0	**41**
	Left-Through		1			1	
	Through	81	0	131	89	0	130
	Through-Right		0			0	
	Right	44	1	4	61	1	23
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	535		*North-South:*	580
			East-West:	226		*East-West:*	415
			SUM:	761		*SUM:*	995
VOLUME/CAPACITY *(V/C)* RATIO:				0.507			0.663
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.407**			**0.563**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LADWP Hoover Street District Yard Project		
4	North-South Street:	Hoover Street	East-West Street:	Santa Monica Boulevard
	Scenario:	Future Baseline + Project		
	Count Date:	4/4/2019	Analyst: <Fehr & Peers>	Date: <date>

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	54	0	54	94	0	94
	Left-Through		0			0	
	Through	146	0	**214**	128	0	**237**
	Through-Right		0			0	
	Right	14	0	0	15	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	8	0	8
	Left-Through		1			1	
	Through	185	0	195	149	0	**157**
	Through-Right		0			0	
	Right	511	1	**261**	396	1	122
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	500	1	**500**	549	1	**549**
	Left-Through		0			0	
	Through	273	1	273	386	1	386
	Through-Right		0			0	
	Right	74	1	47	102	1	55
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	22	1	22	17	1	17
	Left-Through		0			0	
	Through	227	1	**227**	195	1	**195**
	Through-Right		0			0	
	Right	6	1	1	5	1	1
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	475		*North-South:*	394
			East-West:	727		*East-West:*	744
			SUM:	1202		*SUM:*	1138
VOLUME/CAPACITY *(V/C)* RATIO:				0.874			0.828
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.774**			**0.728**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
5	

PROJECT TITLE: LADWP Hoover Street District Yard Project
North-South Street: Hoover Street **East-West Street:** Melrose Avenue
Scenario: Future Baseline + Project
Count Date: 4/9/2019 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--		0	NB-- 0	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	88	0	**88**	55	0	**55**
	Left-Through		0			0	
	Through	251	0	345	367	0	426
	Through-Right		0			0	
	Right	6	0	0	4	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	27	0	27	84	0	84
	Left-Through		0			0	
	Through	479	0	**774**	423	0	**606**
	Through-Right		0			0	
	Right	268	0	0	99	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	69	0	**69**	119	0	119
	Left-Through		0			0	
	Through	57	0	201	103	0	**319**
	Through-Right		0			0	
	Right	75	0	0	97	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	27	0	27	7	0	**7**
	Left-Through		0			0	
	Through	117	0	**167**	70	0	110
	Through-Right		0			0	
	Right	23	0	0	33	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	862		*North-South:*	661
			East-West:	236		*East-West:*	326
			SUM:	1098		*SUM:*	987
VOLUME/CAPACITY *(V/C)* RATIO:				0.732			0.658
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.632**			**0.558**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LADWP Hoover Street District Yard Project				
6	North-South Street:	Hoover Street	East-West Street:	Temple Street		
	Scenario:	Future Baseline + Project				
	Count Date:	4/4/2019	Analyst:	<Fehr & Peers>	Date:	<date>

		AM			PM		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	459	1	**459**	597	1	**597**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	147	1	120	91	1	43
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	55	1	**55**	96	1	**96**
	Left-Through		0			0	
	Through	282	1	282	370	1	370
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	414	1	**314**	365	1	**342**
	Through-Right		1			1	
	Right	214	0	214	319	0	319
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	459		*North-South:*	597
			East-West:	369		*East-West:*	438
			SUM:	828		*SUM:*	1035
	VOLUME/CAPACITY *(V/C)* RATIO:			0.552			0.690
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.452**			**0.590**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LADWP Hoover Street District Yard Project				
7	North-South Street:	Silver Lake Blvd	East-West Street:	Bellevue Ave		
	Scenario:	Future Baseline + Project				
	Count Date:	4/4/2019	Analyst:	<Fehr & Peers>	Date:	<date>

		AM			PM		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	65	1	**65**	102	1	102
	Left-Through		0			0	
	Through	600	1	313	1177	1	**665**
	Through-Right		1			1	
	Right	26	0	26	152	0	152
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	22	1	22	31	1	**31**
	Left-Through		0			0	
	Through	1475	1	**765**	836	1	454
	Through-Right		1			1	
	Right	55	0	55	72	0	72
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	66	0	66	76	0	76
	Left-Through		0			0	
	Through	71	0	**414**	144	0	**340**
	Through-Right		0			0	
	Right	277	0	0	120	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	84	0	**84**	27	0	**27**
	Left-Through		0			0	
	Through	75	0	181	41	0	87
	Through-Right		0			0	
	Right	22	0	0	19	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	830		*North-South:*	696
			East-West:	498		*East-West:*	367
			SUM:	1328		*SUM:*	1063
	VOLUME/CAPACITY *(V/C)* RATIO:			0.885			0.709
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.785**			**0.609**
	LEVEL OF SERVICE (LOS):			**C**			**B**

Version: 1i Beta; 8/4/2011

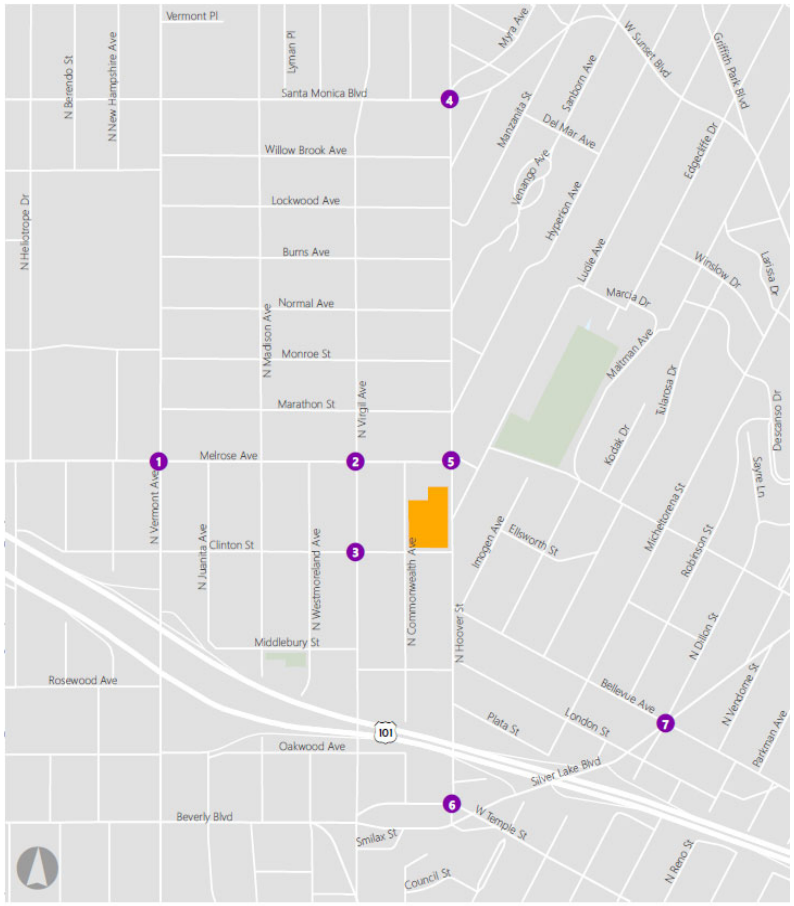
APPENDIX D:
ALTERNATIVE TRIP GENERATION METHODOLOGY AND ANALYSIS

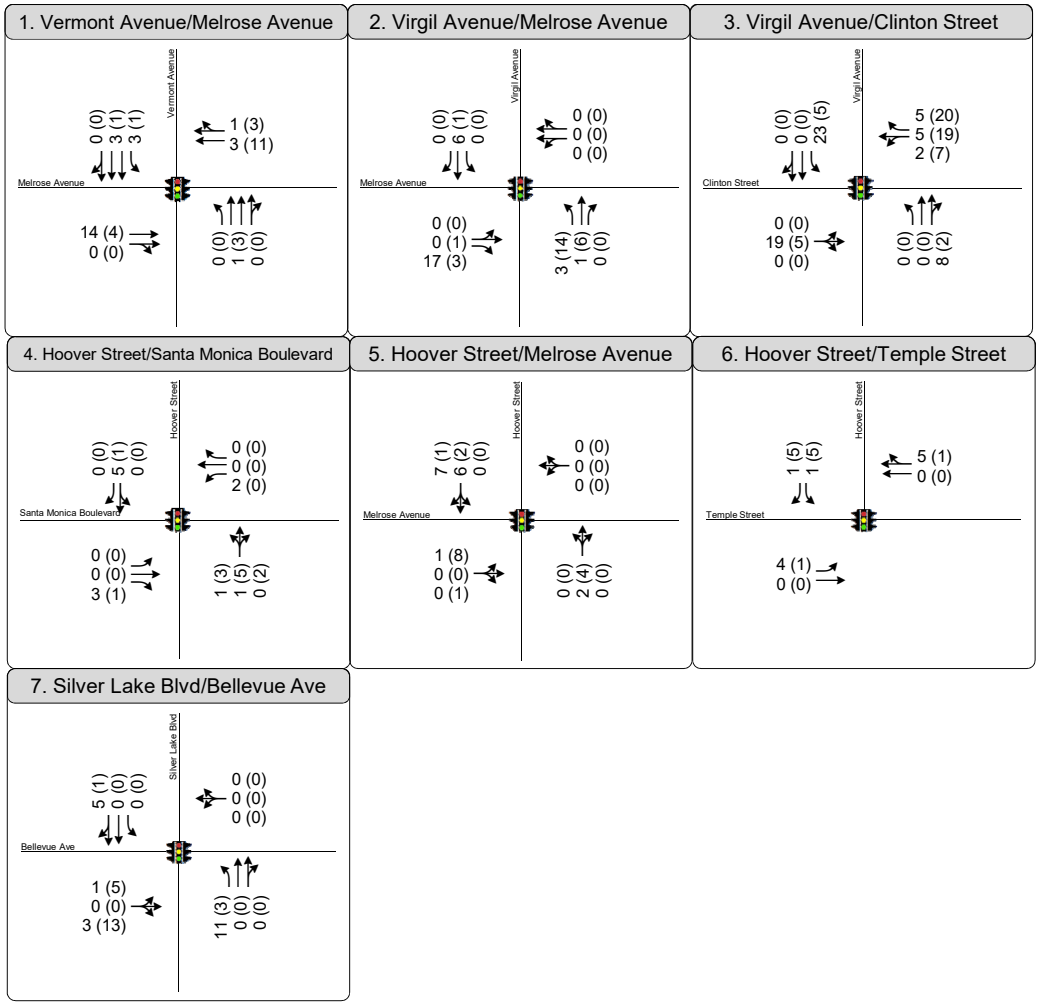
TABLE D1
LADWP HOOVER STREET DISTRICT YARD
TRIP GENERATION ESTIMATES - ALTERNATIVE ANALYSIS

Land Use	ITE Land Use Code	Size	Trip Generation Rates [a]							Estimated Trip Generation						
			Daily	AM Peak Hour			PM Peak Hour			Daily	AM Peak Hour Trips			PM Peak Hour Trips		
			Rate	Rate	% In	% Out	Rate	% In	% Out	Trips	In	Out	Total	In	Out	Total
PROPOSED PROJECT																
Utility Building	170	51.814 ksf	13.24	2.31	80%	20%	2.27	20%	80%	686	96	24	120	24	94	118
TOTAL NET NEW EXTERNAL TRIPS										**686**	**96**	**24**	**120**	**24**	**94**	**118**

Notes:

[a] Source: Institute of Transportation Engineers (ITE), *Trip Generation, 10th Edition* , 2017.

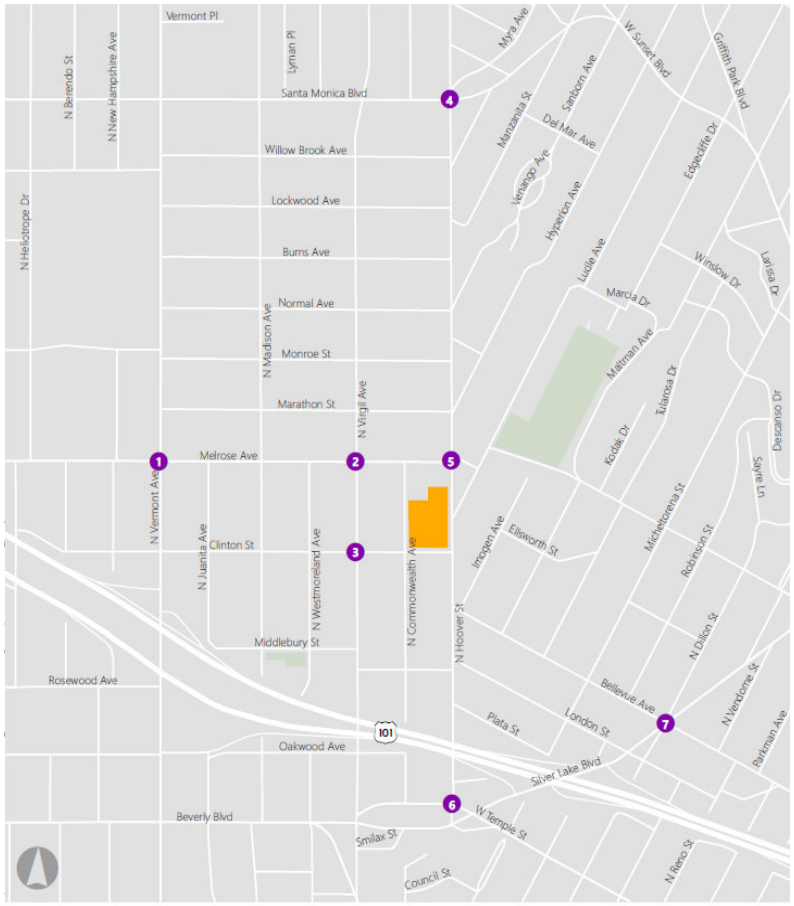


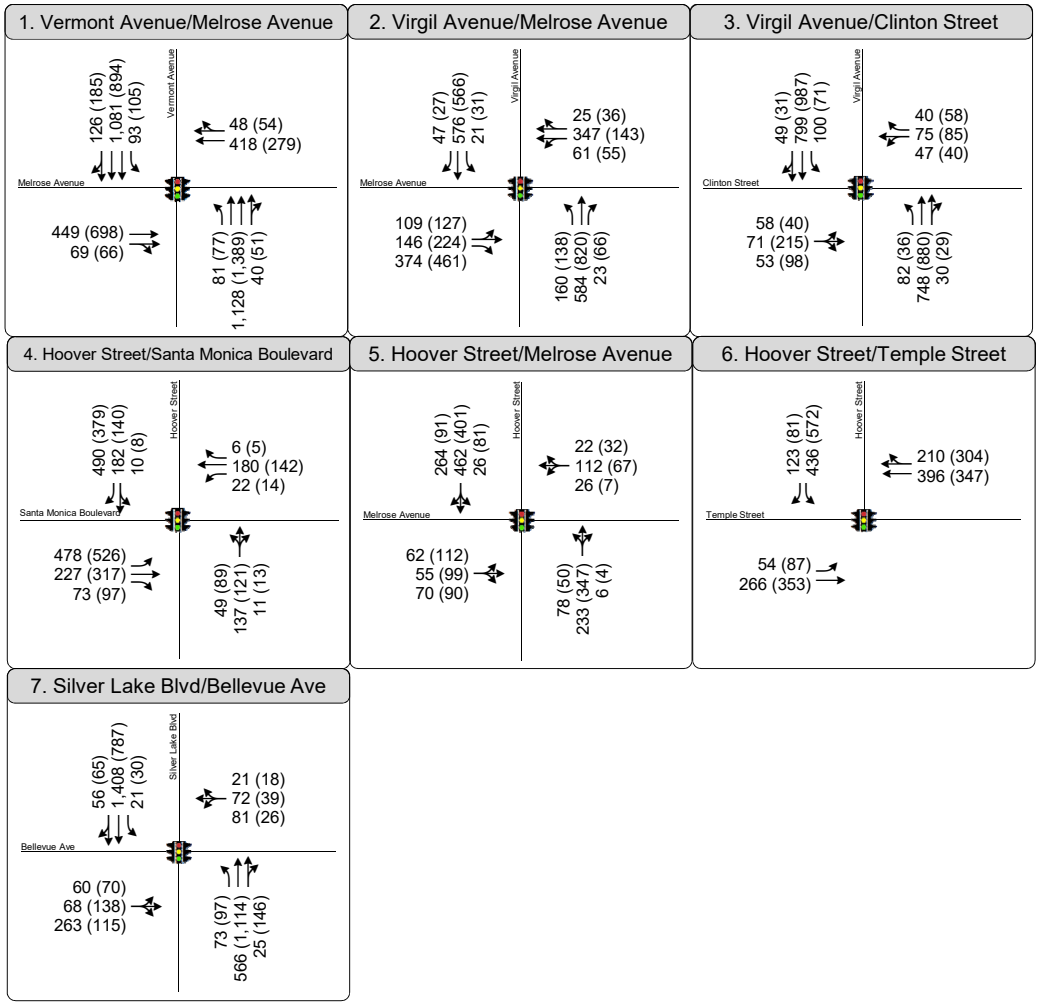


Appendix D - Figure D1

Peak Hour Traffic Volumes and Lane Configurations

Project Only - Alternative Trip Generation





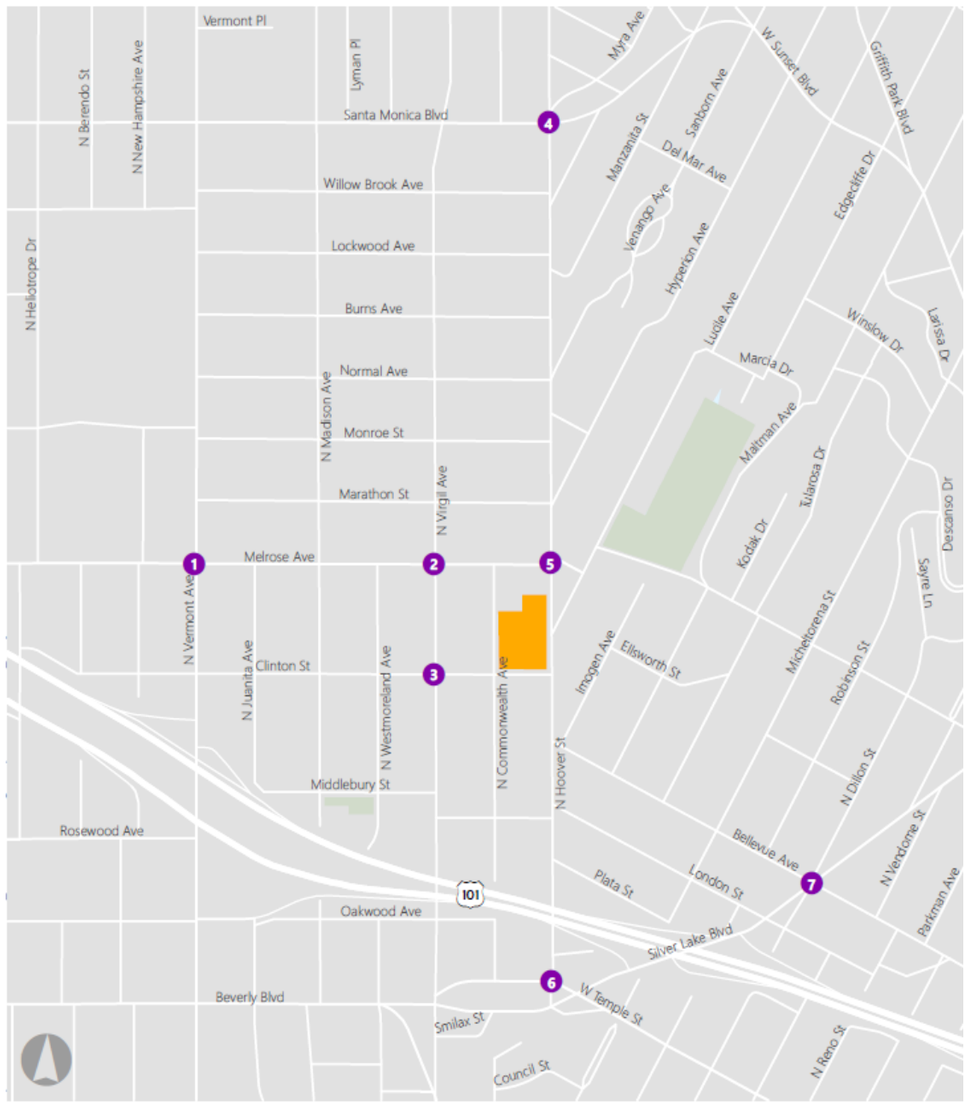
Appendix D - Figure D2

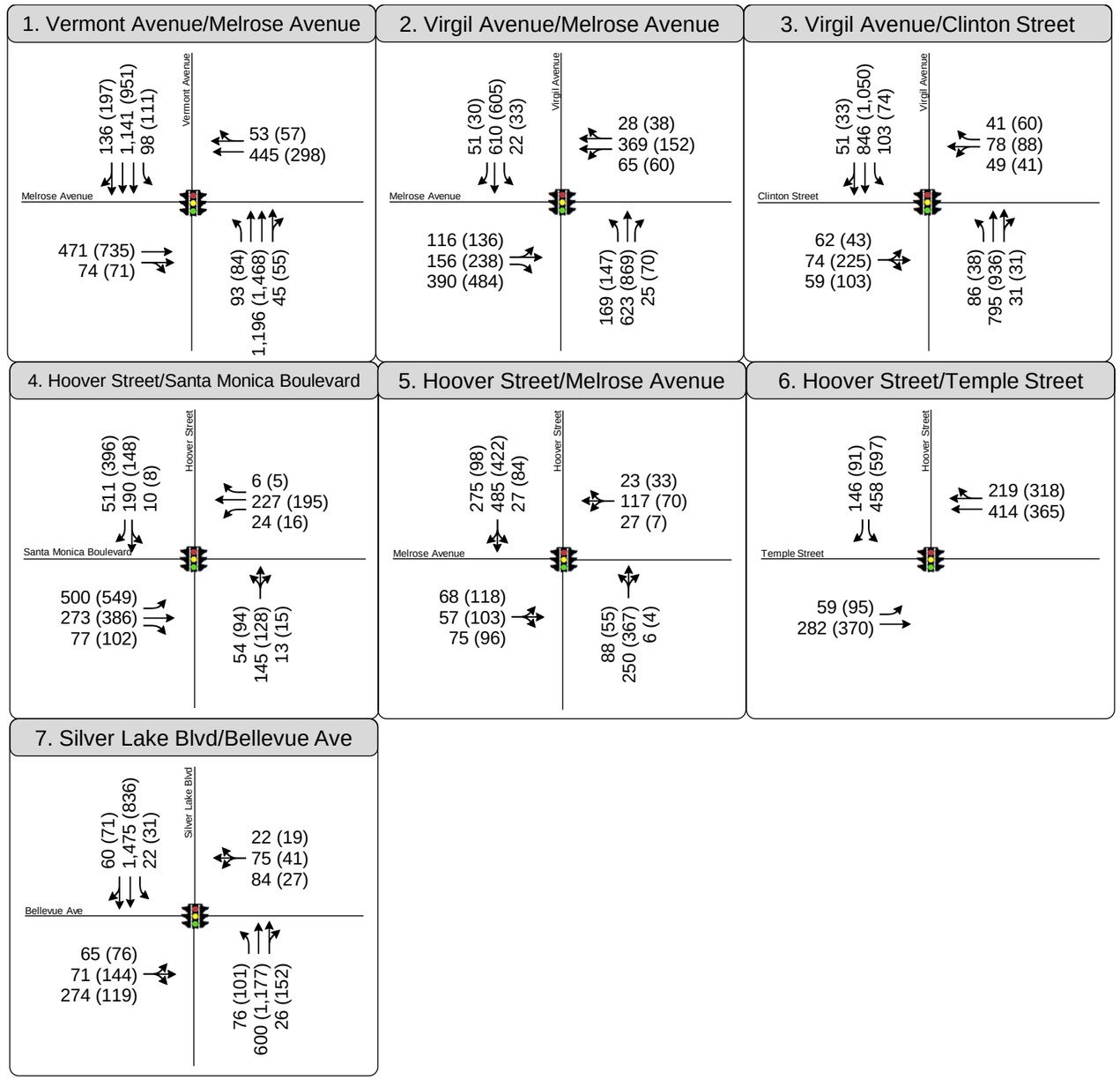
Peak Hour Traffic Volumes and Lane Configurations

Existing + Project Conditions - Alternative Trip Generation

TABLE D2
LADWP HOOVER STREET DISTRICT YARD PROJECT
EXISTING (2019) PLUS PROJECT INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS

NO.	INTERSECTION	PEAK HOUR	EXISTING		EXISTING + PROJECT		V/C INCREASE	SIGNIFICANT IMPACT?
			V/C	LOS	V/C	LOS		
1	Vermont Ave &	AM	0.389	A	0.395	A	0.006	No
	Melrose Ave	PM	0.542	A	0.545	A	0.003	No
2	Virgil Ave &	AM	0.622	B	0.628	B	0.006	No
	Melrose Ave	PM	0.764	C	0.765	C	0.001	No
3	Virgil Ave &	AM	0.376	A	0.390	A	0.014	No
	Clinton St	PM	0.517	A	0.525	A	0.008	No
4	Hoover St &	AM	0.703	C	0.704	C	0.001	No
	Santa Monica Blvd	PM	0.648	B	0.656	B	0.008	No
5	Hoover St &	AM	0.592	A	0.601	B	0.009	No
	Melrose Ave	PM	0.513	A	0.521	A	0.008	No
6	Hoover St &	AM	0.424	A	0.429	A	0.005	No
	Temple St	PM	0.552	A	0.557	A	0.005	No
7	Silver Lake Blvd &	AM	0.740	C	0.751	C	0.011	No
	Bellevue Ave	PM	0.561	A	0.573	A	0.012	No





Appendix D - Figure D3

Peak Hour Traffic Volumes and Lane Configurations

Future + Project Conditions - Alternative Trip Generation

TABLE D3
LADWP HOOVER STREET DISTRICT YARD PROJECT
FUTURE YEAR (2023) PLUS PROJECT INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS

NO.	INTERSECTION	PEAK HOUR	FUTURE BASE		FUTURE + PROJECT		V/C INCREASE	SIGNIFICANT IMPACT?
			V/C	LOS	V/C	LOS		
1	Vermont Ave &	AM	0.423	A	0.428	A	0.005	No
	Melrose Ave	PM	0.579	A	0.581	A	0.002	No
2	Virgil Ave &	AM	0.667	B	0.673	B	0.006	No
	Melrose Ave	PM	0.814	D	0.815	D	0.001	No
3	Virgil Ave &	AM	0.405	A	0.419	A	0.014	No
	Clinton St	PM	0.553	A	0.561	A	0.008	No
4	Hoover St &	AM	0.771	C	0.773	C	0.002	No
	Santa Monica Blvd	PM	0.719	C	0.727	C	0.008	No
5	Hoover St &	AM	0.631	B	0.640	B	0.009	No
	Melrose Ave	PM	0.547	A	0.555	A	0.008	No
6	Hoover St &	AM	0.451	A	0.456	A	0.005	No
	Temple St	PM	0.585	A	0.589	A	0.004	No
7	Silver Lake Blvd &	AM	0.780	C	0.792	C	0.012	No
	Bellevue Ave	PM	0.596	A	0.608	B	0.012	No

EXISTING + PROJECT

LEVEL OF SERVICE (LOS) ANALYSIS SHEETS

(ALTERNATIVE TRIP GEN ANALYSIS)

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
1	

PROJECT TITLE: LADWP Hoover Street District Yard Project
North-South Street: Vermont Avenue **East-West Street:** Melrose Avenue
Scenario: Existing + Project (Alternative Trip Gen Analysis)
Count Date: 4/4/2019 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	81	1	**81**	77	1	77
	Left-Through		0			0	
	Through	1128	2	389	1389	2	**480**
	Through-Right		1			1	
	Right	40	0	40	51	0	51
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	93	1	93	105	1	**105**
	Left-Through		0			0	
	Through	1081	2	**402**	894	2	360
	Through-Right		1			1	
	Right	126	0	126	185	0	185
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	449	1	**259**	698	1	**382**
	Through-Right		1			1	
	Right	69	0	69	66	0	66
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	418	1	233	279	1	167
	Through-Right		1			1	
	Right	48	0	48	54	0	54
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	483		*North-South:*	585
			East-West:	259		*East-West:*	382
			SUM:	742		*SUM:*	967
VOLUME/CAPACITY *(V/C)* RATIO:				0.495			0.645
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.395**			**0.545**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
2	

PROJECT TITLE: LADWP Hoover Street District Yard Project
North-South Street: Virgil Avenue **East-West Street:** Melrose Avenue
Scenario: Existing + Project (Alternative Trip Gen Analysis)
Count Date: 4/9/2019 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	160	1	**160**	138	1	138
	Left-Through		0			0	
	Through	584	1	584	820	1	**820**
	Through-Right		0			0	
	Right	23	1	23	66	1	39
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	21	1	21	31	1	**31**
	Left-Through		0			0	
	Through	576	1	**576**	566	1	566
	Through-Right		0			0	
	Right	47	1	47	27	1	27
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	109	0	**109**	127	0	127
	Left-Through		1			1	
	Through	146	0	255	224	0	351
	Through-Right		0			0	
	Right	374	1	294	461	1	**392**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	61	0	61	55	0	**55**
	Left-Through		1			1	
	Through	347	0	**247**	143	0	179
	Through-Right		1			1	
	Right	25	0	247	36	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	736		*North-South:*	851
			East-West:	356		*East-West:*	447
			SUM:	1092		*SUM:*	1298
VOLUME/CAPACITY *(V/C)* RATIO:				0.728			0.865
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.628**			**0.765**
LEVEL OF SERVICE (LOS):				**B**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
3	

PROJECT TITLE: LADWP Hoover Street District Yard Project
North-South Street: Virgil Avenue **East-West Street:** Clinton Street
Scenario: Existing + Project (Alternative Trip Gen Analysis)
Count Date: 4/9/2019 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	82	1	**82**	36	1	**36**
	Left-Through		0			0	
	Through	748	1	389	880	1	455
	Through-Right		1			1	
	Right	30	0	30	29	0	29
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	100	1	100	71	1	71
	Left-Through		0			0	
	Through	799	1	**424**	987	1	**509**
	Through-Right		1			1	
	Right	49	0	49	31	0	31
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	58	0	58	40	0	40
	Left-Through		0			0	
	Through	71	0	**182**	215	0	**353**
	Through-Right		0			0	
	Right	53	0	0	98	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	47	0	**47**	40	0	**40**
	Left-Through		1			1	
	Through	75	0	122	85	0	125
	Through-Right		0			0	
	Right	40	1	0	58	1	23
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	506		*North-South:*	545
			East-West:	229		*East-West:*	393
			SUM:	735		*SUM:*	938
VOLUME/CAPACITY *(V/C)* RATIO:				0.490			0.625
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.390**			**0.525**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
4	

PROJECT TITLE: LADWP Hoover Street District Yard Project
North-South Street: Hoover Street **East-West Street:** Santa Monica Boulevard
Scenario: Existing + Project (Alternative Trip Gen Analysis)
Count Date: 4/4/2019 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					1				1
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**		**Volume**	**No. of Lanes**	**Lane Volume**	
NORTHBOUND	Left	49	0	49		89	0	89	
	Left-Through		0				0		
	Through	137	0	**197**		121	0	**223**	
	Through-Right		0				0		
	Right	11	0	0		13	0	0	
	Left-Through-Right		1				1		
	Left-Right		0				0		
SOUTHBOUND	Left	10	0	10		8	0	8	
	Left-Through		1				1		
	Through	182	0	192		140	0	**148**	
	Through-Right		0				0		
	Right	490	1	**251**		379	1	116	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	478	1	**478**		526	1	**526**	
	Left-Through		0				0		
	Through	227	1	227		317	1	317	
	Through-Right		0				0		
	Right	73	1	49		97	1	53	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	22	1	22		14	1	14	
	Left-Through		0				0		
	Through	180	1	**180**		142	1	**142**	
	Through-Right		0				0		
	Right	6	1	1		5	1	1	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	448			*North-South:*	371	
			East-West:	658			*East-West:*	668	
			SUM:	1106			*SUM:*	1039	
VOLUME/CAPACITY *(V/C)* RATIO:				0.804				0.756	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.704**				**0.656**	
LEVEL OF SERVICE (LOS):				**C**				**B**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
5	

PROJECT TITLE: LADWP Hoover Street District Yard Project
North-South Street: Hoover Street **East-West Street:** Melrose Avenue
Scenario: Existing + Project (Alternative Trip Gen Analysis)
Count Date: 4/9/2019 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM				PM			
No. of Phases					2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--		0	NB-- 0	SB--		0
		EB-- 0	WB--		0	EB-- 0	WB--		0
ATSAC-1 or ATSAC+ATCS-2?					2				2
Override Capacity					0				0
	MOVEMENT	Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	78	0		**78**	50	0		**50**
	Left-Through		0				0		
	Through	233	0		317	347	0		401
	Through-Right		0				0		
	Right	6	0		0	4	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
SOUTHBOUND	Left	26	0		26	81	0		81
	Left-Through		0				0		
	Through	462	0		**752**	401	0		**573**
	Through-Right		0				0		
	Right	264	0		0	91	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
EASTBOUND	Left	62	0		**62**	112	0		112
	Left-Through		0				0		
	Through	55	0		187	99	0		**301**
	Through-Right		0				0		
	Right	70	0		0	90	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
WESTBOUND	Left	26	0		26	7	0		**7**
	Left-Through		0				0		
	Through	112	0		**160**	67	0		106
	Through-Right		0				0		
	Right	22	0		0	32	0		0
	Left-Through-Right		1				1		
	Left-Right		0				0		
CRITICAL VOLUMES				*North-South:*	830			*North-South:*	623
				East-West:	222			*East-West:*	308
				SUM:	1052			*SUM:*	931
VOLUME/CAPACITY *(V/C)* RATIO:					0.701				0.621
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.601**				**0.521**
LEVEL OF SERVICE (LOS):					**B**				**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LADWP Hoover Street District Yard Project			
6	North-South Street:	Hoover Street	East-West Street:	Temple Street	
	Scenario:	Existing + Project (Alternative Trip Gen Analysis)			
	Count Date:	4/4/2019	Analyst:	<Fehr & Peers>	Date: <date>

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	436	1	**436**	572	1	**572**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	123	1	96	81	1	38
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	54	1	**54**	87	1	**87**
	Left-Through		0			0	
	Through	266	1	266	353	1	353
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	396	1	**303**	347	1	**326**
	Through-Right		1			1	
	Right	210	0	210	304	0	304
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	436		*North-South:*	572
			East-West:	357		*East-West:*	413
			SUM:	793		*SUM:*	985
VOLUME/CAPACITY *(V/C)* RATIO:				0.529			0.657
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.429**			**0.557**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
7	

PROJECT TITLE: LADWP Hoover Street District Yard Project
North-South Street: Silver Lake Blvd **East-West Street:** Bellevue Ave
Scenario: Existing + Project (Alternative Trip Gen Analysis)
Count Date: 4/4/2019 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	73	1	**73**	97	1	97
	Left-Through		0			0	
	Through	566	1	296	1114	1	**630**
	Through-Right		1			1	
	Right	25	0	25	146	0	146
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	21	1	21	30	1	**30**
	Left-Through		0			0	
	Through	1408	1	**732**	787	1	426
	Through-Right		1			1	
	Right	56	0	56	65	0	65
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	60	0	60	70	0	70
	Left-Through		0			0	
	Through	68	0	**391**	138	0	**323**
	Through-Right		0			0	
	Right	263	0	0	115	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	81	0	**81**	26	0	**26**
	Left-Through		0			0	
	Through	72	0	174	39	0	83
	Through-Right		0			0	
	Right	21	0	0	18	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	805		*North-South:*	660
			East-West:	472		*East-West:*	349
			SUM:	1277		*SUM:*	1009
VOLUME/CAPACITY *(V/C)* RATIO:				0.851			0.673
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.751**			**0.573**
LEVEL OF SERVICE (LOS):				**C**			**A**

Version: 1i Beta; 8/4/2011

FUTURE + PROJECT

LEVEL OF SERVICE (LOS) ANALYSIS SHEETS

(ALTERNATIVE TRIP GEN ANALYSIS)

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
1	

PROJECT TITLE: LADWP Hoover Street District Yard Project
North-South Street: Vermont Avenue **East-West Street:** Melrose Avenue
Scenario: Future Baseline + Project (Alternative Trip Gen Analysis)
Count Date: 4/4/2019 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	93	1	**93**	84	1	84
	Left-Through		0			0	
	Through	1196	2	414	1468	2	**508**
	Through-Right		1			1	
	Right	45	0	45	55	0	55
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	98	1	98	111	1	**111**
	Left-Through		0			0	
	Through	1141	2	**426**	951	2	383
	Through-Right		1			1	
	Right	136	0	136	197	0	197
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	471	1	**273**	735	1	**403**
	Through-Right		1			1	
	Right	74	0	74	71	0	71
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	445	1	249	298	1	178
	Through-Right		1			1	
	Right	53	0	53	57	0	57
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	519		*North-South:*	619
			East-West:	273		*East-West:*	403
			SUM:	792		*SUM:*	1022
VOLUME/CAPACITY *(V/C)* RATIO:				0.528			0.681
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.428**			**0.581**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
2	

PROJECT TITLE: LADWP Hoover Street District Yard Project
North-South Street: Virgil Avenue **East-West Street:** Melrose Avenue
Scenario: Future Baseline + Project (Alternative Trip Gen Analysis)
Count Date: 4/9/2019 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	169	1	**169**	147	1	147
	Left-Through		0			0	
	Through	623	1	623	869	1	**869**
	Through-Right		0			0	
	Right	25	1	25	70	1	40
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	22	1	22	33	1	**33**
	Left-Through		0			0	
	Through	610	1	**610**	605	1	605
	Through-Right		0			0	
	Right	51	1	51	30	1	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	116	0	**116**	136	0	136
	Left-Through		1			1	
	Through	156	0	272	238	0	374
	Through-Right		0			0	
	Right	390	1	306	484	1	**411**
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	65	0	65	60	0	**60**
	Left-Through		1			1	
	Through	369	0	**264**	152	0	190
	Through-Right		1			1	
	Right	28	0	264	38	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	779		*North-South:*	902
			East-West:	380		*East-West:*	471
			SUM:	1159		*SUM:*	1373
VOLUME/CAPACITY *(V/C)* RATIO:				0.773			0.915
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.673**			**0.815**
LEVEL OF SERVICE (LOS):				**B**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
3	

PROJECT TITLE: LADWP Hoover Street District Yard Project
North-South Street: Virgil Avenue **East-West Street:** Clinton Street
Scenario: Future Baseline + Project (Alternative Trip Gen Analysis)
Count Date: 4/9/2019 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	86	1	**86**	38	1	**38**
	Left-Through		0			0	
	Through	795	1	413	936	1	484
	Through-Right		1			1	
	Right	31	0	31	31	0	31
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	103	1	103	74	1	74
	Left-Through		0			0	
	Through	846	1	**449**	1050	1	**542**
	Through-Right		1			1	
	Right	51	0	51	33	0	33
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	62	0	62	43	0	43
	Left-Through		0			0	
	Through	74	0	**195**	225	0	**371**
	Through-Right		0			0	
	Right	59	0	0	103	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	49	0	**49**	41	0	**41**
	Left-Through		1			1	
	Through	78	0	127	88	0	129
	Through-Right		0			0	
	Right	41	1	0	60	1	23
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	535		*North-South:*	580
			East-West:	244		*East-West:*	412
			SUM:	779		*SUM:*	992
VOLUME/CAPACITY *(V/C)* RATIO:				0.519			0.661
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.419**			**0.561**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
4	

PROJECT TITLE: LADWP Hoover Street District Yard Project
North-South Street: Hoover Street **East-West Street:** Santa Monica Boulevard
Scenario: Future Baseline + Project (Alternative Trip Gen Analysis)
Count Date: 4/4/2019 **Analyst:** <Fehr & Peers> **Date:** <date>

		AM			PM		
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				1			1
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	54	0	54	94	0	94
	Left-Through		0			0	
	Through	145	0	**212**	128	0	**237**
	Through-Right		0			0	
	Right	13	0	0	15	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	10	0	10	8	0	8
	Left-Through		1			1	
	Through	190	0	200	148	0	**156**
	Through-Right		0			0	
	Right	511	1	**261**	396	1	122
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	500	1	**500**	549	1	**549**
	Left-Through		0			0	
	Through	273	1	273	386	1	386
	Through-Right		0			0	
	Right	77	1	50	102	1	55
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	24	1	24	16	1	16
	Left-Through		0			0	
	Through	227	1	**227**	195	1	**195**
	Through-Right		0			0	
	Right	6	1	1	5	1	1
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	473		*North-South:*	393
			East-West:	727		*East-West:*	744
			SUM:	1200		*SUM:*	1137
VOLUME/CAPACITY *(V/C)* RATIO:				0.873			0.827
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.773**			**0.727**
LEVEL OF SERVICE (LOS):				**C**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LADWP Hoover Street District Yard Project			
5	North-South Street:	Hoover Street	East-West Street:	Melrose Avenue	
	Scenario:	Future Baseline + Project (Alternative Trip Gen Analysis)			
	Count Date:	4/9/2019	Analyst:	<Fehr & Peers>	Date: <date>

		AM			PM		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	88	0	**88**	55	0	**55**
	Left-Through		0			0	
	Through	250	0	344	367	0	426
	Through-Right		0			0	
	Right	6	0	0	4	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
SOUTHBOUND	Left	27	0	27	84	0	84
	Left-Through		0			0	
	Through	485	0	**787**	422	0	**604**
	Through-Right		0			0	
	Right	275	0	0	98	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
EASTBOUND	Left	68	0	**68**	118	0	118
	Left-Through		0			0	
	Through	57	0	200	103	0	**317**
	Through-Right		0			0	
	Right	75	0	0	96	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	27	0	27	7	0	**7**
	Left-Through		0			0	
	Through	117	0	**167**	70	0	110
	Through-Right		0			0	
	Right	23	0	0	33	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	875		North-South:	659
			East-West:	235		East-West:	324
			SUM:	1110		SUM:	983
	VOLUME/CAPACITY (V/C) RATIO:			0.740			0.655
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.640**			**0.555**
	LEVEL OF SERVICE (LOS):			**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LADWP Hoover Street District Yard Project				
6	North-South Street:	Hoover Street	East-West Street:	Temple Street		
	Scenario:	Future Baseline + Project (Alternative Trip Gen Analysis)				
	Count Date:	4/4/2019	Analyst:	<Fehr & Peers>	Date:	<date>

		AM			PM		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	458	1	**458**	597	1	**597**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	146	1	117	91	1	44
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	59	1	**59**	95	1	**95**
	Left-Through		0			0	
	Through	282	1	282	370	1	370
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	414	1	**317**	365	1	**342**
	Through-Right		1			1	
	Right	219	0	219	318	0	318
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	458		*North-South:*	597
			East-West:	376		*East-West:*	437
			SUM:	834		*SUM:*	1034
	VOLUME/CAPACITY *(V/C)* RATIO:			0.556			0.689
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.456**			**0.589**
	LEVEL OF SERVICE (LOS):			**A**			**A**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	LADWP Hoover Street District Yard Project			
7	North-South Street:	Silver Lake Blvd	East-West Street:	Bellevue Ave	
	Scenario:	Future Baseline + Project (Alternative Trip Gen Analysis)			
	Count Date:	4/4/2019	Analyst:	<Fehr & Peers>	Date: <date>

		AM			PM		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	76	1	**76**	101	1	101
	Left-Through		0			0	
	Through	600	1	313	1177	1	**665**
	Through-Right		1			1	
	Right	26	0	26	152	0	152
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	22	1	22	31	1	**31**
	Left-Through		0			0	
	Through	1475	1	**768**	836	1	454
	Through-Right		1			1	
	Right	60	0	60	71	0	71
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	65	0	65	76	0	76
	Left-Through		0			0	
	Through	71	0	**410**	144	0	**339**
	Through-Right		0			0	
	Right	274	0	0	119	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	84	0	**84**	27	0	**27**
	Left-Through		0			0	
	Through	75	0	181	41	0	87
	Through-Right		0			0	
	Right	22	0	0	19	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	844		*North-South:*	696
			East-West:	494		*East-West:*	366
			SUM:	1338		*SUM:*	1062
	VOLUME/CAPACITY *(V/C)* RATIO:			0.892			0.708
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.792**			**0.608**
	LEVEL OF SERVICE (LOS):			**C**			**B**

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