Appendix I.2

LADOT Traffic Study Approval Letter

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

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

DOT Case No. CEN 11-5739
Convention Center Modernization & Farmers Field

Date: March 23, 2012

To: Jon Foreman, Senior City Planner
Department of City Planning

From: Tomas Carranza, Senior Transportation Engineer
Department of Transportation

Subject: TRANSPORTATION ASSESSMENT OF THE PROPOSED CONVENTION CENTER MODERNIZATION AND FARMERS FIELD PROJECT (ENV 2011-0585-EIR)

The Department of Transportation (DOT) has reviewed the transportation study, dated March 2012, prepared by The Mobility Group, for the proposed Convention Center Modernization and Farmers Field Project. The project is located in Downtown Los Angeles adjacent to the STAPLES Center and LA Live complex and is generally bounded by Chick Hearn Court to the north, Figueroa Street to the east, Venice Boulevard to the south and LA Live Way to the west. The analysis evaluated the time periods with the highest anticipated combined volumes of event traffic and background traffic. These time periods include the pre-event hour and post event hour for a Sunday day, Saturday day and Weekday evening. Based on DOT's traffic impact criteria[1], the transportation study included the detailed analysis of 187 intersections. The results of the traffic impact analysis are summarized in the enclosed tables (Attachment 1). The study adequately evaluated the project's traffic impacts on the surrounding community.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to accommodate the expansion and modernization of the Convention Center and the construction of a new multi-purpose event center. The project, which is expected to serve as a unified center for convention, sports and entertainment uses, is expected to be completed by 2016; however, to be conservative, the analysis addresses year 2017 conditions. The project (illustrated in Attachment 2) includes the following key components:

- Construction of the Event Center (Farmers Field) to serve as a state-of-the-art multi-purpose, entertainment and sports venue. The West Hall of the Convention Center would be demolished to accommodate the Event Center. The primary function of the Event Center would be to serve as the home field

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

for up to two National Football League (NFL) teams. The stadium would accommodate 72,000 seats for spectator events but would be expandable to 76,250 seats for an occasional major event such as a Super Bowl game. It is estimated that the approximately 50 spectator events a year would be held at the Event Center, with the majority occurring on Saturdays or Sundays. The Event Center would also accommodate up to 143,500 square feet of rentable exhibition space and 102,150 square feet of meeting room space used to host convention, exhibition and meeting room events. To support such exhibitions and events, the Event Center would have a roof that is expected to be deployable.

- To replace the West Hall convention space, the project would construct new convention center space ("New Hall") of similar size that would span Pico Boulevard and would be contiguous to the existing South Hall of the Convention Center. The New Hall would include up to 500,000 square feet of floor area compared to the 462,201 square feet of floor area provided by the existing West Hall. The New Hall is expected to include an up to 50,000 square foot multi-purpose exhibit hall that can also serve as a ballroom.

- Construction of two new parking structures to replace the existing Bond Street surface parking lot and the Lot C (formerly Cherry Street) garage. The new garages, which would be located along the west side of LA Live Way, would be larger and more efficient that the existing facilities. The new parking garages are expected to accommodate approximately 1,112 more parking spaces than the 5,558 spaces currently provided for Convention Center parking. The project would construct pedestrian bridges connecting the parking garages to the Event Center.

B. Event Parking

The project proposes to meet the anticipated parking demand with both on-site and off-site parking spaces through the implementation of a dispersed parking strategy that would utilize the existing inventory of off-street parking spaces currently available in Downtown. Effectively implementing a dispersed parking strategy would better distribute event day traffic throughout the system instead of concentrating project traffic along freeway ramps and roadways immediately adjacent to the project site. Such a strategy has been employed by other NFL stadiums in downtown settings. There is a considerable amount of parking available within a 15 to 20 minute walking distance of the project that would be available during typical event hours.

The transportation study included a comprehensive inventory of the available off-street parking spaces surrounding the project site. This inventory excluded off-street parking spaces that were deemed unavailable and usable (such as from private parking facilities or parking reserved for residential uses). Parking facilities listed in the inventory include sites that operate as public parking garages, that are currently open for events at STAPLES Center and LA Live venues, or that have expressed a

willingness to open for public parking in the future. The parking survey revealed that there are a total of 42,922 off-street parking spaces available within a 15-20 minute walk of the project site. This total does not include parking that is currently available on-site (Convention Center and LA Live). The transportation study identified "parking zones" that provide a geographic distribution of the parking garages identified in the parking inventory. The project will develop a dispersed parking strategy that directs Event Center visitors to the appropriate parking zone based on the origin of the visitors trip.

C. Transportation Study Scenarios

The traffic study analyzed the effects of the project on the transportation infrastructure during the following time periods:

- Sunday Pre-Event Hour (12:00 p.m. to 1:00 p.m.)
- Sunday Post-Event Hour (4:30 p.m. to 5:30 p.m.)
- Saturday Pre-Event Hour (12:00 p.m. to 1:00 p.m.)
- Saturday Post-Event Hour (4:30 p.m. to 5:30 p.m.)
- Weekday Pre-Event Hour (4:30 p.m. to 5:30 p.m.)
- Weekday Post-Event Hour (9:00 p.m. to 10:00 p.m.)

The most common major spectator event at Farmers Field would be a NFL game on a Sunday and the least common major spectator event would be a NFL game occurring on a weekday night (potentially two to three times a year).

D. Trip Generation

The transportation study evaluated several scenarios, including the worst-case condition relative to the amount of potential vehicle trips generated by a NFL game. Due to the project's location at the hub of a regional transit system and its proximity to two rail stations, the study projected that the baseline transit mode share for the project would be 15% on weekends and 20% on weekday evenings. Prior to accounting for vehicle trip reductions that can result through implementation of various additional transit and trip reduction measures (discussed below), a sold-out NFL game at the stadium is estimated to result in 19,467 vehicle trips (of which 9,733 would occur in the pre-event hour) if the game is held on a weekday evening and 19,560 trips (of which 9,780 would occur in the pre-event hour) if the game is held on a Saturday or Sunday. These estimates include assumptions based on mode share splits and average vehicle ridership data that were derived using information available from other professional sports venues, empirical data from local sports stadiums, and previous studies of stadiums in Los Angeles County. A detailed explanation on the derivation of the trip generation estimates for the project is included in the transportation study. A summary of the trip generation is provided in Attachment 3 of this report.

E. Traffic Impact Analysis

In order to evaluate the effects of the project traffic on the available transportation infrastructure, the significance of the project's impacts is measured in terms of

change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to DOT's established threshold standards to assess the project-related traffic impacts. The study indicated that the project would result in the highest number of significant traffic impacts during the weekday pre-event hour scenario (when the background traffic is highest), while the least number of impacts are expected to occur during the weekday post-event hour. The results are summarized in the table below:

Scenario	# of Significant Impacts Before Mitigation	# of Significant Impacts After Mitigation	# of Intersections Fully Mitigated	# of Intersections Partially Mitigated
Sunday Pre-Event Hour	11	4	7	3
Sunday Post-Event Hour	18	20*	3	9
Saturday Pre-Event Hour	31	28	3	24
Saturday Post-Event Hour	36	42*	6	12
Weekday Pre-Event Hour	77	72	5	41
Weekday Post-Event Hour	9	6	3	4

* Note: The number of significantly impacted locations increased due to re-routed traffic that may result from potential street closures associated with event-day transportation management plans to facilitate pedestrian egress from the site.

Typically, physical transportation mitigation measures are designed and conditioned on a project to off-set the anticipated significant traffic impacts. However, for the subject project, the traffic impacts are expected to occur only during a limited number of days throughout the year. Therefore, the mitigation program proposed in the transportation study focuses on increased transit utilization, pedestrian flow and safety enhancements, game day transportation management measures, event parking management and trip reduction strategies. However, the transportation study does not take into account the trip reduction credits that are expected from these proposed measures. Due to this conservative approach, the benefits related to the transit, multi-modal and trip reduction strategies recommended in the transportation mitigation program were not quantified; therefore, the reported traffic impacts are likely overstated.

As listed in the table above, the transportation mitigation program is not expected to fully mitigate all of the project's significant traffic impacts. The remaining impacts at these intersections would be considered significant and unavoidable, yet temporary

since the impact would occur only on days with major events at Farmers Field. It should be noted that physical traffic flow improvement options at the unmitigated intersections were evaluated in an attempt to fully mitigate the impacts; however, no feasible mitigations were identified due to the constraints of the existing physical conditions. With the recent adoption of the Downtown Design Guide and new street standards, the roadway width has been set along the majority of streets in downtown. In addition, for streets not included in the Downtown Street Standards, street widening was not an option since it was not considered practical nor desirable to widen the street at the expense of reduced sidewalk widths - particularly for impacts expected to occur on a limited number of days a year.

F. Transit and Pedestrian Analysis

To satisfy the guidelines of the Los Angeles County Metropolitan Transportation Authority (Metro) and to assess the need for system improvements, the transportation study included a detailed analysis of the project's potential impacts to the transit system. The study included a review of the existing and future transit system serving the project study area. Passenger boarding and alighting information was collected for the transit lines currently servicing the project vicinity to determine the need for additional train-cars or buses to serve transit riders on event days. The results of this analysis, which are summarized in the transportation study, were utilized to evaluate potential transit system enhancements.

Also, the study included an evaluation to address the flow of pedestrians expected around the project site both before and immediately after an event at Farmers Field. Since DOT has not yet adopted a specific pedestrian flow performance measurement methodology, the analysis utilized a method identified in the Institute of Transportation Engineers "Highway Capacity Manual" that evaluates platoon flows of pedestrians along sidewalks and crosswalks. The results of this analysis provided valuable information that was utilized to develop pedestrian safety and flow strategies.

PROJECT REQUIREMENTS

A. Project Design Features - Pedestrian Enhancements

The transportation study included an evaluation of anticipated pedestrian volumes to address the flow of pedestrians expected around the project site both before and immediately after a major event. The results of this analysis helped to inform the development of pedestrian safety and flow strategies. The project proposes a series of enhancements that include wider sidewalks, enhanced crosswalks, pedestrian-level lighting, wayfinding signs, etc. that would be designed to improve the walkability surrounding the project site. Subject to final approval of the design plans, DOT supports the following conceptual pedestrian enhancements defined in the transportation study, which may be specified in the proposed Specific Plan subject to City Council adoption:

- LA Live Way - reconfigure LA Live Way between Pico Boulevard and Chick

Hearn Court to provide a wider sidewalk along the east side of the street. The applicant has applied for a partial street vacation along the west side of LA Live Way. Widening the sidewalk along the east side of the street, in addition to the street vacation, would accommodate a new cross-section that includes wider sidewalks and narrower lanes. The proposed cross-section of LA Live Way between Pico Boulevard and Chick Hearn Court/11th Street would provide a **64-foot wide roadway** within an **89-foot wide right-of-way**, with a 10-foot wide sidewalk along the west side of the street and a 15-foot wide sidewalk along the east side. The proposed cross-section is acceptable to DOT.

- Chick Hearn Court - reconfigure Chick Hearn Court between LA Live Way and Georgia Street to provide a reduced **72-foot wide roadway** within a **107-foot wide right-of-way**. This reconfiguration will accommodate a 15-foot wide sidewalk along the north side of the street and a 20-foot wide sidewalk along the south side. Also, reconfigure Chick Hearn Court between LA Live Way and the easternmost driveway for the LA Live West Garage to provide a reduced **60.5-foot wide roadway** within a **107-foot wide right-of-way**. This reconfiguration will accommodate a 26.5-foot wide sidewalk along the north side of the street and a 20-foot wide sidewalk along the south side. These proposed cross-sections are acceptable to DOT; however, the narrowed roadway should maintain the existing number of travel lanes which are needed to efficiently handle the projected traffic demand.

- Pico Boulevard - reconfigure Pico Boulevard between Figueroa Street and a point approximately 600-feet west of Figueroa Street to provide a reduced **70-foot wide roadway** within a **100-foot wide right-of-way**. This reconfiguration would accommodate a minimum 20-foot wide sidewalk along the north side of the street and a 10-foot wide sidewalk along the south side. However, the Convention Center properties would be set back sufficiently to provide an additional 10-feet of sidewalk width along the south side of Pico Boulevard to accommodate a total 20-foot wide sidewalk. The reconfiguration would require the road to be narrowed and the loss of one westbound travel lane on Pico Boulevard. This section of Pico Boulevard currently carries three lanes in the westbound direction. However, the loss of one westbound lane is not expected to result in adverse secondary impacts since Pico Boulevard carries two westbound lanes beyond the two endpoints of this segment. The roadway width of 80-feet on Pico Boulevard between a point approximately 600-feet west of Figueroa Street and LA Live Way will be maintained. However, the project proposes to accommodate 20-foot wide sidewalks along this segment which may be provided along Convention Center property.

- Gilbert Lindsey Plaza - enhance the pedestrian environment at the Gilbert Lindsey Plaza by providing more landscaping and open space and by eliminating bus loading/unloading except occasionally as circumstances warrant. The reconfigured plaza may also feature a new secure bike parking

facility (funded through another City effort) subject to final approval by the Los Angeles Convention Center. The concept plans include design features that would transform the plaza into a more usable and inviting pedestrian space.

- Wayfinding Signage - as part of an event Transportation Management Plan, the applicant should work with DOT to implement a comprehensive on and off-site pedestrian wayfinding plan.

- Streetscape Standards - streetscape standards have already been adopted as part of both the Los Angeles Sports and Entertainment District Streetscape Plan and the Downtown Design Guide. The applicant proposes to fund a planning study to evaluate the existing guidelines and to determine if additional guidelines are necessary or desirable for project area enhancements such as wayfinding signage, pedestrian-level lighting and wider crosswalks. The applicant would also fund a study to create streetscape standards and guidelines that would apply to an expanded area including the roadways west of the 110 Freeway within the Pico Union neighborhood as illustrated in Attachment 4.

- Enhanced Crosswalks - subject to final approval from DOT Design and the Bureau of Engineering, the project should implement wider crosswalks with differential paving at the following twelve key intersections surrounding the project site:

    1. LA Live Way & Chick Hearn Court
    2. LA Live Way & 12th Street
    3. LA Live Way & Pico Boulevard
    4. Georgia Street & Olympic Boulevard
    5. Francisco Street & Olympic Boulevard
    6. Francisco Street & James Wood Boulevard
    7. Figueroa Street & Pico Boulevard
    8. Figueroa Street & 9th Street
    9. Flower Street & Pico Boulevard
    10. Flower Street & 12th Street
    11. Flower Street & 11th Street
    12. Flower Street & Olympic Boulevard

- Temporary Event Street Closures - the Transportation Management Plan (discussed below) would include temporary roadway closures to accommodate the heavy pedestrian volumes expected both before and after major events at Farmers Field. For post events when the volume of pedestrians is heavier and more concentrated, such closures eliminate pedestrian conflicts with vehicles and allow pedestrians to efficiently and safely walk from the site. Certain street closures are proposed as part of the project's design features (LA Live Way, Chick Hearn Court, Georgia Street between Chick Hearn Court and West Road, and 12th Street between Figueroa Street and Flower Street), while other streets were evaluated as

mitigation measures for full or partial closure to potentially be included in a Transportation Management Plan (TMP) for a major event at the Event Center. Final street closure details will be determined during the development and design of the TMP.

B. Project Design Feature - Field Operations Center

The applicant has proposed to accommodate and construct a permanent and appropriately sized on-site Field Operations Center facility to provide space for a centralized and on-site coordinated effort between event security and special events staff from DOT, LAPD, and LAFD. The facility should be equipped with the infrastructure needed for DOT personnel to communicate with the ATSAC Center. The applicant should coordinate with staff from DOT, LAPD and LAFD to assess the specific equipment and space needs of each department. The facility would provide for centralized coordination of all transportation and parking management activities during events.

C. Transportation Mitigation Program

A clear goal of the project's transportation mitigation plan is to implement enhancements and strategies that reduce the number of project-generated vehicle trips and that make the use of transit a convenient, reliable and cost-effective option for project visitors. The project should benefit from the existence of a robust transit network in the vicinity of the Convention Center / Farmers Field site that will be significantly expanded in the future with the opening of the Exposition Light Rail Line, the Regional Connector and other Measure-R funded transit system improvements. The project is located within short walking distance of two Metro Stations (Pico Station and 7th Street Metro Station) and various bus lines.

The City's policies and procedures on the preparation of traffic impact studies support improvements that reduce greenhouse gas emissions by reducing the use of single-occupant vehicle trips, and encourage developers to construct transit and pedestrian-friendly projects with safe and walkable sidewalks to and from the transit stations for project patrons. Sustainability, smart growth and the reduction of greenhouse gas emissions have become prime concerns for the City in addition to traditional mobility considerations. Additionally, State Senate Bill 292 requires carbon neutrality for spectator vehicle trips to/from the Event Center and measures to reduce spectator vehicle trips. Therefore, consistent with these policies, the project mitigation program was designed to first focus on developing an aggressive trip reduction program and solutions that promote other modes of travel.

The transportation study identified several strategies aimed at reducing the number of vehicle trips generated by the project, including the measures listed below under "Transportation Management Plan." However, the study conservatively did not take credit for anticipated vehicle trip reductions associated with the transit, bicycle and pedestrian elements of the transportation mitigation program. The trip reductions resulting from these measures will likely be quantified from the trip monitoring provision in SB 292. Therefore, the traffic impacts summarized in this report

(Attachment 1) are likely overstated. Per SB 292, the applicant is required to monitor and report the project's "trip ratio" - defined as the total annual number of private passenger vehicles arriving at the Event Center for spectator events divided by the total annual number of spectators at the events. The specific details, goals and objectives of this monitoring and reporting program should be developed in coordination with DOT.

The project applicant should be required to implement the following transportation improvements:

1. **Pico Station Enhancement** - in coordination with DOT and Metro, the applicant has proposed to make a financial contribution to Metro to construct a second platform at the Pico Station that would be parallel to the existing platform. The applicant would also fund improvements to the existing platform that would enhance pedestrian access and capacity. This station currently serves the Blue Line and will serve the Exposition Line (expected to open later this year). The current single platform is not expected to efficiently serve the passenger ridership forecasts estimated to occur by 2017, particularly after an event at Farmers Field. Therefore, the second platform and the enhanced existing platform are necessary improvements to efficiently and safely handle anticipated transit ridership demands at this station.

   To accommodate the second platform, Flower Street between 12th Street and Pico Boulevard would need to be narrowed from three southbound lanes to two lanes. While the improvement would significantly improve transit operations and service levels at the Pico Station, this lane reduction would result in a significant traffic impact at the intersection of Flower Street and Pico Boulevard only during the Weekday Pre-Event Scenario. For this scenario, the intersection would operate at a level-of-service (LOS) of E. However, this may be overstated since there would likely be some diversion of traffic away from Flower Street after the new platform is implemented.

   Prior to the issuance of the first building permit for the Event Center, the applicant shall provide a one-time payment of $10 million to Metro for the design and implementation of the Pico Station improvements. Through an agreement between the applicant and Metro, provisions should be established that would ensure that the new and upgraded platforms are fully implemented prior to opening day of the Event Center.

2. **Trip Reduction Program**
   To reduce the number of vehicle trips generated by the project, the applicant should implement the following trip-reduction strategies:

   - Alternative Modes - Implement the following bicycle-related improvements:

a. provide up to 250 parking spaces for bicycles
b. provide an on-site Bike-Valet Program during major events at the Event Center and, if warranted, at major conventions at the Convention Center
c. contribute a one-time fixed-fee of **$250,000** to be deposited into the City's Bicycle Plan Trust Fund that is currently being established (CF 10-2385-S5). These funds would be used by DOT to implement bicycle improvements within the Downtown area.

- Employee Transportation Demand Management - Given the amount of transit services provided in the area and that the proposed project is one block away from the existing Metro Pico Station and a short walk distance from the 7th Street Metro Station, there is an inherent incentive for project employees (in addition to visitors) to search for alternative commute options other than driving. The design of the development should contribute to minimizing traffic impacts by emphasizing non-auto modes of transportation. To substantially reduce vehicle trips, the project's design features and infrastructure enhancements are expected to provide a transit-friendly project with safe and walkable sidewalks.

  The applicant should implement trip reduction strategies that would encourage and incentivize project employees to carpool, vanpool, or take transit or other modes beside driving alone to work. Such strategies can include, but not be limited to, the following:

  a. shuttles from remote parking
  b. bicycle amenities like racks and showers
  c. guaranteed ride home program
  d. partially or fully subsidized monthly or annual transit passes provided to all eligible project employees
  e. rideshare matching
  f. administrative support for formation of carpools/vanpools
  g. bike and walk to work promotions
  h. preferential loading/unloading or parking location for ridesharers

3. **Transportation Management Plan**
The most effective tool to deal with the temporary impacts associated with special event traffic is through the implementation of a comprehensive transportation management plan (TMP). Utilizing changeable message signs (CMS), roadway guide signs, street closures, informational systems, traffic control officers, event personnel, etc., an effective TMP would maximize the operational efficiency of the existing transportation system for major events at the Event Center. In coordination with DOT, LAPD, Caltrans

and Metro, the applicant should commit to provide the resources needed to design and implement a comprehensive TMP for major events at the Event Center. The TMP should be a multi-modal plan that addresses transit, automobiles, bicycles, pedestrian and parking. The TMP is expected to address, but not be limited to, the following categories:

- Event Center Scheduling
- Event Coordination Plan
- Trip Generation Levels
- Parking Management and Access/Egress Plans
- Pedestrian Circulation
- Transportation Demand Management
- Transit Service Provisions
- Pico Union Neighborhood Traffic and Parking Management Plan
- Traffic Management

The TMP should also identify specific measures that include, but not be limited to, access/egress routes to transit, access/egress routes to parking, event ticket bundling with transit or parking passes, integrated transit fare, pedestrian circulation management, emergency vehicle provisions, temporary lane or street closures, private bus/taxi/limousine provisions, etc. The applicant should also provide the following:

- provide the financial resources needed for the TMP to be revised in the future as more information on travel patterns and event day traffic is collected by DOT; the TMP and recommended pre-game and post-game street closure plans may need to be modified to efficiently and safely handle expected heavy pedestrian volumes from the stadium to transit stations, parking garages, area restaurants, etc.

- implement a comprehensive information program (that could include smart phone “apps” technology) to provide ongoing information on access/egress routes, parking and traffic conditions to motorists.

- coordinate with Caltrans on the integrated use of freeway CMS signs.

- work with LAPD and LAFD to develop a comprehensive security plan.

- coordinate with Metro and LAPD to ensure that the TMP includes measures that maximize pedestrian safety.

The TMP should also include measures designed to meet the goals of SB 292 and to reduce the amount of vehicle trips that attend events at the Event Center. The following measures should be explored and potentially implemented by the applicant as part of a Transportation Management Plan for major events at the Event Center:

- Increased Metro Bus & Light Rail Service - coordinate with Metro to provide extended and additional transit service to handle the increased transit ridership demands expected before and after an event at Farmers Field. Such coordination is essential particularly after an event to ensure that transit users are picked up expeditiously at transit stations and platforms. The transportation study included an analysis of the existing transit service levels in the vicinity of the project. The results revealed that Metro services are significantly reduced on weekends; therefore, additional buses and light rail trains would be needed on weekends to serve the ridership demands anticipated for sold-out events at the Event Center.

- Metro Day Pass - to aggressively promote and encourage transit usage, work with Metro and other bus service providers to allow for bundling of transit passes with Event Center tickets. Some options would be to allow for an Event Center ticket to be accepted as a Metro Day Pass on the day of an event, or allow for ticket bundling (Metro Day Pass included with the purchase of an event ticket).

- Increased Metrolink Service - coordinate with Metrolink to provide extended hours of operation of their trains on game days including on weekends.

- Charter Bus Service - work with the event operators at Farmers Field to implement and promote a privately-operated charter bus program to connect stadium spectators to the stadium from remote locations as demands warrant.

- Express Bus Park-and-Ride - explore a privately-operated park-and-ride shuttle program that could be similar to the Hollywood Bowl Shuttle service. Event Center patrons would park at remote parking facilities in Los Angeles County then would be transported to the Farmers Field via express shuttles.

- Other Incentives - explore other incentives to encourage and promote the use of transit such as: establish a transit club or transit fan appreciation program; offer discounts for spectators that arrive via transit; heavily promote and market the available transit options to season ticket holders; promote the use of transit at ticket sale venues; etc.

- Auto Occupancy Rates - Provide measures that would increase automobile occupancy rates for events, such as reduced parking rates for vehicles with four or more people; organize vanpool programs; provide priority parking for carpools and vanpools; etc.

4. **Event Traffic Management**
The use of fixed and dynamic guide signs should be implemented to provide directional information to project-related traffic. Such traffic flow improvements can be utilized and incorporated into the design and implementation of the TMP. The applicant should implement the following:

- purchase and utilize up to 25 portable CMS trailers for use in traffic operations management during major events.

- purchase and install dynamic roadway message signs (up to a total cost of $1.25 million) that can be utilized to guide motorists during events, alert motorists of traffic conditions and street closures, recommend alternate routes, etc.; these signs operate similar to CMS signs but require significantly less public right-of-way to install; the placement of these signs will be determined at a later date by DOT, in coordination with the applicant, once the Transportation Management Plan has been designed.

- implement a fixed sign program (up to a total cost of $500,000) to provide directional information to parking zones, parking facilities and access/egress routes.

5. **Traffic Signal Upgrades**
Some of the signalized intersections within the project study area require an upgrade to the traffic signal equipment and hardware. Many of the traffic signals at these intersections currently operate using a Type 170 traffic signal controller. Newer controllers (Type 2070) provide for enhanced and real-time operation of the traffic signal timing. Also, when supplemented by additional roadway system loops and closed-circuit television (CCTV) cameras at key locations, DOT can quickly implement instant signal timing remedies to improve the flow of vehicles and buses during stadium events. Collectively, these traffic signal upgrades provide a systemwide benefit by reducing delays experienced by motorists at the study intersections.

To enhance the traffic signal system in the area, the applicant should be required to install 2070 traffic controllers, which may require the replacement of the entire signal cabinet assembly, at the 73 intersections listed in Attachment 5, and to install CCTV cameras and the necessary infrastructure (including fiber optic and interconnect) at the nine intersections also listed in the attachment. Should the project be approved, then a final determination on how to implement these traffic signal upgrades will be made by DOT prior to the issuance of the first building permit. These signal upgrades would be implemented **either** by the applicant through the B-permit process of the Bureau of Engineering (BOE), **or** through payment of a one-time fixed fee of **$1.2 million** to DOT to fund the cost of the upgrades. If DOT selects the payment option, then the applicant would be required to pay $1.2 million to

DOT, and DOT shall design and construct the upgrades.

If the upgrades are implemented by the applicant through the B-Permit process, then these traffic signal improvements must be guaranteed prior to the issuance of any building permit and completed prior to the issuance of any certificate of occupancy for the project. Temporary certificates of occupancy may be granted in the event of any delay through no fault of the applicant, provided that, in each case, the applicant has demonstrated reasonable efforts and due diligence to the satisfaction of DOT.

6. **Roadway/Intersection Improvements**
The overall focus of the transportation mitigation program is to reduce project vehicle trips and increase the use of transit to a major event at Farmers Field. Nonetheless, roadway improvements were identified in the transportation study to off-set the anticipated heavy traffic demands at key roadways leading to the project site. The applicant should implement the following roadway improvements identified below. The applicant is subject to implementing any bus stop relocations, and traffic signal modifications and/or relocations associated with these improvements.

- Blaine Street at SR-110 Southbound Off-ramp - modify the traffic signal equipment and restripe the westbound approach on the SR-110 Southbound Off-Ramp to provide one left-turn lane, one shared left-right lane, and an exclusive right-turn lane (see Attachment 6). This improvement would not require any roadway widening; however, it is subject to Caltrans' approval. It should be noted that DOT, in coordination with Council District 1, is currently exploring revisions to the existing configuration of this off-ramp to address community concerns.

- Blaine Street at 11th Street - widen and restripe this intersection to provide the following westbound lane configuration: one exclusive left-turn lane and one shared left-through lane (see Attachment 6). This improvement, which would accommodate two left-turn lanes onto the SR-110 southbound on-ramp, is subject to review and approval by Caltrans.

- 17th Street and 18th Street Roadway Improvements - 17th Street is a one-way westbound roadway that is expected to serve as a key ingress route to the Event Center. Inbound traffic traveling on the westbound I-10 Freeway is expected to exit at the Los Angeles Street off-ramp and travel on 17th Street to either Hill Street or Olive Street to the Event Center parking zones. Similarly, 18th Street is a one-way eastbound street that is expected to serve outbound project traffic traveling easterly to the Los Angeles Street eastbound on-ramp to the I-10 Freeway.

The proposed mitigation measure for 17th Street and 18th Street is to restripe these one-way roadways from the existing two lanes to three lanes between Los Angeles Street and Grand Avenue as illustrated in Attachment 7. This would require either the permanent removal of on-street parking or temporarily restricting parking during events only. According to the transportation study, an on-street parking inventory and utilization study revealed that there is sufficient on-street parking supply to make up for the loss of street parking needed to implement this mitigation. These roadway improvements would require spot intersection widening at 17th Street and Los Angeles Street, and at 18th Street and Los Angeles Street (both described below).

These roadway improvements would require the reconfiguration of lanes, as illustrated in Attachment 7, as follows:

a. Along 17th Street, restripe the westbound approaches to add an additional through lane at Main Street, Broadway, Hill Street and Grand Avenue
b. Along 18th Street, restripe the eastbound approaches to add an additional through lane at Hill Street and at Broadway

- Los Angeles Street at 17th Street - widen the I-10 Freeway westbound off-ramp approach to add a through lane (see Attachment 7) to enhance the transition from the off-ramp to 17th Street. The westbound approach would provide one shared left-through lane, one through lane, and one shared through-right lane. This improvement would require widening along the south side of the ramp within Caltrans' right-of-way and is subject to final approval by Caltrans.

- Los Angeles Street at 18th Street - widen the northwest corner and restripe the eastbound approach of the intersection to provide two left-turn lanes, one through lane, and one shared through-right lane (see Attachment 7). This improvement would provide for a safer and smoother transition from 18th Street onto the I-10 Freeway eastbound on-ramp. This intersection widening, which requires Caltrans-owned right-of-way, is subject to review and final approval from Caltrans.

D. Additional Transportation Enhancements

Working with DOT, the applicant has committed to fund the following transportation improvements in addition to the traffic mitigation measures identified above. The anticipated benefit to traffic flow associated with these enhancements has not been quantified.

1. **Downtown ExpressPark Program**

DOT has developed an intelligent parking management system, known as

*Express*Park, for Downtown Los Angeles. The system, which is currently under construction, will include the use of new parking meter technology, vehicle sensors, a central management system and a real time parking guidance system. By setting parking meter pricing based upon consumer demand, *Express*Park will increase the probability of having at least one vacant parking space on each block at all times. The parking guidance system will aid motorists in finding available parking spaces. In those areas with very high on-street parking demand, the cost of parking will increase and can, therefore, lead to a modal shift to public transportation, carpooling, walking and bicycling. The increased availability of on-street parking spaces and the parking guidance system should reduce the amount of vehicles "cruising" in search of available parking spaces. Overall, the program is expected to result in a reduction of the total vehicle-miles-traveled (VMT) in the Downtown area and in a reduction of the associated vehicle emissions.

A United States Department of Transportation (USDOT) grant fund was awarded to DOT to fund approximately 80% of the project cost with the remaining local match requirement funded by the City. However, this funding only covers the one-year demonstration period of the program. There are operation and maintenance costs needed to continue to run the *Express*Park program. DOT recommends that the applicant contribute to this program by providing the following:

- Equip the two new parking garages for the Convention Center and Farmers Field with the necessary infrastructure to allow seamless integration into the *Express*Park program.

- Equip the existing parking garages (Olympic West and Olympic East) for the LA Live campus with the necessary infrastructure to allow seamless integration into the *Express*Park program.

- Provide up to $200,000 to conduct a parking study to evaluate methods and incentives for parking garages to participate in the Downtown *Express*Park program, and ways to capture additional parking tax revenues during events. This study should be conducted approximately one year prior to opening day of the Event Center.

- Provide a one time fee of $1 million, then $100,000 a year for three years (total of $1.3 million), to help fund the City's future operation and maintenance costs, program equipment changes (replacement of vehicle sensors), capital costs needed to enhance or expand the program, and/or to test new parking management technologies.

2. **Integrated Mobility Hub**
DOT has been awarded grant funds to implement shared-vehicle stations

within Downtown Los Angeles. This program, known as the Integrated Mobility Hubs project, would provide secure bike parking and a fleet of shared bikes and cars in an attempt to enhance urban mobility and serve as an extension of the current transportation network. The program can provide a form of "on-demand" transportation supplying users with a convenient and reliable option for one or more of the legs of their commute while being environmentally friendly and furthering green-house gas emission reduction goals. For many, transit use is not often the most convenient choice because station endpoints are often beyond desirable walking distances to a traveler's final destination. Integrated mobility hubs provide an opportunity to customize the first and last mile experience by providing the end-user with vehicle options that would meet their particular trip needs for that day. Providing more first or last mile mobility choices can lead to increased use of public transit and introduce new transit riders. To support the goals of the project's trip reduction plan and to expand the City's current program, the applicant should provide the following:

- rent-free space on or within the vicinity of the project site to accommodate a vehicle/bicycle sharing kiosk. A kiosk should be approximately 300 square feet and placed in a strategic location that is clearly visible to potential users of the program. This space would accommodate bicycle parking, bicycle lockers, and shared bicycles. DOT is currently working on an operating plan and assessment study for the Mobility Hubs project that will include specific sites, designs and blueprints for Mobility Hub stations. The results of this study will assist in determining the appropriate space needed to accommodate a Mobility Hub at or near the project site.

- 20 total parking spaces to accommodate shared cars within the new parking garages proposed for the project; these spaces should be conveniently located for use by Farmers Field spectators, Convention Center visitors and employees enrolled in the shared car component of the Mobility Hubs program. DOT should be consulted when determining the placement of the shared car parking spaces within the parking garage(s).

- a fixed-fee financial contribution of $750,000 to DOT to cover any future expenses of the Mobility Hubs program related to enhancements, expansion or operating/maintenance costs associated with the program.

3. **Pico / Union Neighborhood Traffic and Parking Management Plan**
A local residential street is considered to be impacted based on an increase in the average daily traffic volumes. The objective of the residential street impact analysis is to determine the potential for cut-through traffic on a residential street that can result from the project. Cut-through trips are

measured as vehicles that bypass a congested arterial by instead opting to travel along a residential street. These local street impacts are typically mitigated through the implementation of neighborhood traffic calming measures such as installing speed humps.

Through transit, trip reduction and parking strategies, and event day transportation management measures, the transportation mitigation program for the project has been designed to minimize the temporary impacts associated with special events. Plus, through the use of information technology and dynamic roadway guide signs on freeways and arterials, project traffic will be directed to arterial streets and away from local residential streets. Nonetheless, there is still a possibility that project-related traffic impacts could occur on local residential streets. Therefore, the applicant has committed to work with representatives from the Pico / Union neighborhood, Council District 1, and DOT to develop and implement a Neighborhood Traffic and Parking Management Plan to mitigate or minimize such potential impacts. The applicant should provide up to $400,000 to fund this plan. Working within this budget, it would be the applicant's responsibility to coordinate with the affected neighborhood residents, the local City Council office and DOT to design and implement measures supported by stakeholders and approved by DOT.

The study plan should be formalized through an agreement between the applicant and DOT prior to the issuance of the first building permit for this project. The agreement for the study plan should include a funding guarantee, an outreach process, selection and approval criteria for any evaluated measures, and an implementation phasing plan. The final plan, if consensus is reached among the stakeholders, should be completed to the satisfaction of DOT and should consider and evaluate neighborhood improvements that can offset the effects of added traffic, including street trees, sidewalks, landscaping, neighborhood identification features, and pedestrian amenities. Such measures can support trip reduction efforts by encouraging walking, bicycling, and the use of public transit.

E. Parking Management

To ensure that the dispersed parking strategy described above is successfully implemented, the applicant should utilize measures to direct event patrons to specific parking zones based on their geographic origin. Such directions should also include the specific access and egress routes to better balance traffic flows, and to minimize traffic conflicts and congestion. Through the use of information technologies and dynamic roadway guide signs, event spectators should be provided with clear information on the location of the parking zones and on the recommended route. The applicant should work with area parking operators to explore the advance sale of event day parking passes at reduced rates for Event Center spectators.

The project also proposes to increase the current parking supply at the project site.

There are currently a total of 5,558 parking spaces at the project site. The project proposes to construct two new parking structures that would increase the total supply to 6,670 parking spaces (a net increase of 1,112 spaces). These spaces would be available for Convention Center visitors and Event Center spectators. The table below summarizes the existing and proposed on-site parking supply:

	Number of Parking Spaces	
Location	**Existing**	**Proposed**
LA Live Way Garage	858	2,950
West Hall Garage	1,625	0
Bond Street West Lot	180	0
Bond Street Garage	0	928
Bond Street East Lot	103	0
South Hall Garage	1,671	1,671
Venice Garage	1,121	1,121
Total	**5,558**	**6,670**

F. Construction Impacts

Construction activity associated with the buildout of the project is expected to occur over four years. During this period, the following four structures will be constructed:

- Bond Street Parking Garage - approximate 10 month construction duration
- New Hall - approximate 18 month construction duration
- LA Live Way Parking Garage - approximate 15 month construction
- Farmers Field - approximate 33 month construction

There is some overlap expected during these construction activities. Though temporary, these construction activities are expected to result in adverse transportation impacts resulting from truck trips, construction worker vehicle trips, temporary lane closures, temporary loss of street parking, and temporary bus stop relocations. The applicant should minimize these temporary impacts by implementing the following strategies:

- coordinate construction activities with the event calendars for the Convention Center, STAPLES Center, and LA LIVE
- identify truck staging areas, and implement efficient management of truck access/egress routes
- develop worksite traffic control plans
- develop a construction worker transportation demand management plan to encourage the use of transit/ridesharing and to minimize parking demand

- develop an Event Construction Parking Plan to implement temporary parking strategies for events at the Convention Center, STAPLES Center, and LA LIVE during construction
- develop a Pico Union Construction Traffic and Parking Management Plan to minimize impacts within the Pico Union neighborhood
- schedule construction related deliveries, to the extent feasible, to occur during off-peak travel hours
- develop and submit a Freeway Truck Management Plan to Caltrans
- coordinate with LA County Metro to minimize the inconvenience to transit users caused by bus stop relocations and bus line re-routings

DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related traffic be restricted to off-peak hours to the extent feasible.

All temporary construction traffic control plans in the City involving temporary traffic signal modifications, the relocation of any signal equipment, and the installation of crash cushions or temporary roadway striping shall be prepared, submitted and signed by a registered Civil or Traffic Engineer in the state of California, on DOT-standard plan format, for review and approval by DOT's Design Division. Additionally, all other temporary construction traffic control proposals in the City involving the use of flashing arrow boards, traffic cones, barricades, delineators, construction signage, etc., shall require the review and approval by DOT's Central District Office.

G. Highway Dedication and Street Widening Requirements

The Downtown Street Standards Committee, which included representatives from City Planning, Bureau of Engineering, DOT, and Council Districts 9 and 14, was formed to evaluate the Downtown street system block-by-block and to develop revised street standards that balance traffic flow with other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. To satisfy these standards, which were adopted by the City Council in 2009, the applicant shall comply with these new roadway and right-of-way width standards. However, DOT supports the pedestrian enhancements and new roadway dimensions (described above under "Project Design Features") proposed by the project that would widen key sidewalks around the project site. The proposed enhancements to Chick Hearn Court and to Pico Boulevard would require a modification to the cross-sections approved by the City Council in 2009. The applicant should consult with the Department of City Planning to determine the process needed to amend the defined cross-sections for Pico Boulevard between LA Live Way and Figueroa Street, and on Chick Hearn Court between LA Live Way and Georgia Street; and the redesignation of LA Live Way from a Collector Street to a Modified Collector Street that supports the cross-section identified above.

H. General Conditions

- All transportation improvements and associated traffic signal work within the City of Los Angeles must be **guaranteed** through the B-Permit process of the Bureau of Engineering, prior to the issuance of any building permit and **completed** prior to the issuance of the first certificate of occupancy for the project. Temporary certificates of occupancy may be granted in the event of any delay through no fault of the applicant, provided that, in each case, the applicant has demonstrated reasonable efforts and due diligence to the satisfaction of DOT.

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

- All improvements along state highways and at freeway ramps require approval from the State of California Department of Transportation (Caltrans). The applicant may be required to obtain an encroachment permit or other approval from Caltrans for each of these improvements before the issuance of any building permits, to the satisfaction of Caltrans, DOT, and the Bureau of Engineering.

I. Freeway Improvements

The transportation study identified potential significant traffic impacts on the freeway system. The applicant has met and consulted with staff from Caltrans' District 7 regarding the design and feasibility of freeway system improvements. Given the temporary nature of project impacts and the project's location at the center of the regional transit system, primary emphasis in the mitigation program has been placed on trip reduction measures instead of physical improvements. Nonetheless, the applicant, in consultation with Caltrans, has identified a freeway improvement plan that includes the following key elements:

- Provide a one-time fixed fee contribution of $2.5 million to Caltrans for the design and installation of up to five changeable message signs (CMS) on the freeway mainline surrounding and approaching the project location. These signs, when integrated with the existing freeway CMS's and with the City's surface street CMS's, would facilitate and better coordinate event traffic management.

- Provide up to $2 million to install fixed directional signage on the freeway system approaching and surrounding the downtown area to better inform

motorists on access routes to parking to better manage event traffic flows.

- Provide a one-time fixed fee contribution of $1.6 million to Caltrans to implement ramp metering upgrades in the downtown area.

- Provide a one-time fixed fee contribution of $2.4 million to Caltrans for a freeway mainline improvement that would add an auxiliary lane to the westbound US-101 freeway between the four-level interchange and Alvarado Street.

- Work with Caltrans on the design and implementation of traffic management measures on the freeway system that are coordinated and integrated with the Traffic Management Plan developed by the applicant in consultation with DOT, LAPD, and Metro for large spectator events at the Event Center. These measures may include the use of fixed changeable message signs on the freeway system surrounding the downtown area to provide event-specific messages (i.e., preferred routes, recommended exits, direction to parking, etc.). The integration of the freeway signs with the surface streets signs are critical to manage event day traffic flows.

- Implement the freeway ramp improvements described above under "Roadway/Intersection Improvements."

The applicant has agreed with Caltrans to provide a total contribution of $11 million for freeway system enhancements with the flexibility to re-allocate monies between specific measures if necessary during implementation. The final approval of the improvements and financial commitments identified above is subject to Caltrans District 7.

J. Site Access / Circulation / Loading

As indicated above, the project would construct two new parking garages to replace the existing Bond Street surface parking lot and the Lot C garage (formerly referred to as Cherry Street garage. As illustrated in the proposed site plan for the new garages (see Attachment 8), five driveways would be provided for the new LA Live Way garage that would replace the Lot C garage - one driveway on Pico Boulevard, two driveways on LA Live Way, and two driveways on 12th Street. The internal circulation within this parking garage would allow for motorists to utilize any of the driveways to exit the garage. The new Bond Street garage would include two driveways - one driveway at the signalized intersection of LA Live Way and Bond Street, and one driveway on Pico Boulevard. Access/egress for the existing South Hall and Venice parking garages for the Convention Center will remain unchanged. Also, access to the existing parking garages for LA Live will remain unchanged.

The project proposes to reconfigure the current loading operations by providing a driveway on the north side of Pico Boulevard west of Figueroa Street that would lead to an underground loading dock at the northeast corner of the Event Center. This

driveway on Pico Boulevard would also provide access to the existing loading dock under STAPLES Center and will replace the current access from Chick Hearn Court at Georgia Street. A new signal is proposed at this driveway on Pico Boulevard. However, the installation of the signal is still subject to DOT review and approval. To the west of this driveway, a separate access to a surface loading area for general deliveries for the Convention Center will be provided via a new bus loading/unloading area on the north side of Pico Boulevard.

The review of this study does not constitute approval of the driveway dimensions, access and circulation scheme at the proposed parking garages. Those require separate detailed review and approval and should be coordinated as soon as possible with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 4th Floor, Station 3, @ 213-482-7024) to avoid delays in the building permit approval process. In order to minimize and prevent last minute building design changes, it is imperative that the applicant, prior to the commencement of building or parking layout design efforts, contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans to avoid any unnecessary time delays and potential costs associated with late design changes. All driveways should be Case 2 driveways and 30 feet wide for two-way operations or 16-feet wide for one-way operations. The project also proposes to All delivery truck loading and unloading will take place on site with no vehicles backing into or out of the project site from any adjacent street.

If you have any questions, please call me at (213) 972-8476 or Wes Pringle at (213) 972-8482.

Attachment 1: Project Impact Summary - Level of Service
Attachment 2: Conceptual Site Plan
Attachment 3: Project Trip Generation Summary
Attachment 4: Streetscape Guidelines Map
Attachment 5: Traffic Signal Upgrades
Attachment 6: Blaine Street - Conceptual Mitigation Plan
Attachment 7: 17th Street & 18th Street - Conceptual Roadway Improvement Plan
Attachment 8: Driveway Plan for LA Live Way Parking Garages

cen11-5739 Farmers Field ts ltr.wpd

c: Marie Rumsey, Council District 9
Bruce Shelburne, Metro
Michael Bates, The Mobility Group
Zaki Mustafa, DOT
Amir Sedadi, DOT
Jay Kim, DOT
Verej Janoyan, DOT
Mehrdad Moshksar, DOT
Taimour Tanavoli, DOT
Carl Mills, BOE

ATTACHMENT 1A: Project Impact Summary

Table A.10.5.7.1 Future With Project With Mitigation - Intersection Level of Service
Sunday Day: Pre-Event Hour: (12:00-1:00 PM)

1/19/2012

No.	Intersection	Sunday Day Pre-Event Hour (12:00-1:00 PM)									
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future With Project With Mitigation Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS		
1	Georgia Street & Olympic Boulevard	0.314	A	0.438	A	0.124	No	0.428	A	0.114	No
2	Francisco Street & Olympic Boulevard	0.293	A	0.492	A	0.199	No	0.482	A	0.189	No
3	Figueroa Street & Olympic Boulevard	0.392	A	0.622	B	0.230	No	0.612	B	0.220	No
4	Flower Street & Olympic Boulevard	0.405	A	0.667	B	0.262	No	0.657	B	0.252	No
5	Grand Avenue & Olympic Boulevard	0.272	A	0.361	A	0.089	No	0.361	A	0.089	No
6	Olive Street & Olympic Boulevard	0.303	A	0.474	A	0.171	No	0.474	A	0.171	No
7	Hill Street & Olympic Boulevard	0.276	A	0.299	A	0.023	No	0.299	A	0.023	No
8	Broadway & Olympic Boulevard	0.475	A	0.498	A	0.023	No	0.498	A	0.023	No
9	Main Street & Olympic Boulevard	0.442	A	0.467	A	0.025	No	0.467	A	0.025	No
10	Los Angeles Street & Olympic Boulevard	0.263	A	0.263	A	0.000	No	0.263	A	0.000	No
11	Santee Street & Olympic Boulevard	0.272	A	0.272	A	0.000	No	0.272	A	0.000	No
12	Maple Avenue & Olympic Boulevard	0.375	A	0.375	A	0.000	No	0.375	A	0.000	No
13	Maple Avenue & 9th Street	0.371	A	0.372	A	0.001	No	0.372	A	0.001	No
14	San Pedro Street & 9th Street	0.285	A	0.309	A	0.024	No	0.309	A	0.024	No
15	LA Live Way & 11th Street	0.185	A	0.105	A	-0.080	No	0.095	A	-0.090	No
16	Figueroa Street & 11th Street	0.243	A	0.254	A	0.011	No	0.244	A	0.001	No
17	Flower Street & 11th Street	0.246	A	0.224	A	-0.022	No	0.214	A	-0.032	No
18	Grand Avenue & 11th Street	0.161	A	0.343	A	0.182	No	0.343	A	0.182	No
19	Olive Street & 11th Street	0.207	A	0.392	A	0.185	No	0.392	A	0.185	No
20	Figueroa Street & 12th Street	0.132	A	0.138	A	0.006	No	0.128	A	-0.004	No
21	Flower Street & 12th Street	0.088	A	0.088	A	0.000	No	0.145	A	0.057	No
22	Grand Avenue & 12th Street	0.116	A	0.123	A	0.007	No	0.123	A	0.007	No
23	Olive Avenue & 12th Street	0.167	A	0.347	A	0.180	No	0.347	A	0.180	No
24	LA Live Way & Pico Boulevard	0.412	A	0.514	A	0.102	No	0.504	A	0.092	No
25	LA Live Way & Bond Street / I-10 & I-110 Off-Ramps	0.254	A	0.390	A	0.136	No	0.390	A	0.136	No
26	Figueroa Street & Pico Boulevard	0.321	A	0.491	A	0.170	No	0.481	A	0.160	No
27	Flower Street & Pico Boulevard	0.255	A	0.387	A	0.132	No	0.457	A	0.202	No
28	Grand Avenue & Pico Boulevard	0.188	A	0.257	A	0.069	No	0.257	A	0.069	No
29	Olive Street & Pico Boulevard	0.162	A	0.442	A	0.280	No	0.442	A	0.280	No
30	Hill Street & Pico Boulevard	0.166	A	0.389	A	0.223	No	0.389	A	0.223	No

Table A.10.5.7.1 Future With Project With Mitigation - Intersection Level of Service
Sunday Day: Pre-Event Hour: (12:00-1:00 PM)

No.	Intersection	Sunday Day Pre-Event Hour (12:00-1:00 PM)									
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future With Project With Mitigation Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS		
31	Broadway & Pico Boulevard	0.258	A	0.325	A	0.067	No	0.325	A	0.067	No
32	Main Street & Pico Boulevard	0.399	A	0.453	A	0.054	No	0.453	A	0.054	No
33	Blaine Street & Olympic Boulevard	0.413	A	0.677	B	0.264	No	0.667	B	0.254	No
34	Blaine Street & SR-110 SB Off-Ramp	0.252	A	0.697	B	0.445	No	0.376	A	0.124	No
35	Blaine Street & 11th Street	0.405	A	0.760	C	0.355	Yes	0.461	A	0.056	No
36	Convention Center Drive/Georgia Street & Venice Boulevard	0.077	A	0.255	A	0.178	No	0.245	A	0.168	No
37	Figueroa Street & Venice Boulevard	0.237	A	0.365	A	0.128	No	0.355	A	0.118	No
38	Flower Street & Venice Boulevard	0.185	A	0.243	A	0.058	No	0.233	A	0.048	No
39	Grand Avenue & Venice Boulevard	0.111	A	0.162	A	0.051	No	0.152	A	0.041	No
40	Olive Street & Venice Boulevard	0.125	A	0.379	A	0.254	No	0.369	A	0.244	No
41	Grand Avenue & 17th Street	0.277	A	0.319	A	0.042	No	0.219	A	-0.058	No
42	Olive Street & 17th Street	0.293	A	0.969	E	0.676	Yes	0.959	E	0.666	Yes
43	Hill Street & 17th Street	0.297	A	0.839	D	0.542	Yes	0.593	A	0.296	No
44	Broadway & 17th Street	0.309	A	0.835	D	0.526	Yes	0.579	A	0.270	No
45	Main Street & 17th Street	0.309	A	0.813	D	0.504	Yes	0.555	A	0.246	No
46	Los Angeles Street & 17th Street	0.341	A	0.858	D	0.517	Yes	0.597	A	0.256	No
47	Flower Street & 18th Street	0.073	A	0.080	A	0.007	No	0.070	A	-0.003	No
48	Grand Avenue & 18th Street	0.177	A	0.255	A	0.078	No	0.245	A	0.068	No
49	Olive Street & 18th Street	0.275	A	0.494	A	0.219	No	0.484	A	0.209	No
50	Hill Street & 18th Street	0.151	A	0.241	A	0.090	No	0.218	A	0.067	No
51	Broadway & 18th Street	0.200	A	0.232	A	0.032	No	0.181	A	-0.019	No
52	Main Street & 18th Street	0.225	A	0.225	A	0.000	No	0.215	A	-0.010	No
53	Los Angeles Street & 18th Street	0.280	A	0.280	A	0.000	No	0.123	A	-0.157	No
54	Figueroa Street & Washington Boulevard	0.398	A	0.438	A	0.040	No	0.405	A	0.007	No
55	Flower Street & Washington Boulevard	0.243	A	0.247	A	0.004	No	0.247	A	0.004	No
56	Grand Avenue & Washington Boulevard	0.192	A	0.248	A	0.056	No	0.248	A	0.056	No
57	Olive Street & Washington Boulevard	0.165	A	0.334	A	0.169	No	0.334	A	0.169	No
58	Hill Street & Washington Boulevard	0.151	A	0.306	A	0.155	No	0.306	A	0.155	No
59	Broadway & Washington Boulevard	0.228	A	0.289	A	0.061	No	0.289	A	0.061	No
60	Main Street & Washington Boulevard	0.310	A	0.333	A	0.023	No	0.333	A	0.023	No

Table A.10.5.7.1 Future With Project With Mitigation - Intersection Level of Service
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		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future With Project With Mitigation Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS		
61	Los Angeles Street & Washington Boulevard	0.138	A	0.165	A	0.027	No	0.165	A	0.027	No
62	San Pedro Street & Washington Boulevard	0.364	A	0.391	A	0.027	No	0.391	A	0.027	No
63	Figueroa Street & Adams Boulevard	0.621	B	0.621	B	0.000	No	0.611	B	-0.010	No
64	Flower Street & Adams Boulevard	0.240	A	0.249	A	0.009	No	0.239	A	-0.001	No
65	I-110 NB Off-Ramps & Adams Boulevard	0.294	A	0.697	B	0.403	No	0.687	B	0.393	No
66	Grand Avenue & Adams Boulevard	0.185	A	0.372	A	0.187	No	0.362	A	0.177	No
67	Hill Street & Adams Boulevard	0.187	A	0.595	A	0.408	No	0.585	A	0.398	No
68	Broadway & Adams Boulevard	0.223	A	0.263	A	0.040	No	0.253	A	0.030	No
69	Main Street & Adams Boulevard	0.307	A	0.307	A	0.000	No	0.297	A	-0.010	No
70	Flower Street & Jefferson Boulevard	0.237	A	0.238	A	0.001	No	0.238	A	0.001	No
71	Figueroa Street & Exposition Boulevard	0.597	A	0.608	B	0.011	No	0.608	B	0.011	No
72	Flower Street & 37th Street	0.124	A	0.125	A	0.001	No	0.125	A	0.001	No
73	Hope Street & 37th Street	0.202	A	0.216	A	0.014	No	0.216	A	0.014	No
74	Hill Street & 37th Street	0.049	A	0.108	A	0.059	No	0.108	A	0.059	No
75	Broadway & 37th Street	0.087	A	0.087	A	0.000	No	0.087	A	0.000	No
76	Figueroa Street & 39th Street	0.200	A	0.219	A	0.019	No	0.219	A	0.019	No
77	I-110 HOV Ramps & 39th Street	0.083	A	0.178	A	0.095	No	0.178	A	0.095	No
78	Figueroa Street & Martin Luther King Jr Boulevard	0.549	A	0.550	A	0.001	No	0.550	A	0.001	No
79	I-110 SB Ramps & Martin Luther King Jr Boulevard	0.604	B	0.605	B	0.001	No	0.605	B	0.001	No
80	I-110 NB Ramps & Martin Luther King Jr Boulevard	0.533	A	0.573	A	0.040	No	0.573	A	0.040	No
81	Georgia Street &9th Street	0.375	A	0.537	A	0.162	No	0.527	A	0.152	No
82	Francisco Street & 9th Street	0.161	A	0.279	A	0.118	No	0.269	A	0.108	No
83	Figueroa Street & 9th Street	0.361	A	0.485	A	0.124	No	0.475	A	0.114	No
84	Flower Street & 9th Street	0.324	A	0.395	A	0.071	No	0.385	A	0.061	No
85	Broadway & 9th Street	0.339	A	0.339	A	0.000	No	0.339	A	0.000	No
86	Bixel Street & 8th Street	0.373	A	0.373	A	0.000	No	0.363	A	-0.010	No
87	Francisco Street & 8th Street	0.181	A	0.307	A	0.126	No	0.297	A	0.116	No
88	Figueroa Street & 8th Street	0.311	A	0.701	C	0.390	Yes	0.691	B	0.380	No
89	Flower Street & 8th Street	0.232	A	0.553	A	0.321	No	0.543	A	0.311	No

Table A.10.5.7.1 Future With Project With Mitigation - Intersection Level of Service
Sunday Day: Pre-Event Hour: (12:00-1:00 PM)

No.	Intersection	Sunday Day Pre-Event Hour (12:00-1:00 PM)									
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future With Project With Mitigation Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS		
90	Hill Street & 8th Street	0.230	A	0.323	A	0.093	No	0.323	A	0.093	No
91	Broadway & 8th Street	0.524	A	0.551	A	0.027	No	0.551	A	0.027	No
92	Bixel Street & Wilshire Boulevard	0.290	A	0.325	A	0.035	No	0.325	A	0.035	No
93	Figueroa Street & Wilshire Boulevard	0.256	A	0.291	A	0.035	No	0.281	A	0.025	No
94	Lucas Avenue & 6th Street	0.325	A	0.532	A	0.207	No	0.522	A	0.197	No
95	Bixel Street & 6th Street	0.251	A	0.306	A	0.055	No	0.306	A	0.055	No
96	Figueroa Street & 6th Street	0.219	A	0.346	A	0.127	No	0.336	A	0.117	No
97	Flower Street & 6th Street	0.189	A	0.386	A	0.197	No	0.376	A	0.187	No
98	Grand Avenue & 6th Street	0.159	A	0.261	A	0.102	No	0.261	A	0.102	No
99	Hill Street & 6th Street	0.247	A	0.271	A	0.024	No	0.271	A	0.024	No
100	Spring Street & 6th Street	0.303	A	0.346	A	0.043	No	0.346	A	0.043	No
101	Main Street & 6th Street	0.216	A	0.216	A	0.000	No	0.216	A	0.000	No
102	Figueroa Street & 5th Street	0.170	A	0.182	A	0.012	No	0.172	A	0.002	No
103	Grand Avenue & 5th Street	0.140	A	0.235	A	0.095	No	0.235	A	0.095	No
104	Olive Street & 5th Street	0.203	A	0.244	A	0.041	No	0.244	A	0.041	No
105	Hill Street & 5th Street	0.221	A	0.311	A	0.090	No	0.311	A	0.090	No
106	Spring Street & 5th Street	0.204	A	0.247	A	0.043	No	0.247	A	0.043	No
107	Main Street & 5th Street	0.126	A	0.126	A	0.000	No	0.126	A	0.000	No
108	Figueroa Street & 2nd Street	0.162	A	0.162	A	0.000	No	0.152	A	-0.010	No
109	Beaudry Street & 1st Street	0.130	A	0.137	A	0.007	No	0.137	A	0.007	No
110	Hope Street & 1st Street	0.289	A	0.339	A	0.050	No	0.329	A	0.040	No
111	Grand Avenue & 1st Street	0.384	A	0.424	A	0.040	No	0.414	A	0.030	No
112	Olive Street & 1st Street	0.243	A	0.248	A	0.005	No	0.238	A	-0.005	No
113	Hill Street & 1st Street	0.289	A	0.353	A	0.064	No	0.343	A	0.054	No
114	Spring Street & 1st Street	0.213	A	0.294	A	0.081	No	0.294	A	0.081	No
115	Main Street & 1st Street	0.268	A	0.268	A	0.000	No	0.268	A	0.000	No
116	Hope Street & Temple Street	0.386	A	0.399	A	0.013	No	0.389	A	0.003	No
117	Main Street & Aliso Street	0.295	A	0.295	A	0.000	No	0.295	A	0.000	No
118	Los Angeles Street & Aliso Street / US-101 SB On-Ramps	0.181	A	0.181	A	0.000	No	0.181	A	0.000	No
119	Grand Avenue & US-101 NB Ramps	0.449	A	0.449	A	0.000	No	0.439	A	-0.010	No

Table A.10.5.7.1 Future With Project With Mitigation - Intersection Level of Service
Sunday Day: Pre-Event Hour: (12:00-1:00 PM)

No.	Intersection	Sunday Day Pre-Event Hour (12:00-1:00 PM)									
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future With Project With Mitigation Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS		
120	Beaudry Avenue & Sunset Boulevard	0.440	A	0.451	A	0.011	No	0.451	A	0.011	No
121	Figueroa Street & Cesar Chavez Avenue	0.456	A	0.456	A	0.000	No	0.456	A	0.000	No
122	Grand Avenue & Cesar Chavez Avenue	0.596	A	0.596	A	0.000	No	0.586	A	-0.010	No
123	Spring Street & Cesar Chavez Avenue	0.506	A	0.561	A	0.055	No	0.551	A	0.045	No
124	Main Street & Cesar Chavez Avenue	0.471	A	0.471	A	0.000	No	0.471	A	0.000	No
125	Alameda Street & Cesar Chavez Avenue	0.578	A	0.578	A	0.000	No	0.578	A	0.000	No
126	Main Street & Alpine Street	0.238	A	0.251	A	0.013	No	0.251	A	0.013	No
127	Alameda Street & Alpine Street	0.165	A	0.167	A	0.002	No	0.167	A	0.002	No
128	Hill Street & Alpine Street	0.319	A	0.389	A	0.070	No	0.389	A	0.070	No
129	Hill Street & College Street	0.475	A	0.491	A	0.016	No	0.491	A	0.016	No
130	Sunset Boulevard & Elysian Park Avenue	0.820	D	0.820	D	0.000	No	0.820	D	0.000	No
131	Glendale Boulevard & Bellevue Avenue	0.314	A	0.362	A	0.048	No	0.362	A	0.048	No
132	Glendale Boulevard & Temple Street	0.518	A	0.572	A	0.054	No	0.572	A	0.054	No
133	Alvarado Street & US-101 WB Ramps	0.479	A	0.480	A	0.001	No	0.480	A	0.001	No
134	Alvarado Street & US-101 EB Ramps	0.433	A	0.433	A	0.000	No	0.433	A	0.000	No
135	Alvarado Street & Beverly Boulevard	0.399	A	0.418	A	0.019	No	0.418	A	0.019	No
136	Vermont Avenue & 6th Street	0.553	A	0.563	A	0.010	No	0.563	A	0.010	No
137	Alvarado Street & 6th Street	0.456	A	0.478	A	0.022	No	0.478	A	0.022	No
138	Western Avenue & Wilshire Boulevard	0.610	B	0.632	B	0.022	No	0.632	B	0.022	No
139	Normandie Avenue & Wilshire Boulevard	0.379	A	0.396	A	0.017	No	0.396	A	0.017	No
140	Vermont Avenue & Wilshire Boulevard	0.796	C	0.811	D	0.015	No	0.811	D	0.015	No
141	Alvarado Street & Wilshire Boulevard	0.413	A	0.423	A	0.010	No	0.423	A	0.010	No
142	Vermont Avenue & 8th Street	0.715	C	0.729	C	0.014	No	0.729	C	0.014	No
143	Alvarado Street & 8th Street	0.477	A	0.505	A	0.028	No	0.505	A	0.028	No
144	Western Avenue & Olympic Boulevard	0.652	B	0.699	B	0.047	No	0.699	B	0.047	No
145	Normandie Avenue & Olympic Boulevard	0.479	A	0.523	A	0.044	No	0.523	A	0.044	No
146	Vermont Avenue & Olympic Boulevard	0.828	D	0.905	E	0.077	Yes	0.905	E	0.077	Yes
147	Alvarado Street & Olympic Boulevard	0.528	A	0.672	B	0.144	No	0.662	B	0.134	No
148	Union Avenue & Olympic Boulevard	0.481	A	0.677	B	0.196	No	0.667	B	0.186	No
149	Western Avenue & Pico Boulevard	0.566	A	0.583	A	0.017	No	0.583	A	0.017	No

Table A.10.5.7.1 Future With Project With Mitigation - Intersection Level of Service
Sunday Day: Pre-Event Hour: (12:00-1:00 PM)

No.	Intersection	Sunday Day Pre-Event Hour (12:00-1:00 PM)									
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future With Project With Mitigation Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS		
150	Normandie Avenue & Pico Boulevard	0.524	A	0.539	A	0.015	No	0.539	A	0.015	No
151	Vermont Avenue & Pico Boulevard	0.684	B	0.727	C	0.043	Yes	0.717	C	0.033	No
152	Alvarado Street & Pico Boulevard	0.619	B	0.867	D	0.248	Yes	0.857	D	0.238	Yes
153	Union Avenue & Pico Boulevard	0.579	A	0.677	B	0.098	No	0.667	B	0.088	No
154	Alvarado Street & Hoover Street	0.332	A	0.334	A	0.002	No	0.324	A	-0.008	No
155	Western Avenue & Venice Boulevard	0.499	A	0.544	A	0.045	No	0.544	A	0.045	No
156	Normandie Avenue & Venice Boulevard	0.425	A	0.464	A	0.039	No	0.464	A	0.039	No
157	Vermont Avenue & Venice Boulevard	0.556	A	0.630	B	0.074	No	0.620	B	0.064	No
158	Hoover Street & Venice Boulevard	0.529	A	0.562	A	0.033	No	0.552	A	0.023	No
159	Western Avenue & Washington Boulevard	0.596	A	0.643	B	0.047	No	0.643	B	0.047	No
160	Normandie Avenue & Washington Boulevard	0.513	A	0.548	A	0.035	No	0.548	A	0.035	No
161	Vermont Avenue & Washington Boulevard	0.599	A	0.676	B	0.077	No	0.666	B	0.067	No
162	Hoover Street & Washington Boulevard	0.561	A	0.699	B	0.138	No	0.689	B	0.128	No
163	I-10 WB Ramps & 20th Street	0.564	A	0.561	A	-0.003	No	0.551	A	-0.013	No
164	Vermont Avenue & I-10 EB Ramps	0.684	B	0.767	C	0.083	Yes	0.757	C	0.073	Yes
165	Hoover Street & I-10 EB Ramps	0.574	A	0.687	B	0.113	No	0.677	B	0.103	No
166	Hill Street & 16th Street	0.115	A	0.472	A	0.357	No	0.462	A	0.347	No
167	Broadway & 16th Street	0.125	A	0.273	A	0.148	No	0.263	A	0.138	No
168	Main Street & 16th Street	0.221	A	0.353	A	0.132	No	0.343	A	0.122	No
169	Los Angeles Street & 16th Street	0.088	A	0.265	A	0.177	No	0.255	A	0.167	No
170	San Pedro Street & 16th Street	0.331	A	0.479	A	0.148	No	0.469	A	0.138	No
171	Central Avenue & 16th Street	0.371	A	0.380	A	0.009	No	0.380	A	0.009	No
172	Central Avenue & Washington Boulevard	0.416	A	0.464	A	0.048	No	0.464	A	0.048	No
173	Wilton Place & Wilshire Boulevard	0.447	A	0.447	A	0.000	No	0.447	A	0.000	No
174	Arlington Avenue & Olympic Boulevard	0.365	A	0.400	A	0.035	No	0.400	A	0.035	No
175	Arlington Avenue & Pico Boulevard	0.391	A	0.401	A	0.010	No	0.401	A	0.010	No
176	Arlington Avenue & Venice Boulevard	0.510	A	0.544	A	0.034	No	0.544	A	0.034	No
177	Arlington Avenue & Washington Boulevard	0.463	A	0.505	A	0.042	No	0.505	A	0.042	No

ATTACHMENT 1B: Project Impact Summary

Table A.10.5.7.2 Future With Project With Mitigation - Intersection Level of Service
Sunday Day: Post-Event Hour: (4:30-5:30 PM)

1/19/2012

No.	Intersection	Sunday Day Post-Event Hour (4:30-5:30 PM)									
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future With Project With Mitigation Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS		
1	Georgia Street & Olympic Boulevard	0.356	A	0.581	A	0.225	No	0.648	B	0.292	No
2	Francisco Street & Olympic Boulevard	0.211	A	0.499	A	0.288	No	0.489	A	0.278	No
3	Figueroa Street & Olympic Boulevard	0.380	A	0.567	A	0.187	No	0.548	A	0.168	No
4	Flower Street & Olympic Boulevard	0.340	A	0.690	B	0.350	No	0.938	E	0.598	Yes
5	Grand Avenue & Olympic Boulevard	0.237	A	0.304	A	0.067	No	0.591	A	0.354	No
6	Olive Street & Olympic Boulevard	0.318	A	0.385	A	0.067	No	0.621	B	0.303	No
7	Hill Street & Olympic Boulevard	0.273	A	0.294	A	0.021	No	0.294	A	0.021	No
8	Broadway & Olympic Boulevard	0.463	A	0.463	A	0.000	No	0.463	A	0.000	No
9	Main Street & Olympic Boulevard	0.426	A	0.424	A	-0.002	No	0.424	A	-0.002	No
10	Los Angeles Street & Olympic Boulevard	0.146	A	0.149	A	0.003	No	0.149	A	0.003	No
11	Santee Street & Olympic Boulevard	0.164	A	0.179	A	0.015	No	0.179	A	0.015	No
12	Maple Avenue & Olympic Boulevard	0.262	A	0.291	A	0.029	No	0.291	A	0.029	No
13	Maple Avenue & 9th Street	0.212	A	0.234	A	0.022	No	0.234	A	0.022	No
14	San Pedro Street & 9th Street	0.197	A	0.233	A	0.036	No	0.233	A	0.036	No
15	LA Live Way & 11th Street	0.125	A	0.625	B	0.500	No	0.615	B	0.490	No
16	Figueroa Street & 11th Street	0.242	A	0.238	A	-0.004	No	0.014	A	-0.228	No
17	Flower Street & 11th Street	0.249	A	0.306	A	0.057	No	0.019	A	-0.230	No
18	Grand Avenue & 11th Street	0.162	A	0.221	A	0.059	No	0.558	A	0.396	No
19	Olive Street & 11th Street	0.163	A	0.261	A	0.098	No	0.393	A	0.230	No
20	Figueroa Street & 12th Street	0.135	A	0.122	A	-0.013	No	-0.003	F	-0.138	No
21	Flower Street & 12th Street	0.092	A	0.141	A	0.049	No	0.009	A	-0.083	No
22	Grand Avenue & 12th Street	0.125	A	0.294	A	0.169	No	0.506	A	0.381	No
23	Olive Avenue & 12th Street	0.139	A	0.185	A	0.046	No	0.449	A	0.310	No
24	LA Live Way & Pico Boulevard	0.341	A	0.394	A	0.053	No	0.384	A	0.043	No
25	LA Live Way & Bond Street / I-10 & I-110 Off-Ramps	0.226	A	0.320	A	0.094	No	0.320	A	0.094	No
26	Figueroa Street & Pico Boulevard	0.383	A	0.492	A	0.109	No	0.503	A	0.120	No
27	Flower Street & Pico Boulevard	0.279	A	0.469	A	0.190	No	0.416	A	0.137	No
28	Grand Avenue & Pico Boulevard	0.178	A	0.454	A	0.276	No	0.900	D	0.722	Yes
29	Olive Street & Pico Boulevard	0.149	A	0.197	A	0.048	No	0.595	A	0.446	No
30	Hill Street & Pico Boulevard	0.119	A	0.591	A	0.472	No	0.591	A	0.472	No

Table A.10.5.7.2 Future With Project With Mitigation - Intersection Level of Service
Sunday Day: Post-Event Hour: (4:30-5:30 PM)

No.	Intersection	Sunday Day Post-Event Hour (4:30-5:30 PM)									
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future With Project With Mitigation Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS		
31	Broadway & Pico Boulevard	0.205	A	0.249	A	0.044	No	0.249	A	0.044	No
32	Main Street & Pico Boulevard	0.378	A	0.396	A	0.018	No	0.396	A	0.018	No
33	Blaine Street & Olympic Boulevard	0.383	A	0.568	A	0.185	No	0.558	A	0.175	No
34	Blaine Street & SR-110 SB Off-Ramp	0.189	A	0.225	A	0.036	No	0.204	A	0.015	No
35	Blaine Street & 11th Street	0.469	A	1.323	F	0.854	Yes	0.561	A	0.092	No
36	Convention Center Drive/Georgia Street & Venice Boulevard	0.148	A	0.289	A	0.141	No	0.307	A	0.159	No
37	Figueroa Street & Venice Boulevard	0.236	A	0.539	A	0.303	No	0.623	B	0.387	No
38	Flower Street & Venice Boulevard	0.181	A	0.511	A	0.330	No	0.623	B	0.442	No
39	Grand Avenue & Venice Boulevard	0.118	A	0.536	A	0.418	No	0.848	D	0.730	Yes
40	Olive Street & Venice Boulevard	0.119	A	0.596	A	0.477	No	0.679	B	0.560	No
41	Grand Avenue & 17th Street	0.265	A	0.507	A	0.242	No	0.463	A	0.198	No
42	Olive Street & 17th Street	0.245	A	0.388	A	0.143	No	0.337	A	0.092	No
43	Hill Street & 17th Street	0.256	A	0.917	E	0.661	Yes	0.827	D	0.571	Yes
44	Broadway & 17th Street	0.248	A	0.339	A	0.091	No	0.253	A	0.005	No
45	Main Street & 17th Street	0.253	A	0.289	A	0.036	No	0.202	A	-0.051	No
46	Los Angeles Street & 17th Street	0.236	A	0.271	A	0.035	No	0.181	A	-0.055	No
47	Flower Street & 18th Street	0.068	A	0.194	A	0.126	No	0.349	A	0.281	No
48	Grand Avenue & 18th Street	0.173	A	0.502	A	0.329	No	0.856	D	0.683	Yes
49	Olive Street & 18th Street	0.195	A	0.322	A	0.127	No	0.677	B	0.482	No
50	Hill Street & 18th Street	0.130	A	1.021	F	0.891	Yes	0.982	E	0.852	Yes
51	Broadway & 18th Street	0.152	A	0.791	C	0.639	Yes	0.634	B	0.482	No
52	Main Street & 18th Street	0.214	A	0.808	D	0.594	Yes	0.909	E	0.695	Yes
53	Los Angeles Street & 18th Street	0.315	A	1.503	F	1.188	Yes	0.916	E	0.601	Yes
54	Figueroa Street & Washington Boulevard	0.339	A	0.566	A	0.227	No	0.562	A	0.223	No
55	Flower Street & Washington Boulevard	0.189	A	0.460	A	0.271	No	0.456	A	0.267	No
56	Grand Avenue & Washington Boulevard	0.161	A	0.489	A	0.328	No	0.521	A	0.360	No
57	Olive Street & Washington Boulevard	0.146	A	0.330	A	0.184	No	0.303	A	0.157	No
58	Hill Street & Washington Boulevard	0.127	A	0.275	A	0.148	No	0.275	A	0.148	No
59	Broadway & Washington Boulevard	0.186	A	0.268	A	0.082	No	0.268	A	0.082	No
60	Main Street & Washington Boulevard	0.268	A	0.412	A	0.144	No	0.412	A	0.144	No

Table A.10.5.7.2 Future With Project With Mitigation - Intersection Level of Service
Sunday Day: Post-Event Hour: (4:30-5:30 PM)

No.	Intersection	Sunday Day Post-Event Hour (4:30-5:30 PM)									
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future With Project With Mitigation Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS		
61	Los Angeles Street & Washington Boulevard	0.103	A	0.202	A	0.099	No	0.202	A	0.099	No
62	San Pedro Street & Washington Boulevard	0.302	A	0.435	A	0.133	No	0.435	A	0.133	No
63	Figueroa Street & Adams Boulevard	0.563	A	0.606	B	0.043	No	0.596	A	0.033	No
64	Flower Street & Adams Boulevard	0.249	A	0.420	A	0.171	No	0.457	A	0.208	No
65	I-110 NB Off-Ramps & Adams Boulevard	0.308	A	0.348	A	0.040	No	0.380	A	0.072	No
66	Grand Avenue & Adams Boulevard	0.182	A	0.249	A	0.067	No	0.279	A	0.097	No
67	Hill Street & Adams Boulevard	0.146	A	0.181	A	0.035	No	0.171	A	0.025	No
68	Broadway & Adams Boulevard	0.185	A	0.195	A	0.010	No	0.185	A	0.000	No
69	Main Street & Adams Boulevard	0.275	A	0.275	A	0.000	No	0.265	A	-0.010	No
70	Flower Street & Jefferson Boulevard	0.228	A	0.376	A	0.148	No	0.376	A	0.148	No
71	Figueroa Street & Exposition Boulevard	0.451	A	0.451	A	0.000	No	0.451	A	0.000	No
72	Flower Street & 37th Street	0.181	A	0.337	A	0.156	No	0.337	A	0.156	No
73	Hope Street & 37th Street	0.231	A	0.231	A	0.000	No	0.231	A	0.000	No
74	Hill Street & 37th Street	0.050	A	0.061	A	0.011	No	0.061	A	0.011	No
75	Broadway & 37th Street	0.064	A	0.064	A	0.000	No	0.064	A	0.000	No
76	Figueroa Street & 39th Street	0.292	A	0.293	A	0.001	No	0.293	A	0.001	No
77	I-110 HOV Ramps & 39th Street	0.108	A	0.279	A	0.171	No	0.279	A	0.171	No
78	Figueroa Street & Martin Luther King Jr Boulevard	0.627	B	0.757	C	0.130	Yes	0.757	C	0.130	Yes
79	I-110 SB Ramps & Martin Luther King Jr Boulevard	0.597	A	0.747	C	0.150	Yes	0.747	C	0.150	Yes
80	I-110 NB Ramps & Martin Luther King Jr Boulevard	0.429	A	0.443	A	0.014	No	0.443	A	0.014	No
81	Georgia Street &9th Street	0.344	A	0.556	A	0.212	No	0.546	A	0.202	No
82	Francisco Street & 9th Street	0.141	A	0.481	A	0.340	No	0.471	A	0.330	No
83	Figueroa Street & 9th Street	0.333	A	0.460	A	0.127	No	0.394	A	0.061	No
84	Flower Street & 9th Street	0.263	A	0.387	A	0.124	No	0.613	B	0.350	No
85	Broadway & 9th Street	0.217	A	0.277	A	0.060	No	0.277	A	0.060	No
86	Bixel Street & 8th Street	0.403	A	0.549	A	0.146	No	0.539	A	0.136	No
87	Francisco Street & 8th Street	0.191	A	0.417	A	0.226	No	0.407	A	0.216	No
88	Figueroa Street & 8th Street	0.293	A	0.561	A	0.268	No	0.909	E	0.616	Yes
89	Flower Street & 8th Street	0.225	A	0.423	A	0.198	No	0.509	A	0.284	No

Table A.10.5.7.2 Future With Project With Mitigation - Intersection Level of Service
Sunday Day: Post-Event Hour: (4:30-5:30 PM)

No.	Intersection	Sunday Day Post-Event Hour (4:30-5:30 PM)									
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future With Project With Mitigation Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS		
90	Hill Street & 8th Street	0.219	A	0.260	A	0.041	No	0.260	A	0.041	No
91	Broadway & 8th Street	0.407	A	0.407	A	0.000	No	0.407	A	0.000	No
92	Bixel Street & Wilshire Boulevard	0.268	A	0.289	A	0.021	No	0.289	A	0.021	No
93	Figueroa Street & Wilshire Boulevard	0.301	A	0.608	B	0.307	No	0.564	A	0.263	No
94	Lucas Avenue & 6th Street	0.333	A	0.366	A	0.033	No	0.356	A	0.023	No
95	Bixel Street & 6th Street	0.278	A	0.278	A	0.000	No	0.278	A	0.000	No
96	Figueroa Street & 6th Street	0.225	A	0.385	A	0.160	No	0.347	A	0.122	No
97	Flower Street & 6th Street	0.201	A	0.203	A	0.002	No	0.193	A	-0.008	No
98	Grand Avenue & 6th Street	0.095	A	0.157	A	0.062	No	0.157	A	0.062	No
99	Hill Street & 6th Street	0.176	A	0.369	A	0.193	No	0.369	A	0.193	No
100	Spring Street & 6th Street	0.268	A	0.316	A	0.048	No	0.316	A	0.048	No
101	Main Street & 6th Street	0.221	A	0.444	A	0.223	No	0.444	A	0.223	No
102	Figueroa Street & 5th Street	0.171	A	0.420	A	0.249	No	0.393	A	0.222	No
103	Grand Avenue & 5th Street	0.153	A	0.203	A	0.050	No	0.219	A	0.066	No
104	Olive Street & 5th Street	0.214	A	0.334	A	0.120	No	0.379	A	0.165	No
105	Hill Street & 5th Street	0.168	A	0.311	A	0.143	No	0.311	A	0.143	No
106	Spring Street & 5th Street	0.223	A	0.223	A	0.000	No	0.223	A	0.000	No
107	Main Street & 5th Street	0.129	A	0.215	A	0.086	No	0.215	A	0.086	No
108	Figueroa Street & 2nd Street	0.172	A	0.338	A	0.166	No	0.328	A	0.156	No
109	Beaudry Street & 1st Street	0.162	A	0.164	A	0.002	No	0.164	A	0.002	No
110	Hope Street & 1st Street	0.274	A	0.597	A	0.323	No	0.587	A	0.313	No
111	Grand Avenue & 1st Street	0.363	A	0.754	C	0.391	Yes	0.744	C	0.381	Yes
112	Olive Street & 1st Street	0.252	A	0.395	A	0.143	No	0.385	A	0.133	No
113	Hill Street & 1st Street	0.268	A	0.437	A	0.169	No	0.427	A	0.159	No
114	Spring Street & 1st Street	0.226	A	0.228	A	0.002	No	0.228	A	0.002	No
115	Main Street & 1st Street	0.263	A	0.365	A	0.102	No	0.365	A	0.102	No
116	Hope Street & Temple Street	0.308	A	0.473	A	0.165	No	0.463	A	0.155	No
117	Main Street & Aliso Street	0.267	A	0.552	A	0.285	No	0.552	A	0.285	No
118	Los Angeles Street & Aliso Street / US-101 SB On-Ramps	0.191	A	0.263	A	0.072	No	0.263	A	0.072	No
119	Grand Avenue & US-101 NB Ramps	0.461	A	0.894	D	0.433	Yes	0.884	D	0.423	Yes

Table A.10.5.7.2 Future With Project With Mitigation - Intersection Level of Service
Sunday Day: Post-Event Hour: (4:30-5:30 PM)

No.	Intersection	Sunday Day Post-Event Hour (4:30-5:30 PM)									
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future With Project With Mitigation Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS		
120	Beaudry Avenue & Sunset Boulevard	0.607	B	0.607	B	0.000	No	0.607	B	0.000	No
121	Figueroa Street & Cesar Chavez Avenue	0.509	A	0.509	A	0.000	No	0.509	A	0.000	No
122	Grand Avenue & Cesar Chavez Avenue	0.389	A	0.392	A	0.003	No	0.382	A	-0.007	No
123	Spring Street & Cesar Chavez Avenue	0.590	A	0.590	A	0.000	No	0.580	A	-0.010	No
124	Main Street & Cesar Chavez Avenue	0.518	A	0.547	A	0.029	No	0.547	A	0.029	No
125	Alameda Street & Cesar Chavez Avenue	0.651	B	0.651	B	0.000	No	0.651	B	0.000	No
126	Main Street & Alpine Street	0.196	A	0.219	A	0.023	No	0.219	A	0.023	No
127	Alameda Street & Alpine Street	0.128	A	0.129	A	0.001	No	0.129	A	0.001	No
128	Hill Street & Alpine Street	0.263	A	0.433	A	0.170	No	0.433	A	0.170	No
129	Hill Street & College Street	0.421	A	0.591	A	0.170	No	0.591	A	0.170	No
130	Sunset Boulevard & Elysian Park Avenue	0.645	B	0.657	B	0.012	No	0.657	B	0.012	No
131	Glendale Boulevard & Bellevue Avenue	0.307	A	0.443	A	0.136	No	0.443	A	0.136	No
132	Glendale Boulevard & Temple Street	0.515	A	0.655	B	0.140	No	0.655	B	0.140	No
133	Alvarado Street & US-101 WB Ramps	0.494	A	0.556	A	0.062	No	0.556	A	0.062	No
134	Alvarado Street & US-101 EB Ramps	0.452	A	0.475	A	0.023	No	0.475	A	0.023	No
135	Alvarado Street & Beverly Boulevard	0.455	A	0.473	A	0.018	No	0.473	A	0.018	No
136	Vermont Avenue & 6th Street	0.529	A	0.543	A	0.014	No	0.543	A	0.014	No
137	Alvarado Street & 6th Street	0.454	A	0.471	A	0.017	No	0.471	A	0.017	No
138	Western Avenue & Wilshire Boulevard	0.664	B	0.679	B	0.015	No	0.679	B	0.015	No
139	Normandie Avenue & Wilshire Boulevard	0.496	A	0.515	A	0.019	No	0.515	A	0.019	No
140	Vermont Avenue & Wilshire Boulevard	0.770	C	0.785	C	0.015	No	0.785	C	0.015	No
141	Alvarado Street & Wilshire Boulevard	0.469	A	0.521	A	0.052	No	0.521	A	0.052	No
142	Vermont Avenue & 8th Street	0.635	B	0.639	B	0.004	No	0.639	B	0.004	No
143	Alvarado Street & 8th Street	0.418	A	0.509	A	0.091	No	0.509	A	0.091	No
144	Western Avenue & Olympic Boulevard	0.824	D	0.899	D	0.075	Yes	0.899	D	0.075	Yes
145	Normandie Avenue & Olympic Boulevard	0.500	A	0.557	A	0.057	No	0.557	A	0.057	No
146	Vermont Avenue & Olympic Boulevard	0.819	D	0.896	D	0.077	Yes	0.896	D	0.077	Yes
147	Alvarado Street & Olympic Boulevard	0.604	B	0.691	B	0.087	No	0.684	B	0.080	No
148	Union Avenue & Olympic Boulevard	0.560	A	0.618	B	0.058	No	0.649	B	0.089	No
149	Western Avenue & Pico Boulevard	0.553	A	0.577	A	0.024	No	0.577	A	0.024	No

Table A.10.5.7.2 Future With Project With Mitigation - Intersection Level of Service
Sunday Day: Post-Event Hour: (4:30-5:30 PM)

No.	Intersection	Sunday Day Post-Event Hour (4:30-5:30 PM)									
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future With Project With Mitigation Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS		
150	Normandie Avenue & Pico Boulevard	0.445	A	0.451	A	0.006	No	0.451	A	0.006	No
151	Vermont Avenue & Pico Boulevard	0.649	B	0.719	C	0.070	Yes	0.709	C	0.060	Yes
152	Alvarado Street & Pico Boulevard	0.644	B	0.834	D	0.190	Yes	0.868	D	0.224	Yes
153	Union Avenue & Pico Boulevard	0.615	B	0.829	D	0.214	Yes	0.695	B	0.080	No
154	Alvarado Street & Hoover Street	0.406	A	0.515	A	0.109	No	0.505	A	0.099	No
155	Western Avenue & Venice Boulevard	0.551	A	0.611	B	0.060	No	0.611	B	0.060	No
156	Normandie Avenue & Venice Boulevard	0.389	A	0.448	A	0.059	No	0.448	A	0.059	No
157	Vermont Avenue & Venice Boulevard	0.567	A	0.625	B	0.058	No	0.615	B	0.048	No
158	Hoover Street & Venice Boulevard	0.586	A	0.739	C	0.153	Yes	0.729	C	0.143	Yes
159	Western Avenue & Washington Boulevard	0.522	A	0.560	A	0.038	No	0.560	A	0.038	No
160	Normandie Avenue & Washington Boulevard	0.432	A	0.439	A	0.007	No	0.439	A	0.007	No
161	Vermont Avenue & Washington Boulevard	0.604	B	0.669	B	0.065	No	0.659	B	0.055	No
162	Hoover Street & Washington Boulevard	0.555	A	0.673	B	0.118	No	0.679	B	0.124	No
163	I-10 WB Ramps & 20th Street	0.563	A	0.769	C	0.206	Yes	0.759	C	0.196	Yes
164	Vermont Avenue & I-10 EB Ramps	0.726	C	0.726	C	0.000	No	0.716	C	-0.010	No
165	Hoover Street & I-10 EB Ramps	0.552	A	0.552	A	0.000	No	0.542	A	-0.010	No
166	Hill Street & 16th Street	0.111	A	0.969	E	0.858	Yes	0.959	E	0.848	Yes
167	Broadway & 16th Street	0.110	A	0.338	A	0.228	No	0.328	A	0.218	No
168	Main Street & 16th Street	0.187	A	0.349	A	0.162	No	0.339	A	0.152	No
169	Los Angeles Street & 16th Street	0.076	A	0.203	A	0.127	No	0.193	A	0.117	No
170	San Pedro Street & 16th Street	0.281	A	0.588	A	0.307	No	0.578	A	0.297	No
171	Central Avenue & 16th Street	0.298	A	0.337	A	0.039	No	0.337	A	0.039	No
172	Central Avenue & Washington Boulevard	0.301	A	0.454	A	0.153	No	0.454	A	0.153	No
173	Wilton Place & Wilshire Boulevard	0.419	A	0.430	A	0.011	No	0.430	A	0.011	No
174	Arlington Avenue & Olympic Boulevard	0.385	A	0.436	A	0.051	No	0.436	A	0.051	No
175	Arlington Avenue & Pico Boulevard	0.348	A	0.364	A	0.016	No	0.364	A	0.016	No
176	Arlington Avenue & Venice Boulevard	0.485	A	0.536	A	0.051	No	0.536	A	0.051	No
177	Arlington Avenue & Washington Boulevard	0.422	A	0.423	A	0.001	No	0.423	A	0.001	No

ATTACHMENT 1C: Project Impact Summary

Table A.10.5.7.3 Future With Project With Mitigation - Intersection Level of Service
Saturday Day: Pre-Event Hour: (12:00-1:00 PM)

1/19/2012

No.	Intersection	Saturday Day Pre-Event Hour (12:00-1:00 PM)									
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future With Project With Mitigation Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS		
1	Georgia Street & Olympic Boulevard	0.567	A	0.640	B	0.073	No	0.630	B	0.063	No
2	Francisco Street & Olympic Boulevard	0.441	A	0.629	B	0.188	No	0.619	B	0.178	No
3	Figueroa Street & Olympic Boulevard	0.610	B	0.856	D	0.246	Yes	0.846	D	0.236	Yes
4	Flower Street & Olympic Boulevard	0.600	A	0.924	E	0.324	Yes	0.914	E	0.314	Yes
5	Grand Avenue & Olympic Boulevard	0.404	A	0.608	B	0.204	No	0.608	B	0.204	No
6	Olive Street & Olympic Boulevard	0.509	A	0.727	C	0.218	Yes	0.727	C	0.218	Yes
7	Hill Street & Olympic Boulevard	0.538	A	0.689	B	0.151	No	0.689	B	0.151	No
8	Broadway & Olympic Boulevard	0.727	C	0.753	C	0.026	No	0.753	C	0.026	No
9	Main Street & Olympic Boulevard	0.591	A	0.609	B	0.018	No	0.609	B	0.018	No
10	Los Angeles Street & Olympic Boulevard	0.399	A	0.399	A	0.000	No	0.399	A	0.000	No
11	Santee Street & Olympic Boulevard	0.363	A	0.363	A	0.000	No	0.363	A	0.000	No
12	Maple Avenue & Olympic Boulevard	0.463	A	0.480	A	0.017	No	0.480	A	0.017	No
13	Maple Avenue & 9th Street	0.486	A	0.486	A	0.000	No	0.486	A	0.000	No
14	San Pedro Street & 9th Street	0.502	A	0.523	A	0.021	No	0.523	A	0.021	No
15	LA Live Way & 11th Street	0.248	A	0.109	A	-0.139	No	0.099	A	-0.149	No
16	Figueroa Street & 11th Street	0.437	A	0.436	A	-0.001	No	0.426	A	-0.011	No
17	Flower Street & 11th Street	0.458	A	0.462	A	0.004	No	0.452	A	-0.006	No
18	Grand Avenue & 11th Street	0.215	A	0.393	A	0.178	No	0.393	A	0.178	No
19	Olive Street & 11th Street	0.325	A	0.551	A	0.226	No	0.551	A	0.226	No
20	Figueroa Street & 12th Street	0.284	A	0.289	A	0.005	No	0.279	A	-0.005	No
21	Flower Street & 12th Street	0.153	A	0.176	A	0.023	No	0.284	A	0.131	No
22	Grand Avenue & 12th Street	0.199	A	0.206	A	0.007	No	0.206	A	0.007	No
23	Olive Avenue & 12th Street	0.279	A	0.481	A	0.202	No	0.481	A	0.202	No
24	LA Live Way & Pico Boulevard	0.517	A	0.567	A	0.050	No	0.557	A	0.040	No
25	LA Live Way & Bond Street / I-10 & I-110 Off-Ramps	0.303	A	0.415	A	0.112	No	0.415	A	0.112	No
26	Figueroa Street & Pico Boulevard	0.520	A	0.616	B	0.096	No	0.606	B	0.086	No
27	Flower Street & Pico Boulevard	0.323	A	0.502	A	0.179	No	0.609	B	0.286	No
28	Grand Avenue & Pico Boulevard	0.289	A	0.381	A	0.092	No	0.381	A	0.092	No
29	Olive Street & Pico Boulevard	0.286	A	0.524	A	0.238	No	0.524	A	0.238	No
30	Hill Street & Pico Boulevard	0.315	A	0.621	B	0.306	No	0.621	B	0.306	No

Table A.10.5.7.3 Future With Project With Mitigation - Intersection Level of Service
Saturday Day: Pre-Event Hour: (12:00-1:00 PM)

No.	Intersection	Saturday Day Pre-Event Hour (12:00-1:00 PM)									
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future With Project With Mitigation Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS		
31	Broadway & Pico Boulevard	0.405	A	0.537	A	0.132	No	0.537	A	0.132	No
32	Main Street & Pico Boulevard	0.639	B	0.686	B	0.047	No	0.686	B	0.047	No
33	Blaine Street & Olympic Boulevard	0.605	B	0.943	E	0.338	Yes	0.933	E	0.328	Yes
34	Blaine Street & SR-110 SB Off-Ramp	0.268	A	0.635	B	0.367	No	0.437	A	0.169	No
35	Blaine Street & 11th Street	0.479	A	0.711	C	0.232	Yes	0.335	A	-0.144	No
36	Convention Center Drive/Georgia Street & Venice Boulevard	0.109	A	0.222	A	0.113	No	0.212	A	0.103	No
37	Figueroa Street & Venice Boulevard	0.462	A	0.544	A	0.082	No	0.534	A	0.072	No
38	Flower Street & Venice Boulevard	0.277	A	0.342	A	0.065	No	0.332	A	0.055	No
39	Grand Avenue & Venice Boulevard	0.178	A	0.251	A	0.073	No	0.241	A	0.063	No
40	Olive Street & Venice Boulevard	0.197	A	0.399	A	0.202	No	0.389	A	0.192	No
41	Grand Avenue & 17th Street	0.377	A	0.441	A	0.064	No	0.325	A	-0.052	No
42	Olive Street & 17th Street	0.454	A	1.003	F	0.549	Yes	0.993	E	0.539	Yes
43	Hill Street & 17th Street	0.493	A	1.047	F	0.554	Yes	0.757	C	0.264	Yes
44	Broadway & 17th Street	0.473	A	1.065	F	0.592	Yes	0.763	C	0.290	Yes
45	Main Street & 17th Street	0.491	A	1.035	F	0.544	Yes	0.737	C	0.246	Yes
46	Los Angeles Street & 17th Street	0.531	A	1.074	F	0.543	Yes	0.756	C	0.225	Yes
47	Flower Street & 18th Street	0.093	A	0.095	A	0.002	No	0.085	A	-0.008	No
48	Grand Avenue & 18th Street	0.258	A	0.336	A	0.078	No	0.326	A	0.068	No
49	Olive Street & 18th Street	0.376	A	0.599	A	0.223	No	0.589	A	0.213	No
50	Hill Street & 18th Street	0.287	A	0.373	A	0.086	No	0.341	A	0.054	No
51	Broadway & 18th Street	0.391	A	0.429	A	0.038	No	0.361	A	-0.030	No
52	Main Street & 18th Street	0.470	A	0.470	A	0.000	No	0.460	A	-0.010	No
53	Los Angeles Street & 18th Street	0.541	A	0.541	A	0.000	No	0.285	A	-0.256	No
54	Figueroa Street & Washington Boulevard	0.534	A	0.592	A	0.058	No	0.564	A	0.030	No
55	Flower Street & Washington Boulevard	0.348	A	0.351	A	0.003	No	0.351	A	0.003	No
56	Grand Avenue & Washington Boulevard	0.385	A	0.454	A	0.069	No	0.454	A	0.069	No
57	Olive Street & Washington Boulevard	0.325	A	0.485	A	0.160	No	0.485	A	0.160	No
58	Hill Street & Washington Boulevard	0.308	A	0.496	A	0.188	No	0.496	A	0.188	No
59	Broadway & Washington Boulevard	0.409	A	0.476	A	0.067	No	0.476	A	0.067	No
60	Main Street & Washington Boulevard	0.572	A	0.598	A	0.026	No	0.598	A	0.026	No

Table A.10.5.7.3 Future With Project With Mitigation - Intersection Level of Service
Saturday Day: Pre-Event Hour: (12:00-1:00 PM)

No.	Intersection	Saturday Day Pre-Event Hour (12:00-1:00 PM)									
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future With Project With Mitigation Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS		
61	Los Angeles Street & Washington Boulevard	0.252	A	0.278	A	0.026	No	0.278	A	0.026	No
62	San Pedro Street & Washington Boulevard	0.526	A	0.527	A	0.001	No	0.527	A	0.001	No
63	Figueroa Street & Adams Boulevard	0.957	E	0.966	E	0.009	No	0.956	E	-0.001	No
64	Flower Street & Adams Boulevard	0.393	A	0.403	A	0.010	No	0.393	A	0.000	No
65	I-110 NB Off-Ramps & Adams Boulevard	0.503	A	0.880	D	0.377	Yes	0.870	D	0.367	Yes
66	Grand Avenue & Adams Boulevard	0.334	A	0.524	A	0.190	No	0.514	A	0.180	No
67	Hill Street & Adams Boulevard	0.387	A	0.771	C	0.384	Yes	0.761	C	0.374	Yes
68	Broadway & Adams Boulevard	0.359	A	0.436	A	0.077	No	0.426	A	0.067	No
69	Main Street & Adams Boulevard	0.521	A	0.521	A	0.000	No	0.511	A	-0.010	No
70	Flower Street & Jefferson Boulevard	0.409	A	0.411	A	0.002	No	0.411	A	0.002	No
71	Figueroa Street & Exposition Boulevard	0.697	B	0.703	C	0.006	No	0.703	C	0.006	No
72	Flower Street & 37th Street	0.278	A	0.278	A	0.000	No	0.278	A	0.000	No
73	Hope Street & 37th Street	0.304	A	0.318	A	0.014	No	0.318	A	0.014	No
74	Hill Street & 37th Street	0.122	A	0.226	A	0.104	No	0.226	A	0.104	No
75	Broadway & 37th Street	0.153	A	0.153	A	0.000	No	0.153	A	0.000	No
76	Figueroa Street & 39th Street	0.358	A	0.376	A	0.018	No	0.376	A	0.018	No
77	I-110 HOV Ramps & 39th Street	0.168	A	0.269	A	0.101	No	0.269	A	0.101	No
78	Figueroa Street & Martin Luther King Jr Boulevard	0.703	C	0.708	C	0.005	No	0.708	C	0.005	No
79	I-110 SB Ramps & Martin Luther King Jr Boulevard	0.681	B	0.685	B	0.004	No	0.685	B	0.004	No
80	I-110 NB Ramps & Martin Luther King Jr Boulevard	0.627	B	0.696	B	0.069	No	0.696	B	0.069	No
81	Georgia Street &9th Street	0.437	A	0.553	A	0.116	No	0.543	A	0.106	No
82	Francisco Street & 9th Street	0.253	A	0.357	A	0.104	No	0.347	A	0.094	No
83	Figueroa Street & 9th Street	0.540	A	0.647	B	0.107	No	0.637	B	0.097	No
84	Flower Street & 9th Street	0.539	A	0.608	B	0.069	No	0.598	A	0.059	No
85	Broadway & 9th Street	0.451	A	0.452	A	0.001	No	0.452	A	0.001	No
86	Bixel Street & 8th Street	0.527	A	0.527	A	0.000	No	0.517	A	-0.010	No
87	Francisco Street & 8th Street	0.260	A	0.543	A	0.283	No	0.533	A	0.273	No
88	Figueroa Street & 8th Street	0.418	A	0.986	E	0.568	Yes	0.976	E	0.558	Yes
89	Flower Street & 8th Street	0.393	A	0.755	C	0.362	Yes	0.745	C	0.352	Yes

Table A.10.5.7.3 Future With Project With Mitigation - Intersection Level of Service
Saturday Day: Pre-Event Hour: (12:00-1:00 PM)

No.	Intersection	Saturday Day Pre-Event Hour (12:00-1:00 PM)									
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future With Project With Mitigation Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS		
90	Hill Street & 8th Street	0.475	A	0.541	A	0.066	No	0.541	A	0.066	No
91	Broadway & 8th Street	0.713	C	0.743	C	0.030	No	0.743	C	0.030	No
92	Bixel Street & Wilshire Boulevard	0.387	A	0.403	A	0.016	No	0.403	A	0.016	No
93	Figueroa Street & Wilshire Boulevard	0.376	A	0.393	A	0.017	No	0.383	A	0.007	No
94	Lucas Avenue & 6th Street	0.478	A	0.706	C	0.228	Yes	0.696	B	0.218	No
95	Bixel Street & 6th Street	0.407	A	0.485	A	0.078	No	0.485	A	0.078	No
96	Figueroa Street & 6th Street	0.317	A	0.451	A	0.134	No	0.441	A	0.124	No
97	Flower Street & 6th Street	0.259	A	0.467	A	0.208	No	0.457	A	0.198	No
98	Grand Avenue & 6th Street	0.245	A	0.338	A	0.093	No	0.338	A	0.093	No
99	Hill Street & 6th Street	0.386	A	0.397	A	0.011	No	0.397	A	0.011	No
100	Spring Street & 6th Street	0.325	A	0.369	A	0.044	No	0.369	A	0.044	No
101	Main Street & 6th Street	0.288	A	0.288	A	0.000	No	0.288	A	0.000	No
102	Figueroa Street & 5th Street	0.242	A	0.273	A	0.031	No	0.263	A	0.021	No
103	Grand Avenue & 5th Street	0.219	A	0.307	A	0.088	No	0.307	A	0.088	No
104	Olive Street & 5th Street	0.373	A	0.414	A	0.041	No	0.414	A	0.041	No
105	Hill Street & 5th Street	0.349	A	0.440	A	0.091	No	0.440	A	0.091	No
106	Spring Street & 5th Street	0.274	A	0.329	A	0.055	No	0.329	A	0.055	No
107	Main Street & 5th Street	0.199	A	0.199	A	0.000	No	0.199	A	0.000	No
108	Figueroa Street & 2nd Street	0.306	A	0.311	A	0.005	No	0.301	A	-0.005	No
109	Beaudry Street & 1st Street	0.184	A	0.184	A	0.000	No	0.184	A	0.000	No
110	Hope Street & 1st Street	0.293	A	0.427	A	0.134	No	0.417	A	0.124	No
111	Grand Avenue & 1st Street	0.402	A	0.440	A	0.038	No	0.430	A	0.028	No
112	Olive Street & 1st Street	0.313	A	0.313	A	0.000	No	0.303	A	-0.010	No
113	Hill Street & 1st Street	0.393	A	0.469	A	0.076	No	0.459	A	0.066	No
114	Spring Street & 1st Street	0.327	A	0.410	A	0.083	No	0.410	A	0.083	No
115	Main Street & 1st Street	0.348	A	0.348	A	0.000	No	0.348	A	0.000	No
116	Hope Street & Temple Street	0.299	A	0.347	A	0.048	No	0.337	A	0.038	No
117	Main Street & Aliso Street	0.363	A	0.363	A	0.000	No	0.363	A	0.000	No
118	Los Angeles Street & Aliso Street / US-101 SB On-Ramps	0.306	A	0.306	A	0.000	No	0.306	A	0.000	No
119	Grand Avenue & US-101 NB Ramps	0.497	A	0.497	A	0.000	No	0.487	A	-0.010	No

Table A.10.5.7.3 Future With Project With Mitigation - Intersection Level of Service
Saturday Day: Pre-Event Hour: (12:00-1:00 PM)

No.	Intersection	Saturday Day Pre-Event Hour (12:00-1:00 PM)									
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future With Project With Mitigation Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS		
120	Beaudry Avenue & Sunset Boulevard	0.806	D	0.806	D	0.000	No	0.806	D	0.000	No
121	Figueroa Street & Cesar Chavez Avenue	0.567	A	0.567	A	0.000	No	0.567	A	0.000	No
122	Grand Avenue & Cesar Chavez Avenue	0.578	A	0.578	A	0.000	No	0.568	A	-0.010	No
123	Spring Street & Cesar Chavez Avenue	0.671	B	0.733	C	0.062	Yes	0.723	C	0.052	Yes
124	Main Street & Cesar Chavez Avenue	0.549	A	0.549	A	0.000	No	0.549	A	0.000	No
125	Alameda Street & Cesar Chavez Avenue	0.653	B	0.653	B	0.000	No	0.653	B	0.000	No
126	Main Street & Alpine Street	0.312	A	0.328	A	0.016	No	0.328	A	0.016	No
127	Alameda Street & Alpine Street	0.199	A	0.214	A	0.015	No	0.214	A	0.015	No
128	Hill Street & Alpine Street	0.429	A	0.532	A	0.103	No	0.532	A	0.103	No
129	Hill Street & College Street	0.543	A	0.645	B	0.102	No	0.645	B	0.102	No
130	Sunset Boulevard & Elysian Park Avenue	0.656	B	0.656	B	0.000	No	0.656	B	0.000	No
131	Glendale Boulevard & Bellevue Avenue	0.415	A	0.468	A	0.053	No	0.468	A	0.053	No
132	Glendale Boulevard & Temple Street	0.650	B	0.706	C	0.056	Yes	0.706	C	0.056	Yes
133	Alvarado Street & US-101 WB Ramps	0.565	A	0.566	A	0.001	No	0.566	A	0.001	No
134	Alvarado Street & US-101 EB Ramps	0.561	A	0.561	A	0.000	No	0.561	A	0.000	No
135	Alvarado Street & Beverly Boulevard	0.521	A	0.540	A	0.019	No	0.540	A	0.019	No
136	Vermont Avenue & 6th Street	0.660	B	0.669	B	0.009	No	0.669	B	0.009	No
137	Alvarado Street & 6th Street	0.574	A	0.594	A	0.020	No	0.594	A	0.020	No
138	Western Avenue & Wilshire Boulevard	0.660	B	0.712	C	0.052	Yes	0.712	C	0.052	Yes
139	Normandie Avenue & Wilshire Boulevard	0.687	B	0.706	C	0.019	No	0.706	C	0.019	No
140	Vermont Avenue & Wilshire Boulevard	0.789	C	0.803	D	0.014	No	0.803	D	0.014	No
141	Alvarado Street & Wilshire Boulevard	0.449	A	0.455	A	0.006	No	0.455	A	0.006	No
142	Vermont Avenue & 8th Street	0.727	C	0.740	C	0.013	No	0.740	C	0.013	No
143	Alvarado Street & 8th Street	0.544	A	0.575	A	0.031	No	0.575	A	0.031	No
144	Western Avenue & Olympic Boulevard	0.625	B	0.677	B	0.052	No	0.677	B	0.052	No
145	Normandie Avenue & Olympic Boulevard	0.621	B	0.665	B	0.044	No	0.665	B	0.044	No
146	Vermont Avenue & Olympic Boulevard	1.067	F	1.144	F	0.077	Yes	1.144	F	0.077	Yes
147	Alvarado Street & Olympic Boulevard	0.749	C	0.898	D	0.149	Yes	0.888	D	0.139	Yes
148	Union Avenue & Olympic Boulevard	0.620	B	0.775	C	0.155	Yes	0.765	C	0.145	Yes
149	Western Avenue & Pico Boulevard	0.681	B	0.698	B	0.017	No	0.698	B	0.017	No

Table A.10.5.7.3 Future With Project With Mitigation - Intersection Level of Service
Saturday Day: Pre-Event Hour: (12:00-1:00 PM)

No.	Intersection	Saturday Day Pre-Event Hour (12:00-1:00 PM)									
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future With Project With Mitigation Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS		
150	Normandie Avenue & Pico Boulevard	0.613	B	0.627	B	0.014	No	0.627	B	0.014	No
151	Vermont Avenue & Pico Boulevard	0.726	C	0.769	C	0.043	Yes	0.759	C	0.033	No
152	Alvarado Street & Pico Boulevard	0.728	C	0.993	E	0.265	Yes	0.983	E	0.255	Yes
153	Union Avenue & Pico Boulevard	0.638	B	0.634	B	-0.004	No	0.624	B	-0.014	No
154	Alvarado Street & Hoover Street	0.413	A	0.412	A	-0.001	No	0.402	A	-0.011	No
155	Western Avenue & Venice Boulevard	0.553	A	0.581	A	0.028	No	0.581	A	0.028	No
156	Normandie Avenue & Venice Boulevard	0.504	A	0.537	A	0.033	No	0.537	A	0.033	No
157	Vermont Avenue & Venice Boulevard	0.645	B	0.728	C	0.083	Yes	0.718	C	0.073	Yes
158	Hoover Street & Venice Boulevard	0.682	B	0.735	C	0.053	Yes	0.725	C	0.043	Yes
159	Western Avenue & Washington Boulevard	0.673	B	0.700	B	0.027	No	0.700	B	0.027	No
160	Normandie Avenue & Washington Boulevard	0.622	B	0.652	B	0.030	No	0.652	B	0.030	No
161	Vermont Avenue & Washington Boulevard	0.802	D	0.899	D	0.097	Yes	0.889	D	0.087	Yes
162	Hoover Street & Washington Boulevard	0.640	B	0.759	C	0.119	Yes	0.749	C	0.109	Yes
163	I-10 WB Ramps & 20th Street	0.701	B	0.712	C	0.011	No	0.702	C	0.001	No
164	Vermont Avenue & I-10 EB Ramps	0.904	E	0.987	E	0.083	Yes	0.977	E	0.073	Yes
165	Hoover Street & I-10 EB Ramps	0.722	C	0.842	D	0.120	Yes	0.832	D	0.110	Yes
166	Hill Street & 16th Street	0.297	A	0.714	C	0.417	Yes	0.704	C	0.407	Yes
167	Broadway & 16th Street	0.294	A	0.484	A	0.190	No	0.474	A	0.180	No
168	Main Street & 16th Street	0.470	A	0.598	A	0.128	No	0.588	A	0.118	No
169	Los Angeles Street & 16th Street	0.266	A	0.448	A	0.182	No	0.438	A	0.172	No
170	San Pedro Street & 16th Street	0.714	C	0.849	D	0.135	Yes	0.839	D	0.125	Yes
171	Central Avenue & 16th Street	0.586	A	0.597	A	0.011	No	0.597	A	0.011	No
172	Central Avenue & Washington Boulevard	0.637	B	0.663	B	0.026	No	0.663	B	0.026	No
173	Wilton Place & Wilshire Boulevard	0.511	A	0.517	A	0.006	No	0.517	A	0.006	No
174	Arlington Avenue & Olympic Boulevard	0.454	A	0.489	A	0.035	No	0.489	A	0.035	No
175	Arlington Avenue & Pico Boulevard	0.430	A	0.430	A	0.000	No	0.430	A	0.000	No
176	Arlington Avenue & Venice Boulevard	0.474	A	0.507	A	0.033	No	0.507	A	0.033	No
177	Arlington Avenue & Washington Boulevard	0.561	A	0.597	A	0.036	No	0.597	A	0.036	No

ATTACHMENT 1D: Project Impact Summary

Table A.10.5.7.4 **Future With Project With Mitigation - Intersection Level of Service**
Saturday Day: Post-Event Hour: (4:30-5:30 PM)

1/19/2012

No.	Intersection	Saturday Day Post-Event Hour (12:00-1:00 PM)									
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future With Project With Mitigation Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS		
1	Georgia Street & Olympic Boulevard	0.577	A	0.834	D	0.257	Yes	0.929	E	0.352	Yes
2	Francisco Street & Olympic Boulevard	0.373	A	0.597	A	0.224	No	0.633	B	0.260	No
3	Figueroa Street & Olympic Boulevard	0.623	B	0.869	D	0.246	Yes	0.760	C	0.137	Yes
4	Flower Street & Olympic Boulevard	0.530	A	0.865	D	0.335	Yes	1.280	F	0.750	Yes
5	Grand Avenue & Olympic Boulevard	0.358	A	0.468	A	0.110	No	0.715	C	0.357	Yes
6	Olive Street & Olympic Boulevard	0.446	A	0.613	B	0.167	No	1.021	F	0.575	Yes
7	Hill Street & Olympic Boulevard	0.438	A	0.508	A	0.070	No	0.508	A	0.070	No
8	Broadway & Olympic Boulevard	0.627	B	0.632	B	0.005	No	0.632	B	0.005	No
9	Main Street & Olympic Boulevard	0.582	A	0.579	A	-0.003	No	0.579	A	-0.003	No
10	Los Angeles Street & Olympic Boulevard	0.274	A	0.274	A	0.000	No	0.274	A	0.000	No
11	Santee Street & Olympic Boulevard	0.260	A	0.275	A	0.015	No	0.275	A	0.015	No
12	Maple Avenue & Olympic Boulevard	0.356	A	0.368	A	0.012	No	0.368	A	0.012	No
13	Maple Avenue & 9th Street	0.344	A	0.360	A	0.016	No	0.360	A	0.016	No
14	San Pedro Street & 9th Street	0.333	A	0.363	A	0.030	No	0.363	A	0.030	No
15	LA Live Way & 11th Street	0.261	A	0.641	B	0.380	No	0.631	B	0.370	No
16	Figueroa Street & 11th Street	0.470	A	0.464	A	-0.006	No	0.017	A	-0.453	No
17	Flower Street & 11th Street	0.406	A	0.469	A	0.063	No	0.047	A	-0.359	No
18	Grand Avenue & 11th Street	0.251	A	0.332	A	0.081	No	0.687	B	0.436	No
19	Olive Street & 11th Street	0.287	A	0.311	A	0.024	No	0.516	A	0.229	No
20	Figueroa Street & 12th Street	0.348	A	0.336	A	-0.012	No	0.009	A	-0.339	No
21	Flower Street & 12th Street	0.161	A	0.211	A	0.050	No	0.035	A	-0.126	No
22	Grand Avenue & 12th Street	0.187	A	0.379	A	0.192	No	0.547	A	0.360	No
23	Olive Avenue & 12th Street	0.257	A	0.342	A	0.085	No	0.647	B	0.390	No
24	LA Live Way & Pico Boulevard	0.511	A	0.358	A	-0.153	No	0.348	A	-0.163	No
25	LA Live Way & Bond Street / I-10 & I-110 Off-Ramps	0.329	A	0.326	A	-0.003	No	0.326	A	-0.003	No
26	Figueroa Street & Pico Boulevard	0.627	B	0.657	B	0.030	No	0.616	B	-0.011	No
27	Flower Street & Pico Boulevard	0.329	A	0.507	A	0.178	No	0.495	A	0.166	No
28	Grand Avenue & Pico Boulevard	0.255	A	0.605	B	0.350	No	0.642	B	0.387	No
29	Olive Street & Pico Boulevard	0.279	A	0.344	A	0.065	No	0.567	A	0.288	No
30	Hill Street & Pico Boulevard	0.238	A	0.739	C	0.501	Yes	0.739	C	0.501	Yes

Table A.10.5.7.4 Future With Project With Mitigation - Intersection Level of Service
Saturday Day: Post-Event Hour: (4:30-5:30 PM)

No.	Intersection	Saturday Day Post-Event Hour (12:00-1:00 PM)									
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future With Project With Mitigation Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS		
31	Broadway & Pico Boulevard	0.310	A	0.333	A	0.023	No	0.333	A	0.023	No
32	Main Street & Pico Boulevard	0.531	A	0.547	A	0.016	No	0.547	A	0.016	No
33	Blaine Street & Olympic Boulevard	0.582	A	0.857	D	0.275	Yes	0.847	D	0.265	Yes
34	Blaine Street & SR-110 SB Off-Ramp	0.264	A	0.389	A	0.125	No	0.357	A	0.093	No
35	Blaine Street & 11th Street	0.699	B	1.188	F	0.489	Yes	0.651	B	-0.048	No
36	Convention Center Drive/Georgia Street & Venice Boulevard	0.149	A	0.239	A	0.090	No	0.302	A	0.153	No
37	Figueroa Street & Venice Boulevard	0.544	A	0.902	E	0.358	Yes	0.970	E	0.426	Yes
38	Flower Street & Venice Boulevard	0.297	A	0.737	C	0.440	Yes	0.885	D	0.588	Yes
39	Grand Avenue & Venice Boulevard	0.168	A	0.626	B	0.458	No	0.975	E	0.807	Yes
40	Olive Street & Venice Boulevard	0.181	A	0.611	B	0.430	No	0.827	D	0.646	Yes
41	Grand Avenue & 17th Street	0.385	A	0.718	C	0.333	Yes	0.545	A	0.160	No
42	Olive Street & 17th Street	0.412	A	0.605	B	0.193	No	0.624	B	0.212	No
43	Hill Street & 17th Street	0.372	A	1.097	F	0.725	Yes	0.879	D	0.507	Yes
44	Broadway & 17th Street	0.346	A	0.487	A	0.141	No	0.367	A	0.021	No
45	Main Street & 17th Street	0.431	A	0.511	A	0.080	No	0.370	A	-0.061	No
46	Los Angeles Street & 17th Street	0.446	A	0.526	A	0.080	No	0.377	A	-0.069	No
47	Flower Street & 18th Street	0.106	A	0.179	A	0.073	No	0.515	A	0.409	No
48	Grand Avenue & 18th Street	0.294	A	0.544	A	0.250	No	0.686	B	0.392	No
49	Olive Street & 18th Street	0.338	A	0.549	A	0.211	No	1.144	F	0.806	Yes
50	Hill Street & 18th Street	0.289	A	1.242	F	0.953	Yes	0.893	D	0.604	Yes
51	Broadway & 18th Street	0.350	A	1.033	F	0.683	Yes	0.676	B	0.326	No
52	Main Street & 18th Street	0.446	A	1.080	F	0.634	Yes	0.948	E	0.502	Yes
53	Los Angeles Street & 18th Street	0.585	A	1.853	F	1.268	Yes	0.863	D	0.278	Yes
54	Figueroa Street & Washington Boulevard	0.488	A	0.709	C	0.221	Yes	0.694	B	0.206	No
55	Flower Street & Washington Boulevard	0.302	A	0.569	A	0.267	No	0.558	A	0.256	No
56	Grand Avenue & Washington Boulevard	0.329	A	0.558	A	0.229	No	0.733	C	0.404	Yes
57	Olive Street & Washington Boulevard	0.257	A	0.470	A	0.213	No	0.614	B	0.357	No
58	Hill Street & Washington Boulevard	0.237	A	0.388	A	0.151	No	0.504	A	0.267	No
59	Broadway & Washington Boulevard	0.329	A	0.421	A	0.092	No	0.542	A	0.213	No
60	Main Street & Washington Boulevard	0.487	A	0.651	B	0.164	No	0.772	C	0.285	Yes

Table A.10.5.7.4 Future With Project With Mitigation - Intersection Level of Service Saturday Day: Post-Event Hour: (4:30-5:30 PM)

No.	Intersection	Saturday Day Post-Event Hour (12:00-1:00 PM)									
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future With Project With Mitigation Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS		
61	Los Angeles Street & Washington Boulevard	0.231	A	0.340	A	0.109	No	0.461	A	0.230	No
62	San Pedro Street & Washington Boulevard	0.444	A	0.608	B	0.164	No	0.729	C	0.285	Yes
63	Figueroa Street & Adams Boulevard	0.925	E	0.930	E	0.005	No	0.920	E	-0.005	No
64	Flower Street & Adams Boulevard	0.390	A	0.546	A	0.156	No	0.566	A	0.176	No
65	I-110 NB Off-Ramps & Adams Boulevard	0.460	A	0.504	A	0.044	No	0.537	A	0.077	No
66	Grand Avenue & Adams Boulevard	0.291	A	0.359	A	0.068	No	0.390	A	0.099	No
67	Hill Street & Adams Boulevard	0.326	A	0.337	A	0.011	No	0.327	A	0.001	No
68	Broadway & Adams Boulevard	0.303	A	0.303	A	0.000	No	0.293	A	-0.010	No
69	Main Street & Adams Boulevard	0.438	A	0.438	A	0.000	No	0.428	A	-0.010	No
70	Flower Street & Jefferson Boulevard	0.411	A	0.540	A	0.129	No	0.540	A	0.129	No
71	Figueroa Street & Exposition Boulevard	0.640	B	0.643	B	0.003	No	0.643	B	0.003	No
72	Flower Street & 37th Street	0.318	A	0.455	A	0.137	No	0.455	A	0.137	No
73	Hope Street & 37th Street	0.321	A	0.322	A	0.001	No	0.322	A	0.001	No
74	Hill Street & 37th Street	0.138	A	0.138	A	0.000	No	0.138	A	0.000	No
75	Broadway & 37th Street	0.105	A	0.105	A	0.000	No	0.105	A	0.000	No
76	Figueroa Street & 39th Street	0.359	A	0.365	A	0.006	No	0.365	A	0.006	No
77	I-110 HOV Ramps & 39th Street	0.187	A	0.344	A	0.157	No	0.344	A	0.157	No
78	Figueroa Street & Martin Luther King Jr Boulevard	0.631	B	0.768	C	0.137	Yes	0.768	C	0.137	Yes
79	I-110 SB Ramps & Martin Luther King Jr Boulevard	0.613	B	0.769	C	0.156	Yes	0.769	C	0.156	Yes
80	I-110 NB Ramps & Martin Luther King Jr Boulevard	0.579	A	0.609	B	0.030	No	0.609	B	0.030	No
81	Georgia Street &9th Street	0.502	A	0.722	C	0.220	Yes	0.712	C	0.210	Yes
82	Francisco Street & 9th Street	0.231	A	0.575	A	0.344	No	0.565	A	0.334	No
83	Figueroa Street & 9th Street	0.537	A	0.642	B	0.105	No	0.395	A	-0.142	No
84	Flower Street & 9th Street	0.422	A	0.492	A	0.070	No	0.772	C	0.350	Yes
85	Broadway & 9th Street	0.338	A	0.395	A	0.057	No	0.395	A	0.057	No
86	Bixel Street & 8th Street	0.475	A	0.609	B	0.134	No	0.599	A	0.124	No
87	Francisco Street & 8th Street	0.254	A	0.471	A	0.217	No	0.461	A	0.207	No
88	Figueroa Street & 8th Street	0.471	A	0.754	C	0.283	Yes	1.373	F	0.902	Yes
89	Flower Street & 8th Street	0.359	A	0.559	A	0.200	No	0.716	C	0.357	Yes

Table A.10.5.7.4 Future With Project With Mitigation - Intersection Level of Service
Saturday Day: Post-Event Hour: (4:30-5:30 PM)

No.	Intersection	Saturday Day Post-Event Hour (12:00-1:00 PM)									
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future With Project With Mitigation Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS		
90	Hill Street & 8th Street	0.391	A	0.395	A	0.004	No	0.395	A	0.004	No
91	Broadway & 8th Street	0.546	A	0.546	A	0.000	No	0.546	A	0.000	No
92	Bixel Street & Wilshire Boulevard	0.352	A	0.377	A	0.025	No	0.377	A	0.025	No
93	Figueroa Street & Wilshire Boulevard	0.482	A	0.820	D	0.338	Yes	0.740	C	0.258	Yes
94	Lucas Avenue & 6th Street	0.453	A	0.491	A	0.038	No	0.481	A	0.028	No
95	Bixel Street & 6th Street	0.389	A	0.404	A	0.015	No	0.404	A	0.015	No
96	Figueroa Street & 6th Street	0.369	A	0.533	A	0.164	No	0.467	A	0.098	No
97	Flower Street & 6th Street	0.265	A	0.305	A	0.040	No	0.295	A	0.030	No
98	Grand Avenue & 6th Street	0.203	A	0.275	A	0.072	No	0.275	A	0.072	No
99	Hill Street & 6th Street	0.351	A	0.513	A	0.162	No	0.513	A	0.162	No
100	Spring Street & 6th Street	0.327	A	0.375	A	0.048	No	0.375	A	0.048	No
101	Main Street & 6th Street	0.301	A	0.526	A	0.225	No	0.526	A	0.225	No
102	Figueroa Street & 5th Street	0.269	A	0.523	A	0.254	No	0.606	B	0.337	No
103	Grand Avenue & 5th Street	0.223	A	0.277	A	0.054	No	0.317	A	0.094	No
104	Olive Street & 5th Street	0.395	A	0.541	A	0.146	No	0.657	B	0.262	No
105	Hill Street & 5th Street	0.348	A	0.403	A	0.055	No	0.403	A	0.055	No
106	Spring Street & 5th Street	0.268	A	0.268	A	0.000	No	0.268	A	0.000	No
107	Main Street & 5th Street	0.212	A	0.297	A	0.085	No	0.297	A	0.085	No
108	Figueroa Street & 2nd Street	0.278	A	0.484	A	0.206	No	0.474	A	0.196	No
109	Beaudry Street & 1st Street	0.231	A	0.233	A	0.002	No	0.233	A	0.002	No
110	Hope Street & 1st Street	0.324	A	0.650	B	0.326	No	0.640	B	0.316	No
111	Grand Avenue & 1st Street	0.466	A	0.841	D	0.375	Yes	0.831	D	0.365	Yes
112	Olive Street & 1st Street	0.291	A	0.426	A	0.135	No	0.416	A	0.125	No
113	Hill Street & 1st Street	0.490	A	0.654	B	0.164	No	0.644	B	0.154	No
114	Spring Street & 1st Street	0.360	A	0.362	A	0.002	No	0.362	A	0.002	No
115	Main Street & 1st Street	0.360	A	0.464	A	0.104	No	0.464	A	0.104	No
116	Hope Street & Temple Street	0.358	A	0.523	A	0.165	No	0.513	A	0.155	No
117	Main Street & Aliso Street	0.393	A	0.681	B	0.288	No	0.681	B	0.288	No
118	Los Angeles Street & Aliso Street / US-101 SB On-Ramps	0.315	A	0.387	A	0.072	No	0.387	A	0.072	No
119	Grand Avenue & US-101 NB Ramps	0.560	A	1.008	F	0.448	Yes	0.998	E	0.438	Yes

Table A.10.5.7.4 Future With Project With Mitigation - Intersection Level of Service Saturday Day: Post-Event Hour: (4:30-5:30 PM)

No.	Intersection	Saturday Day Post-Event Hour (12:00-1:00 PM)									
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future With Project With Mitigation Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS		
120	Beaudry Avenue & Sunset Boulevard	0.633	B	0.633	B	0.000	No	0.633	B	0.000	No
121	Figueroa Street & Cesar Chavez Avenue	0.572	A	0.572	A	0.000	No	0.572	A	0.000	No
122	Grand Avenue & Cesar Chavez Avenue	0.642	B	0.645	B	0.003	No	0.635	B	-0.007	No
123	Spring Street & Cesar Chavez Avenue	0.664	B	0.664	B	0.000	No	0.654	B	-0.010	No
124	Main Street & Cesar Chavez Avenue	0.599	A	0.631	B	0.032	No	0.631	B	0.032	No
125	Alameda Street & Cesar Chavez Avenue	0.660	B	0.660	B	0.000	No	0.660	B	0.000	No
126	Main Street & Alpine Street	0.254	A	0.271	A	0.017	No	0.271	A	0.017	No
127	Alameda Street & Alpine Street	0.170	A	0.195	A	0.025	No	0.195	A	0.025	No
128	Hill Street & Alpine Street	0.415	A	0.577	A	0.162	No	0.577	A	0.162	No
129	Hill Street & College Street	0.573	A	0.735	C	0.162	Yes	0.735	C	0.162	Yes
130	Sunset Boulevard & Elysian Park Avenue	0.609	B	0.624	B	0.015	No	0.624	B	0.015	No
131	Glendale Boulevard & Bellevue Avenue	0.381	A	0.591	A	0.210	No	0.591	A	0.210	No
132	Glendale Boulevard & Temple Street	0.661	B	0.854	D	0.193	Yes	0.854	D	0.193	Yes
133	Alvarado Street & US-101 WB Ramps	0.550	A	0.614	B	0.064	No	0.614	B	0.064	No
134	Alvarado Street & US-101 EB Ramps	0.564	A	0.589	A	0.025	No	0.589	A	0.025	No
135	Alvarado Street & Beverly Boulevard	0.509	A	0.509	A	0.000	No	0.509	A	0.000	No
136	Vermont Avenue & 6th Street	0.748	C	0.763	C	0.015	No	0.763	C	0.015	No
137	Alvarado Street & 6th Street	0.554	A	0.585	A	0.031	No	0.585	A	0.031	No
138	Western Avenue & Wilshire Boulevard	0.761	C	0.776	C	0.015	No	0.776	C	0.015	No
139	Normandie Avenue & Wilshire Boulevard	0.639	B	0.639	B	0.000	No	0.639	B	0.000	No
140	Vermont Avenue & Wilshire Boulevard	0.782	C	0.798	C	0.016	No	0.798	C	0.016	No
141	Alvarado Street & Wilshire Boulevard	0.459	A	0.508	A	0.049	No	0.508	A	0.049	No
142	Vermont Avenue & 8th Street	0.703	C	0.704	C	0.001	No	0.704	C	0.001	No
143	Alvarado Street & 8th Street	0.471	A	0.563	A	0.092	No	0.563	A	0.092	No
144	Western Avenue & Olympic Boulevard	0.633	B	0.707	C	0.074	Yes	0.707	C	0.074	Yes
145	Normandie Avenue & Olympic Boulevard	0.603	B	0.668	B	0.065	No	0.668	B	0.065	No
146	Vermont Avenue & Olympic Boulevard	0.846	D	0.904	E	0.058	Yes	0.904	E	0.058	Yes
147	Alvarado Street & Olympic Boulevard	0.710	C	0.817	D	0.107	Yes	0.870	D	0.160	Yes
148	Union Avenue & Olympic Boulevard	0.577	A	0.663	B	0.086	No	0.773	C	0.196	Yes
149	Western Avenue & Pico Boulevard	0.709	C	0.717	C	0.008	No	0.717	C	0.008	No

Table A.10.5.7.4 Future With Project With Mitigation - Intersection Level of Service
Saturday Day: Post-Event Hour: (4:30-5:30 PM)

No.	Intersection	Saturday Day Post-Event Hour (12:00-1:00 PM)									
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future With Project With Mitigation Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS		
150	Normandie Avenue & Pico Boulevard	0.626	B	0.629	B	0.003	No	0.629	B	0.003	No
151	Vermont Avenue & Pico Boulevard	0.669	B	0.715	C	0.046	Yes	0.705	C	0.036	No
152	Alvarado Street & Pico Boulevard	0.753	C	0.980	E	0.227	Yes	1.110	F	0.357	Yes
153	Union Avenue & Pico Boulevard	0.603	B	0.765	C	0.162	Yes	0.583	A	-0.020	No
154	Alvarado Street & Hoover Street	0.427	A	0.536	A	0.109	No	0.526	A	0.099	No
155	Western Avenue & Venice Boulevard	0.592	A	0.607	B	0.015	No	0.607	B	0.015	No
156	Normandie Avenue & Venice Boulevard	0.528	A	0.583	A	0.055	No	0.583	A	0.055	No
157	Vermont Avenue & Venice Boulevard	0.697	B	0.731	C	0.034	No	0.721	C	0.024	No
158	Hoover Street & Venice Boulevard	0.699	B	0.872	D	0.173	Yes	0.862	D	0.163	Yes
159	Western Avenue & Washington Boulevard	0.731	C	0.748	C	0.017	No	0.748	C	0.017	No
160	Normandie Avenue & Washington Boulevard	0.631	B	0.637	B	0.006	No	0.637	B	0.006	No
161	Vermont Avenue & Washington Boulevard	0.817	D	0.825	D	0.008	No	0.815	D	-0.002	No
162	Hoover Street & Washington Boulevard	0.747	C	0.856	D	0.109	Yes	0.858	D	0.111	Yes
163	I-10 WB Ramps & 20th Street	0.666	B	0.884	D	0.218	Yes	0.874	D	0.208	Yes
164	Vermont Avenue & I-10 EB Ramps	0.844	D	0.844	D	0.000	No	0.834	D	-0.010	No
165	Hoover Street & I-10 EB Ramps	0.654	B	0.654	B	0.000	No	0.644	B	-0.010	No
166	Hill Street & 16th Street	0.229	A	1.152	F	0.923	Yes	1.269	F	1.040	Yes
167	Broadway & 16th Street	0.203	A	0.427	A	0.224	No	0.543	A	0.340	No
168	Main Street & 16th Street	0.352	A	0.512	A	0.160	No	0.629	B	0.277	No
169	Los Angeles Street & 16th Street	0.151	A	0.277	A	0.126	No	0.393	A	0.242	No
170	San Pedro Street & 16th Street	0.423	A	0.721	C	0.298	Yes	0.965	E	0.542	Yes
171	Central Avenue & 16th Street	0.411	A	0.449	A	0.038	No	0.449	A	0.038	No
172	Central Avenue & Washington Boulevard	0.443	A	0.598	A	0.155	No	0.723	C	0.280	Yes
173	Wilton Place & Wilshire Boulevard	0.600	A	0.611	B	0.011	No	0.611	B	0.011	No
174	Arlington Avenue & Olympic Boulevard	0.519	A	0.551	A	0.032	No	0.551	A	0.032	No
175	Arlington Avenue & Pico Boulevard	0.496	A	0.511	A	0.015	No	0.511	A	0.015	No
176	Arlington Avenue & Venice Boulevard	0.735	C	0.790	C	0.055	Yes	0.790	C	0.055	Yes
177	Arlington Avenue & Washington Boulevard	0.605	B	0.609	B	0.004	No	0.609	B	0.004	No

ATTACHMENT 1E: Project Impact Summary

Table A.10.5.7.5 Future With Project With Mitigation - Intersection Level of Service
Weekday Evening: Pre-Event Hour: (4:30-5:30 PM)

1/19/2012

No.	Intersection	Weekday Evening Pre-Event Hour (4:30-5:30 PM)									
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future With Project With Mitigation Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS		
1	Georgia Street & Olympic Boulevard	0.662	B	0.757	C	0.095	Yes	0.747	C	0.085	Yes
2	Francisco Street & Olympic Boulevard	0.499	A	0.628	B	0.129	No	0.618	B	0.119	No
3	Figueroa Street & Olympic Boulevard	0.989	E	1.273	F	0.284	Yes	1.263	F	0.274	Yes
4	Flower Street & Olympic Boulevard	0.639	B	0.873	D	0.234	Yes	0.863	D	0.224	Yes
5	Grand Avenue & Olympic Boulevard	0.674	B	0.680	B	0.006	No	0.680	B	0.006	No
6	Olive Street & Olympic Boulevard	0.682	B	0.733	C	0.051	Yes	0.733	C	0.051	Yes
7	Hill Street & Olympic Boulevard	0.745	C	0.749	C	0.004	No	0.749	C	0.004	No
8	Broadway & Olympic Boulevard	0.869	D	0.894	D	0.025	Yes	0.894	D	0.025	Yes
9	Main Street & Olympic Boulevard	1.082	F	1.100	F	0.018	Yes	1.100	F	0.018	Yes
10	Los Angeles Street & Olympic Boulevard	0.444	A	0.453	A	0.009	No	0.453	A	0.009	No
11	Santee Street & Olympic Boulevard	0.351	A	0.359	A	0.008	No	0.359	A	0.008	No
12	Maple Avenue & Olympic Boulevard	0.472	A	0.472	A	0.000	No	0.472	A	0.000	No
13	Maple Avenue & 9th Street	0.493	A	0.497	A	0.004	No	0.497	A	0.004	No
14	San Pedro Street & 9th Street	0.617	B	0.639	B	0.022	No	0.639	B	0.022	No
15	LA Live Way & 11th Street	0.272	A	0.113	A	-0.159	No	0.103	A	-0.169	No
16	Figueroa Street & 11th Street	0.476	A	0.489	A	0.013	No	0.479	A	0.003	No
17	Flower Street & 11th Street	0.576	A	0.577	A	0.001	No	0.567	A	-0.009	No
18	Grand Avenue & 11th Street	0.465	A	0.762	C	0.297	Yes	0.762	C	0.297	Yes
19	Olive Street & 11th Street	0.443	A	0.637	B	0.194	No	0.637	B	0.194	No
20	Figueroa Street & 12th Street	0.362	A	0.341	A	-0.021	No	0.331	A	-0.031	No
21	Flower Street & 12th Street	0.350	A	0.355	A	0.005	No	0.557	A	0.207	No
22	Grand Avenue & 12th Street	0.401	A	0.431	A	0.030	No	0.431	A	0.030	No
23	Olive Avenue & 12th Street	0.382	A	0.498	A	0.116	No	0.498	A	0.116	No
24	LA Live Way & Pico Boulevard	0.539	A	0.585	A	0.046	No	0.575	A	0.036	No
25	LA Live Way & Bond Street / I-10 & I-110 Off-Ramps	0.349	A	0.364	A	0.015	No	0.364	A	0.015	No
26	Figueroa Street & Pico Boulevard	0.765	C	0.909	E	0.144	Yes	0.899	D	0.134	Yes
27	Flower Street & Pico Boulevard	0.668	B	0.767	C	0.099	Yes	0.967	E	0.299	Yes
28	Grand Avenue & Pico Boulevard	0.649	B	0.689	B	0.040	No	0.689	B	0.040	No
29	Olive Street & Pico Boulevard	0.471	A	0.600	A	0.129	No	0.600	A	0.129	No
30	Hill Street & Pico Boulevard	0.575	A	0.758	C	0.183	Yes	0.758	C	0.183	Yes

Table A.10.5.7.5 Future With Project With Mitigation - Intersection Level of Service
Weekday Evening: Pre-Event Hour: (4:30-5:30 PM)

No.	Intersection	Weekday Evening Pre-Event Hour (4:30-5:30 PM)									
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future With Project With Mitigation Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS		
31	Broadway & Pico Boulevard	0.578	A	0.681	B	0.103	No	0.681	B	0.103	No
32	Main Street & Pico Boulevard	1.049	F	1.116	F	0.067	Yes	1.116	F	0.067	Yes
33	Blaine Street & Olympic Boulevard	0.718	C	0.823	D	0.105	Yes	0.813	D	0.095	Yes
34	Blaine Street & SR-110 SB Off-Ramp	0.237	A	0.847	D	0.610	Yes	0.485	A	0.248	No
35	Blaine Street & 11th Street	0.880	D	1.032	F	0.152	Yes	0.519	A	-0.361	No
36	Convention Center Drive/Georgia Street & Venice Boulevard	0.174	A	0.360	A	0.186	No	0.350	A	0.176	No
37	Figueroa Street & Venice Boulevard	0.796	C	0.971	E	0.175	Yes	0.961	E	0.165	Yes
38	Flower Street & Venice Boulevard	0.525	A	0.614	B	0.089	No	0.604	B	0.079	No
39	Grand Avenue & Venice Boulevard	0.513	A	0.625	B	0.112	No	0.615	B	0.102	No
40	Olive Street & Venice Boulevard	0.363	A	0.622	B	0.259	No	0.612	B	0.249	No
41	Grand Avenue & 17th Street	0.772	C	0.836	D	0.064	Yes	0.655	B	-0.117	No
42	Olive Street & 17th Street	0.568	A	0.997	E	0.429	Yes	0.987	E	0.419	Yes
43	Hill Street & 17th Street	0.724	C	1.289	F	0.565	Yes	0.999	E	0.275	Yes
44	Broadway & 17th Street	0.657	B	1.199	F	0.542	Yes	0.898	D	0.241	Yes
45	Main Street & 17th Street	0.680	B	1.178	F	0.498	Yes	0.873	D	0.193	Yes
46	Los Angeles Street & 17th Street	0.589	A	1.087	F	0.498	Yes	0.795	C	0.206	Yes
47	Flower Street & 18th Street	0.239	A	0.275	A	0.036	No	0.265	A	0.026	No
48	Grand Avenue & 18th Street	0.428	A	0.490	A	0.062	No	0.480	A	0.052	No
49	Olive Street & 18th Street	0.385	A	0.569	A	0.184	No	0.559	A	0.174	No
50	Hill Street & 18th Street	0.534	A	0.534	A	0.000	No	0.467	A	-0.067	No
51	Broadway & 18th Street	0.517	A	0.553	A	0.036	No	0.459	A	-0.058	No
52	Main Street & 18th Street	0.625	B	0.625	B	0.000	No	0.615	B	-0.010	No
53	Los Angeles Street & 18th Street	0.732	C	0.732	C	0.000	No	0.420	A	-0.312	No
54	Figueroa Street & Washington Boulevard	0.736	C	0.832	D	0.096	Yes	0.798	C	0.062	Yes
55	Flower Street & Washington Boulevard	0.643	B	0.645	B	0.002	No	0.645	B	0.002	No
56	Grand Avenue & Washington Boulevard	0.716	C	0.756	C	0.040	Yes	0.756	C	0.040	Yes
57	Olive Street & Washington Boulevard	0.529	A	0.732	C	0.203	Yes	0.732	C	0.203	Yes
58	Hill Street & Washington Boulevard	0.629	B	0.776	C	0.147	Yes	0.776	C	0.147	Yes
59	Broadway & Washington Boulevard	0.740	C	0.809	D	0.069	Yes	0.809	D	0.069	Yes
60	Main Street & Washington Boulevard	0.774	C	0.779	C	0.005	No	0.779	C	0.005	No

Table A.10.5.7.5 Future With Project With Mitigation - Intersection Level of Service
Weekday Evening: Pre-Event Hour: (4:30-5:30 PM)

No.	Intersection	Weekday Evening Pre-Event Hour (4:30-5:30 PM)									
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future With Project With Mitigation Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS		
61	Los Angeles Street & Washington Boulevard	0.558	A	0.582	A	0.024	No	0.582	A	0.024	No
62	San Pedro Street & Washington Boulevard	0.696	B	0.701	C	0.005	No	0.701	C	0.005	No
63	Figueroa Street & Adams Boulevard	1.015	F	1.025	F	0.010	Yes	1.015	F	0.000	No
64	Flower Street & Adams Boulevard	0.899	D	0.912	E	0.013	Yes	0.902	E	0.003	No
65	I-110 NB Off-Ramps & Adams Boulevard	0.525	A	0.941	E	0.416	Yes	0.931	E	0.406	Yes
66	Grand Avenue & Adams Boulevard	0.647	B	0.823	D	0.176	Yes	0.813	D	0.166	Yes
67	Hill Street & Adams Boulevard	0.585	A	0.966	E	0.381	Yes	0.956	E	0.371	Yes
68	Broadway & Adams Boulevard	0.620	B	0.620	B	0.000	No	0.610	B	-0.010	No
69	Main Street & Adams Boulevard	0.731	C	0.731	C	0.000	No	0.721	C	-0.010	No
70	Flower Street & Jefferson Boulevard	0.542	A	0.547	A	0.005	No	0.547	A	0.005	No
71	Figueroa Street & Exposition Boulevard	0.715	C	0.722	C	0.007	No	0.722	C	0.007	No
72	Flower Street & 37th Street	0.434	A	0.434	A	0.000	No	0.434	A	0.000	No
73	Hope Street & 37th Street	0.511	A	0.534	A	0.023	No	0.534	A	0.023	No
74	Hill Street & 37th Street	0.295	A	0.353	A	0.058	No	0.353	A	0.058	No
75	Broadway & 37th Street	0.418	A	0.418	A	0.000	No	0.418	A	0.000	No
76	Figueroa Street & 39th Street	0.528	A	0.548	A	0.020	No	0.548	A	0.020	No
77	I-110 HOV Ramps & 39th Street	0.496	A	0.636	B	0.140	No	0.636	B	0.140	No
78	Figueroa Street & Martin Luther King Jr Boulevard	0.788	C	0.788	C	0.000	No	0.788	C	0.000	No
79	I-110 SB Ramps & Martin Luther King Jr Boulevard	0.738	C	0.743	C	0.005	No	0.743	C	0.005	No
80	I-110 NB Ramps & Martin Luther King Jr Boulevard	0.784	C	0.846	D	0.062	Yes	0.846	D	0.062	Yes
81	Georgia Street &9th Street	0.612	B	0.730	C	0.118	Yes	0.720	C	0.108	Yes
82	Francisco Street & 9th Street	0.475	A	0.543	A	0.068	No	0.533	A	0.058	No
83	Figueroa Street & 9th Street	0.665	B	0.773	C	0.108	Yes	0.763	C	0.098	Yes
84	Flower Street & 9th Street	0.583	A	0.643	B	0.060	No	0.633	B	0.050	No
85	Broadway & 9th Street	0.625	B	0.628	B	0.003	No	0.628	B	0.003	No
86	Bixel Street & 8th Street	1.057	F	1.084	F	0.027	Yes	1.074	F	0.017	Yes
87	Francisco Street & 8th Street	0.498	A	0.574	A	0.076	No	0.564	A	0.066	No
88	Figueroa Street & 8th Street	1.014	F	1.368	F	0.354	Yes	1.358	F	0.344	Yes
89	Flower Street & 8th Street	0.551	A	0.691	B	0.140	No	0.681	B	0.130	No

Table A.10.5.7.5 Future With Project With Mitigation - Intersection Level of Service
Weekday Evening: Pre-Event Hour: (4:30-5:30 PM)

1/19/2012

No.	Intersection	Weekday Evening Pre-Event Hour (4:30-5:30 PM)									
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future With Project With Mitigation Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS		
90	Hill Street & 8th Street	0.559	A	0.617	B	0.058	No	0.617	B	0.058	No
91	Broadway & 8th Street	0.729	C	0.752	C	0.023	No	0.752	C	0.023	No
92	Bixel Street & Wilshire Boulevard	0.551	A	0.575	A	0.024	No	0.575	A	0.024	No
93	Figueroa Street & Wilshire Boulevard	1.321	F	1.343	F	0.022	Yes	1.333	F	0.012	Yes
94	Lucas Avenue & 6th Street	0.893	D	1.031	F	0.138	Yes	1.021	F	0.128	Yes
95	Bixel Street & 6th Street	0.748	C	0.817	D	0.069	Yes	0.817	D	0.069	Yes
96	Figueroa Street & 6th Street	0.944	E	1.177	F	0.233	Yes	1.167	F	0.223	Yes
97	Flower Street & 6th Street	0.449	A	0.661	B	0.212	No	0.651	B	0.202	No
98	Grand Avenue & 6th Street	0.414	A	0.513	A	0.099	No	0.513	A	0.099	No
99	Hill Street & 6th Street	0.483	A	0.503	A	0.020	No	0.503	A	0.020	No
100	Spring Street & 6th Street	0.484	A	0.523	A	0.039	No	0.523	A	0.039	No
101	Main Street & 6th Street	0.460	A	0.463	A	0.003	No	0.463	A	0.003	No
102	Figueroa Street & 5th Street	1.016	F	1.101	F	0.085	Yes	1.091	F	0.075	Yes
103	Grand Avenue & 5th Street	0.400	A	0.508	A	0.108	No	0.508	A	0.108	No
104	Olive Street & 5th Street	0.727	C	0.773	C	0.046	Yes	0.773	C	0.046	Yes
105	Hill Street & 5th Street	0.473	A	0.576	A	0.103	No	0.576	A	0.103	No
106	Spring Street & 5th Street	0.349	A	0.387	A	0.038	No	0.387	A	0.038	No
107	Main Street & 5th Street	0.325	A	0.328	A	0.003	No	0.328	A	0.003	No
108	Figueroa Street & 2nd Street	0.677	B	0.677	B	0.000	No	0.667	B	-0.010	No
109	Beaudry Street & 1st Street	0.525	A	0.531	A	0.006	No	0.531	A	0.006	No
110	Hope Street & 1st Street	0.764	C	0.897	D	0.133	Yes	0.887	D	0.123	Yes
111	Grand Avenue & 1st Street	0.913	E	1.052	F	0.139	Yes	1.042	F	0.129	Yes
112	Olive Street & 1st Street	0.760	C	0.765	C	0.005	No	0.755	C	-0.005	No
113	Hill Street & 1st Street	0.771	C	0.796	C	0.025	No	0.786	C	0.015	No
114	Spring Street & 1st Street	0.536	A	0.630	B	0.094	No	0.630	B	0.094	No
115	Main Street & 1st Street	0.798	C	0.799	C	0.001	No	0.799	C	0.001	No
116	Hope Street & Temple Street	0.799	C	0.849	D	0.050	Yes	0.839	D	0.040	Yes
117	Main Street & Aliso Street	0.601	B	0.604	B	0.003	No	0.604	B	0.003	No
118	Los Angeles Street & Aliso Street / US-101 SB On-Ramps	0.463	A	0.464	A	0.001	No	0.464	A	0.001	No
119	Grand Avenue & US-101 NB Ramps	0.917	E	0.917	E	0.000	No	0.907	E	-0.010	No

Table A.10.5.7.5 Future With Project With Mitigation - Intersection Level of Service Weekday Evening: Pre-Event Hour: (4:30-5:30 PM)

No.	Intersection	Weekday Evening Pre-Event Hour (4:30-5:30 PM)									
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future With Project With Mitigation Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS		
120	Beaudry Avenue & Sunset Boulevard	1.058	F	1.058	F	0.000	No	1.058	F	0.000	No
121	Figueroa Street & Cesar Chavez Avenue	0.845	D	0.845	D	0.000	No	0.845	D	0.000	No
122	Grand Avenue & Cesar Chavez Avenue	0.886	D	0.886	D	0.000	No	0.876	D	-0.010	No
123	Spring Street & Cesar Chavez Avenue	0.843	D	0.904	E	0.061	Yes	0.894	D	0.051	Yes
124	Main Street & Cesar Chavez Avenue	0.789	C	0.789	C	0.000	No	0.789	C	0.000	No
125	Alameda Street & Cesar Chavez Avenue	0.822	D	0.822	D	0.000	No	0.822	D	0.000	No
126	Main Street & Alpine Street	0.638	B	0.638	B	0.000	No	0.638	B	0.000	No
127	Alameda Street & Alpine Street	0.294	A	0.322	A	0.028	No	0.322	A	0.028	No
128	Hill Street & Alpine Street	0.736	C	0.736	C	0.000	No	0.736	C	0.000	No
129	Hill Street & College Street	0.862	D	0.862	D	0.000	No	0.862	D	0.000	No
130	Sunset Boulevard & Elysian Park Avenue	0.733	C	0.733	C	0.000	No	0.733	C	0.000	No
131	Glendale Boulevard & Bellevue Avenue	0.766	C	0.766	C	0.000	No	0.766	C	0.000	No
132	Glendale Boulevard & Temple Street	1.074	F	1.074	F	0.000	No	1.074	F	0.000	No
133	Alvarado Street & US-101 WB Ramps	0.619	B	0.619	B	0.000	No	0.619	B	0.000	No
134	Alvarado Street & US-101 EB Ramps	0.642	B	0.642	B	0.000	No	0.642	B	0.000	No
135	Alvarado Street & Beverly Boulevard	0.658	B	0.658	B	0.000	No	0.658	B	0.000	No
136	Vermont Avenue & 6th Street	0.855	D	0.867	D	0.012	No	0.867	D	0.012	No
137	Alvarado Street & 6th Street	0.691	B	0.691	B	0.000	No	0.691	B	0.000	No
138	Western Avenue & Wilshire Boulevard	0.869	D	0.893	D	0.024	Yes	0.893	D	0.024	Yes
139	Normandie Avenue & Wilshire Boulevard	0.969	E	0.992	E	0.023	Yes	0.992	E	0.023	Yes
140	Vermont Avenue & Wilshire Boulevard	1.040	F	1.081	F	0.041	Yes	1.081	F	0.041	Yes
141	Alvarado Street & Wilshire Boulevard	0.897	D	0.929	E	0.032	Yes	0.929	E	0.032	Yes
142	Vermont Avenue & 8th Street	0.786	C	0.800	C	0.014	No	0.800	C	0.014	No
143	Alvarado Street & 8th Street	0.662	B	0.662	B	0.000	No	0.662	B	0.000	No
144	Western Avenue & Olympic Boulevard	0.989	E	1.042	F	0.053	Yes	1.042	F	0.053	Yes
145	Normandie Avenue & Olympic Boulevard	0.745	C	0.794	C	0.049	Yes	0.794	C	0.049	Yes
146	Vermont Avenue & Olympic Boulevard	0.970	E	1.032	F	0.062	Yes	1.032	F	0.062	Yes
147	Alvarado Street & Olympic Boulevard	0.872	D	0.980	E	0.108	Yes	0.970	E	0.098	Yes
148	Union Avenue & Olympic Boulevard	0.729	C	0.857	D	0.128	Yes	0.847	D	0.118	Yes
149	Western Avenue & Pico Boulevard	0.720	C	0.745	C	0.025	No	0.745	C	0.025	No

Table A.10.5.7.5 Future With Project With Mitigation - Intersection Level of Service
Weekday Evening: Pre-Event Hour: (4:30-5:30 PM)

1/19/2012

No.	Intersection	Weekday Evening Pre-Event Hour (4:30-5:30 PM)									
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future With Project With Mitigation Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS		
150	Normandie Avenue & Pico Boulevard	0.602	B	0.627	B	0.025	No	0.627	B	0.025	No
151	Vermont Avenue & Pico Boulevard	0.781	C	0.829	D	0.048	Yes	0.819	D	0.038	Yes
152	Alvarado Street & Pico Boulevard	0.767	C	0.999	E	0.232	Yes	0.989	E	0.222	Yes
153	Union Avenue & Pico Boulevard	0.707	C	0.846	D	0.139	Yes	0.836	D	0.129	Yes
154	Alvarado Street & Hoover Street	0.577	A	0.570	A	-0.007	No	0.560	A	-0.017	No
155	Western Avenue & Venice Boulevard	0.714	C	0.779	C	0.065	Yes	0.779	C	0.065	Yes
156	Normandie Avenue & Venice Boulevard	0.713	C	0.769	C	0.056	Yes	0.769	C	0.056	Yes
157	Vermont Avenue & Venice Boulevard	0.763	C	0.858	D	0.095	Yes	0.848	D	0.085	Yes
158	Hoover Street & Venice Boulevard	0.914	E	0.991	E	0.077	Yes	0.981	E	0.067	Yes
159	Western Avenue & Washington Boulevard	0.757	C	0.790	C	0.033	No	0.790	C	0.033	No
160	Normandie Avenue & Washington Boulevard	0.756	C	0.794	C	0.038	No	0.794	C	0.038	No
161	Vermont Avenue & Washington Boulevard	0.910	E	1.010	F	0.100	Yes	1.000	E	0.090	Yes
162	Hoover Street & Washington Boulevard	0.855	D	0.951	E	0.096	Yes	0.941	E	0.086	Yes
163	I-10 WB Ramps & 20th Street	0.735	C	0.753	C	0.018	No	0.743	C	0.008	No
164	Vermont Avenue & I-10 EB Ramps	0.783	C	0.850	D	0.067	Yes	0.840	D	0.057	Yes
165	Hoover Street & I-10 EB Ramps	0.748	C	0.840	D	0.092	Yes	0.830	D	0.082	Yes
166	Hill Street & 16th Street	0.512	A	0.797	C	0.285	Yes	0.787	C	0.275	Yes
167	Broadway & 16th Street	0.432	A	0.569	A	0.137	No	0.559	A	0.127	No
168	Main Street & 16th Street	0.780	C	0.927	E	0.147	Yes	0.917	E	0.137	Yes
169	Los Angeles Street & 16th Street	0.364	A	0.615	B	0.251	No	0.605	B	0.241	No
170	San Pedro Street & 16th Street	0.711	C	0.855	D	0.144	Yes	0.845	D	0.134	Yes
171	Central Avenue & 16th Street	0.638	B	0.659	B	0.021	No	0.659	B	0.021	No
172	Central Avenue & Washington Boulevard	0.837	D	0.858	D	0.021	Yes	0.858	D	0.021	Yes
173	Wilton Place & Wilshire Boulevard	0.749	C	0.757	C	0.008	No	0.757	C	0.008	No
174	Arlington Avenue & Olympic Boulevard	0.683	B	0.723	C	0.040	Yes	0.723	C	0.040	Yes
175	Arlington Avenue & Pico Boulevard	0.651	B	0.669	B	0.018	No	0.669	B	0.018	No
176	Arlington Avenue & Venice Boulevard	0.895	D	0.945	E	0.050	Yes	0.945	E	0.050	Yes
177	Arlington Avenue & Washington Boulevard	0.725	C	0.771	C	0.046	Yes	0.771	C	0.046	Yes

Table A.10.5.7.5 Future With Project With Mitigation - Intersection Level of Service Weekday Evening: Pre-Event Hour: (4:30-5:30 PM)

1/19/2012

No.	Intersection	Weekday Evening Pre-Event Hour (4:30-5:30 PM)									
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future With Project With Mitigation Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS		
178	Crenshaw Boulevard & Wilshire Boulevard	0.821	D	0.823	D	0.002	No	0.823	D	0.002	No
179	Crenshaw Boulevard & Olympic Boulevard	0.885	D	0.935	E	0.050	Yes	0.935	E	0.050	Yes
180	Crenshaw Boulevard & Pico Boulevard	0.778	C	0.793	C	0.015	No	0.793	C	0.015	No
181	Crenshaw Boulevard & Venice Boulevard	0.942	E	0.973	E	0.031	Yes	0.973	E	0.031	Yes
182	Crenshaw Boulevard & Washington Boulevard	0.894	D	0.960	E	0.066	Yes	0.960	E	0.066	Yes
183	San Vicente Boulevard & Venice Boulevard	0.529	A	0.562	A	0.033	No	0.562	A	0.033	No
184	La Brea Avenue & Olympic Boulevard	0.848	D	0.891	D	0.043	Yes	0.891	D	0.043	Yes
185	La Brea Avenue & Venice Boulevard	0.825	D	0.828	D	0.003	No	0.828	D	0.003	No
186	La Brea Avenue & Washington Boulevard	0.746	C	0.776	C	0.030	No	0.776	C	0.030	No
187	Fairfax Avenue & Olympic Boulevard	0.840	D	0.858	D	0.018	No	0.858	D	0.018	No

ATTACHMENT 1F: Project Impact Summary

Table A.10.5.7.6 Future With Project With Mitigation - Intersection Level of Service
Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

1/19/2012

No.	Intersection	Weekday Evening Post-Event Hour (9:00-10:00 PM)									
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future With Project With Mitigation Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS		
1	Georgia Street & Olympic Boulevard	0.322	A	0.522	A	0.200	No	0.559	A	0.237	No
2	Francisco Street & Olympic Boulevard	0.189	A	0.338	A	0.149	No	0.328	A	0.139	No
3	Figueroa Street & Olympic Boulevard	0.285	A	0.458	A	0.173	No	0.424	A	0.139	No
4	Flower Street & Olympic Boulevard	0.249	A	0.410	A	0.161	No	0.593	A	0.344	No
5	Grand Avenue & Olympic Boulevard	0.192	A	0.239	A	0.047	No	0.278	A	0.086	No
6	Olive Street & Olympic Boulevard	0.208	A	0.224	A	0.016	No	0.382	A	0.174	No
7	Hill Street & Olympic Boulevard	0.159	A	0.287	A	0.128	No	0.287	A	0.128	No
8	Broadway & Olympic Boulevard	0.253	A	0.262	A	0.009	No	0.262	A	0.009	No
9	Main Street & Olympic Boulevard	0.198	A	0.202	A	0.004	No	0.202	A	0.004	No
10	Los Angeles Street & Olympic Boulevard	0.062	A	0.069	A	0.007	No	0.069	A	0.007	No
11	Santee Street & Olympic Boulevard	0.030	A	0.037	A	0.007	No	0.037	A	0.007	No
12	Maple Avenue & Olympic Boulevard	0.058	A	0.071	A	0.013	No	0.071	A	0.013	No
13	Maple Avenue & 9th Street	0.065	A	0.070	A	0.005	No	0.070	A	0.005	No
14	San Pedro Street & 9th Street	0.077	A	0.089	A	0.012	No	0.089	A	0.012	No
15	LA Live Way & 11th Street	0.064	A	0.663	B	0.599	No	0.653	B	0.589	No
16	Figueroa Street & 11th Street	0.157	A	0.184	A	0.027	No	0.018	A	-0.139	No
17	Flower Street & 11th Street	0.152	A	0.167	A	0.015	No	0.023	A	-0.129	No
18	Grand Avenue & 11th Street	0.099	A	0.239	A	0.140	No	0.431	A	0.332	No
19	Olive Street & 11th Street	0.127	A	0.215	A	0.088	No	0.234	A	0.107	No
20	Figueroa Street & 12th Street	0.070	A	0.070	A	0.000	No	-0.002	F	-0.072	No
21	Flower Street & 12th Street	0.069	A	0.076	A	0.007	No	0.021	A	-0.048	No
22	Grand Avenue & 12th Street	0.100	A	0.252	A	0.152	No	0.339	A	0.239	No
23	Olive Avenue & 12th Street	0.096	A	0.117	A	0.021	No	0.285	A	0.189	No
24	LA Live Way & Pico Boulevard	0.160	A	0.233	A	0.073	No	0.223	A	0.063	No
25	LA Live Way & Bond Street / I-10 & I-110 Off-Ramps	0.072	A	0.263	A	0.191	No	0.263	A	0.191	No
26	Figueroa Street & Pico Boulevard	0.149	A	0.304	A	0.155	No	0.286	A	0.137	No
27	Flower Street & Pico Boulevard	0.117	A	0.281	A	0.164	No	0.261	A	0.144	No
28	Grand Avenue & Pico Boulevard	0.099	A	0.378	A	0.279	No	0.575	A	0.476	No
29	Olive Street & Pico Boulevard	0.073	A	0.092	A	0.019	No	0.309	A	0.236	No
30	Hill Street & Pico Boulevard	0.064	A	0.585	A	0.521	No	0.585	A	0.521	No

Table A.10.5.7.6 Future With Project With Mitigation - Intersection Level of Service
Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

No.	Intersection	Weekday Evening Post-Event Hour (9:00-10:00 PM)									
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future With Project With Mitigation Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS		
31	Broadway & Pico Boulevard	0.201	A	0.275	A	0.074	No	0.275	A	0.074	No
32	Main Street & Pico Boulevard	0.138	A	0.197	A	0.059	No	0.197	A	0.059	No
33	Blaine Street & Olympic Boulevard	0.352	A	0.429	A	0.077	No	0.419	A	0.067	No
34	Blaine Street & SR-110 SB Off-Ramp	0.107	A	0.135	A	0.028	No	0.119	A	0.012	No
35	Blaine Street & 11th Street	0.418	A	1.258	F	0.840	Yes	0.544	A	0.126	No
36	Convention Center Drive/Georgia Street & Venice Boulevard	0.036	A	0.117	A	0.081	No	0.115	A	0.079	No
37	Figueroa Street & Venice Boulevard	0.121	A	0.282	A	0.161	No	0.289	A	0.168	No
38	Flower Street & Venice Boulevard	0.097	A	0.379	A	0.282	No	0.458	A	0.361	No
39	Grand Avenue & Venice Boulevard	0.078	A	0.474	A	0.396	No	0.601	A	0.523	No
40	Olive Street & Venice Boulevard	0.070	A	0.565	A	0.495	No	0.615	B	0.545	No
41	Grand Avenue & 17th Street	0.161	A	0.358	A	0.197	No	0.302	A	0.141	No
42	Olive Street & 17th Street	0.179	A	0.258	A	0.079	No	0.194	A	0.015	No
43	Hill Street & 17th Street	0.100	A	0.759	C	0.659	Yes	0.706	C	0.606	Yes
44	Broadway & 17th Street	0.108	A	0.174	A	0.066	No	0.124	A	0.016	No
45	Main Street & 17th Street	0.123	A	0.123	A	0.000	No	0.080	A	-0.043	No
46	Los Angeles Street & 17th Street	0.095	A	0.095	A	0.000	No	0.061	A	-0.034	No
47	Flower Street & 18th Street	0.063	A	0.106	A	0.043	No	0.226	A	0.163	No
48	Grand Avenue & 18th Street	0.080	A	0.275	A	0.195	No	0.435	A	0.355	No
49	Olive Street & 18th Street	0.119	A	0.341	A	0.222	No	0.601	A	0.482	No
50	Hill Street & 18th Street	0.064	A	1.070	F	1.006	Yes	0.990	E	0.926	Yes
51	Broadway & 18th Street	0.086	A	0.813	D	0.727	Yes	0.593	A	0.507	No
52	Main Street & 18th Street	0.145	A	0.832	D	0.687	Yes	0.856	D	0.711	Yes
53	Los Angeles Street & 18th Street	0.247	A	1.621	F	1.374	Yes	0.449	A	0.202	No
54	Figueroa Street & Washington Boulevard	0.269	A	0.427	A	0.158	No	0.399	A	0.130	No
55	Flower Street & Washington Boulevard	0.179	A	0.389	A	0.210	No	0.383	A	0.204	No
56	Grand Avenue & Washington Boulevard	0.183	A	0.421	A	0.238	No	0.445	A	0.262	No
57	Olive Street & Washington Boulevard	0.165	A	0.336	A	0.171	No	0.315	A	0.150	No
58	Hill Street & Washington Boulevard	0.099	A	0.339	A	0.240	No	0.339	A	0.240	No
59	Broadway & Washington Boulevard	0.112	A	0.279	A	0.167	No	0.279	A	0.167	No
60	Main Street & Washington Boulevard	0.148	A	0.318	A	0.170	No	0.318	A	0.170	No

Table A.10.5.7.6 Future With Project With Mitigation - Intersection Level of Service
Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

No.	Intersection	Weekday Evening Post-Event Hour (9:00-10:00 PM)									
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future With Project With Mitigation Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS		
61	Los Angeles Street & Washington Boulevard	0.062	A	0.195	A	0.133	No	0.195	A	0.133	No
62	San Pedro Street & Washington Boulevard	0.160	A	0.331	A	0.171	No	0.331	A	0.171	No
63	Figueroa Street & Adams Boulevard	0.333	A	0.379	A	0.046	No	0.369	A	0.036	No
64	Flower Street & Adams Boulevard	0.315	A	0.667	B	0.352	No	0.690	B	0.375	No
65	I-110 NB Off-Ramps & Adams Boulevard	0.162	A	0.214	A	0.052	No	0.228	A	0.066	No
66	Grand Avenue & Adams Boulevard	0.113	A	0.225	A	0.112	No	0.238	A	0.125	No
67	Hill Street & Adams Boulevard	0.080	A	0.123	A	0.043	No	0.113	A	0.033	No
68	Broadway & Adams Boulevard	0.088	A	0.094	A	0.006	No	0.084	A	-0.004	No
69	Main Street & Adams Boulevard	0.147	A	0.147	A	0.000	No	0.137	A	-0.010	No
70	Flower Street & Jefferson Boulevard	0.255	A	0.442	A	0.187	No	0.442	A	0.187	No
71	Figueroa Street & Exposition Boulevard	0.393	A	0.413	A	0.020	No	0.413	A	0.020	No
72	Flower Street & 37th Street	0.229	A	0.480	A	0.251	No	0.480	A	0.251	No
73	Hope Street & 37th Street	0.202	A	0.202	A	0.000	No	0.202	A	0.000	No
74	Hill Street & 37th Street	0.030	A	0.048	A	0.018	No	0.048	A	0.018	No
75	Broadway & 37th Street	0.048	A	0.048	A	0.000	No	0.048	A	0.000	No
76	Figueroa Street & 39th Street	0.089	A	0.092	A	0.003	No	0.092	A	0.003	No
77	I-110 HOV Ramps & 39th Street	0.041	A	0.173	A	0.132	No	0.173	A	0.132	No
78	Figueroa Street & Martin Luther King Jr Boulevard	0.349	A	0.455	A	0.106	No	0.455	A	0.106	No
79	I-110 SB Ramps & Martin Luther King Jr Boulevard	0.421	A	0.548	A	0.127	No	0.548	A	0.127	No
80	I-110 NB Ramps & Martin Luther King Jr Boulevard	0.319	A	0.323	A	0.004	No	0.323	A	0.004	No
81	Georgia Street &9th Street	0.311	A	0.552	A	0.241	No	0.542	A	0.231	No
82	Francisco Street & 9th Street	0.105	A	0.273	A	0.168	No	0.263	A	0.158	No
83	Figueroa Street & 9th Street	0.234	A	0.336	A	0.102	No	0.248	A	0.014	No
84	Flower Street & 9th Street	0.199	A	0.245	A	0.046	No	0.235	A	0.036	No
85	Broadway & 9th Street	0.101	A	0.139	A	0.038	No	0.139	A	0.038	No
86	Bixel Street & 8th Street	0.301	A	0.431	A	0.130	No	0.421	A	0.120	No
87	Francisco Street & 8th Street	0.181	A	0.343	A	0.162	No	0.333	A	0.152	No
88	Figueroa Street & 8th Street	0.293	A	0.558	A	0.265	No	0.548	A	0.255	No
89	Flower Street & 8th Street	0.193	A	0.372	A	0.179	No	0.362	A	0.169	No

Table A.10.5.7.6 Future With Project With Mitigation - Intersection Level of Service
Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

No.	Intersection	Weekday Evening Post-Event Hour (9:00-10:00 PM)									
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future With Project With Mitigation Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS		
90	Hill Street & 8th Street	0.101	A	0.136	A	0.035	No	0.136	A	0.035	No
91	Broadway & 8th Street	0.173	A	0.173	A	0.000	No	0.173	A	0.000	No
92	Bixel Street & Wilshire Boulevard	0.234	A	0.247	A	0.013	No	0.247	A	0.013	No
93	Figueroa Street & Wilshire Boulevard	0.339	A	0.620	B	0.281	No	0.585	A	0.246	No
94	Lucas Avenue & 6th Street	0.216	A	0.223	A	0.007	No	0.213	A	-0.003	No
95	Bixel Street & 6th Street	0.207	A	0.207	A	0.000	No	0.207	A	0.000	No
96	Figueroa Street & 6th Street	0.189	A	0.304	A	0.115	No	0.275	A	0.086	No
97	Flower Street & 6th Street	0.139	A	0.171	A	0.032	No	0.161	A	0.022	No
98	Grand Avenue & 6th Street	0.094	A	0.156	A	0.062	No	0.156	A	0.062	No
99	Hill Street & 6th Street	0.115	A	0.280	A	0.165	No	0.280	A	0.165	No
100	Spring Street & 6th Street	0.182	A	0.232	A	0.050	No	0.232	A	0.050	No
101	Main Street & 6th Street	0.141	A	0.372	A	0.231	No	0.372	A	0.231	No
102	Figueroa Street & 5th Street	0.178	A	0.421	A	0.243	No	0.400	A	0.222	No
103	Grand Avenue & 5th Street	0.114	A	0.186	A	0.072	No	0.191	A	0.077	No
104	Olive Street & 5th Street	0.193	A	0.390	A	0.197	No	0.406	A	0.213	No
105	Hill Street & 5th Street	0.117	A	0.251	A	0.134	No	0.251	A	0.134	No
106	Spring Street & 5th Street	0.121	A	0.121	A	0.000	No	0.121	A	0.000	No
107	Main Street & 5th Street	0.083	A	0.145	A	0.062	No	0.145	A	0.062	No
108	Figueroa Street & 2nd Street	0.133	A	0.306	A	0.173	No	0.296	A	0.163	No
109	Beaudry Street & 1st Street	0.079	A	0.079	A	0.000	No	0.079	A	0.000	No
110	Hope Street & 1st Street	0.125	A	0.482	A	0.357	No	0.472	A	0.347	No
111	Grand Avenue & 1st Street	0.190	A	0.647	B	0.457	No	0.637	B	0.447	No
112	Olive Street & 1st Street	0.108	A	0.266	A	0.158	No	0.256	A	0.148	No
113	Hill Street & 1st Street	0.153	A	0.310	A	0.157	No	0.300	A	0.147	No
114	Spring Street & 1st Street	0.159	A	0.160	A	0.001	No	0.160	A	0.001	No
115	Main Street & 1st Street	0.162	A	0.274	A	0.112	No	0.274	A	0.112	No
116	Hope Street & Temple Street	0.165	A	0.336	A	0.171	No	0.326	A	0.161	No
117	Main Street & Aliso Street	0.182	A	0.512	A	0.330	No	0.512	A	0.330	No
118	Los Angeles Street & Aliso Street / US-101 SB On-Ramps	0.090	A	0.161	A	0.071	No	0.161	A	0.071	No
119	Grand Avenue & US-101 NB Ramps	0.484	A	0.956	E	0.472	Yes	0.946	E	0.462	Yes

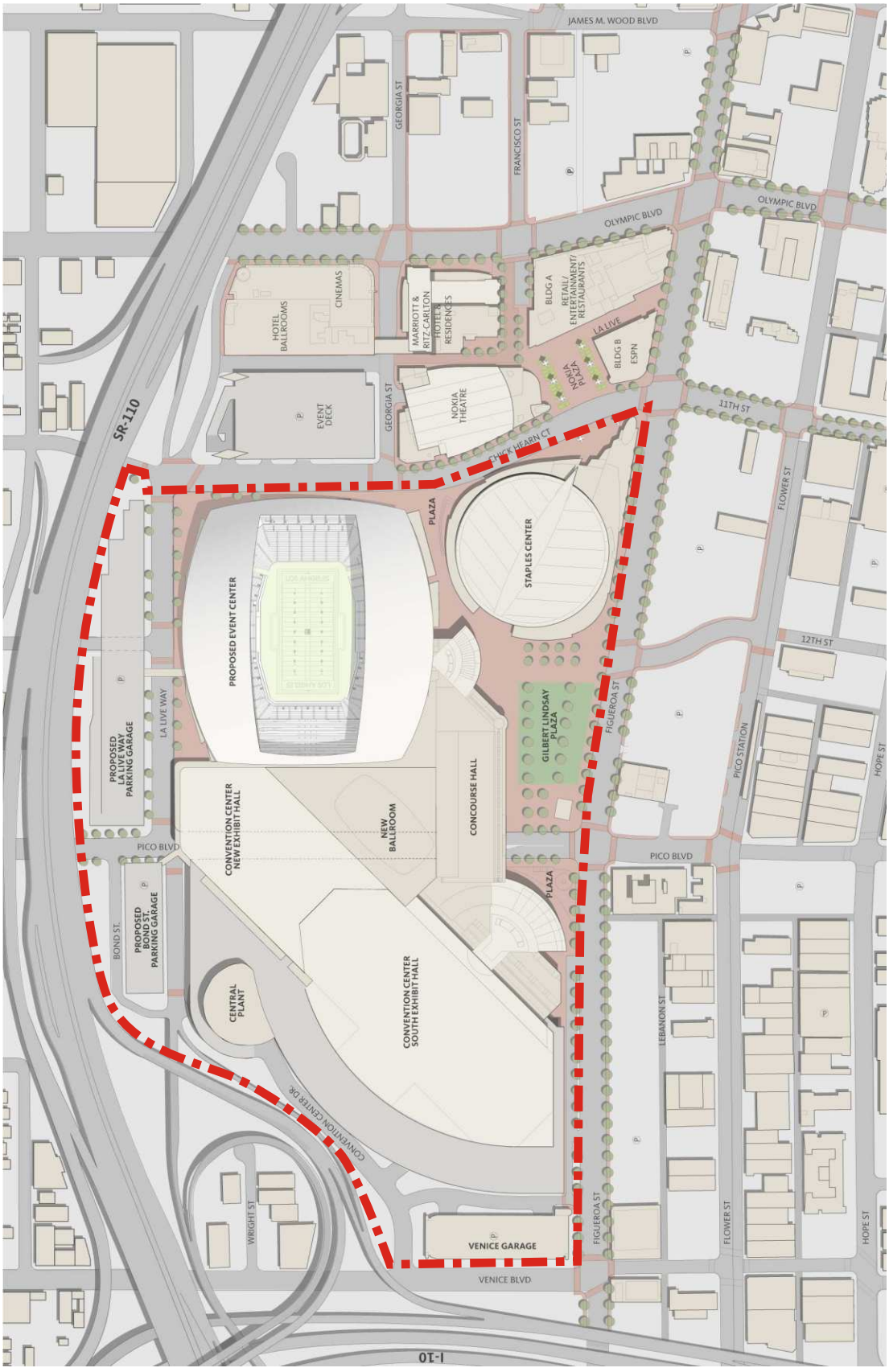
Table A.10.5.7.6 Future With Project With Mitigation - Intersection Level of Service
Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

No.	Intersection	Weekday Evening Post-Event Hour (9:00-10:00 PM)									
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future With Project With Mitigation Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS		
120	Beaudry Avenue & Sunset Boulevard	0.471	A	0.471	A	0.000	No	0.471	A	0.000	No
121	Figueroa Street & Cesar Chavez Avenue	0.424	A	0.424	A	0.000	No	0.424	A	0.000	No
122	Grand Avenue & Cesar Chavez Avenue	0.456	A	0.461	A	0.005	No	0.451	A	-0.005	No
123	Spring Street & Cesar Chavez Avenue	0.514	A	0.514	A	0.000	No	0.504	A	-0.010	No
124	Main Street & Cesar Chavez Avenue	0.237	A	0.268	A	0.031	No	0.268	A	0.031	No
125	Alameda Street & Cesar Chavez Avenue	0.341	A	0.341	A	0.000	No	0.341	A	0.000	No
126	Main Street & Alpine Street	0.108	A	0.132	A	0.024	No	0.132	A	0.024	No
127	Alameda Street & Alpine Street	0.155	A	0.156	A	0.001	No	0.156	A	0.001	No
128	Hill Street & Alpine Street	0.165	A	0.321	A	0.156	No	0.321	A	0.156	No
129	Hill Street & College Street	0.207	A	0.363	A	0.156	No	0.363	A	0.156	No
130	Sunset Boulevard & Elysian Park Avenue	0.501	A	0.515	A	0.014	No	0.515	A	0.014	No
131	Glendale Boulevard & Bellevue Avenue	0.224	A	0.401	A	0.177	No	0.401	A	0.177	No
132	Glendale Boulevard & Temple Street	0.345	A	0.557	A	0.212	No	0.557	A	0.212	No
133	Alvarado Street & US-101 WB Ramps	0.412	A	0.412	A	0.000	No	0.412	A	0.000	No
134	Alvarado Street & US-101 EB Ramps	0.537	A	0.542	A	0.005	No	0.542	A	0.005	No
135	Alvarado Street & Beverly Boulevard	0.299	A	0.304	A	0.005	No	0.304	A	0.005	No
136	Vermont Avenue & 6th Street	0.554	A	0.567	A	0.013	No	0.567	A	0.013	No
137	Alvarado Street & 6th Street	0.344	A	0.349	A	0.005	No	0.349	A	0.005	No
138	Western Avenue & Wilshire Boulevard	0.559	A	0.581	A	0.022	No	0.581	A	0.022	No
139	Normandie Avenue & Wilshire Boulevard	0.502	A	0.525	A	0.023	No	0.525	A	0.023	No
140	Vermont Avenue & Wilshire Boulevard	0.576	A	0.602	B	0.026	No	0.602	B	0.026	No
141	Alvarado Street & Wilshire Boulevard	0.307	A	0.354	A	0.047	No	0.354	A	0.047	No
142	Vermont Avenue & 8th Street	0.562	A	0.564	A	0.002	No	0.564	A	0.002	No
143	Alvarado Street & 8th Street	0.245	A	0.343	A	0.098	No	0.343	A	0.098	No
144	Western Avenue & Olympic Boulevard	0.585	A	0.673	B	0.088	No	0.673	B	0.088	No
145	Normandie Avenue & Olympic Boulevard	0.371	A	0.447	A	0.076	No	0.447	A	0.076	No
146	Vermont Avenue & Olympic Boulevard	0.646	B	0.735	C	0.089	Yes	0.735	C	0.089	Yes
147	Alvarado Street & Olympic Boulevard	0.358	A	0.446	A	0.088	No	0.463	A	0.105	No
148	Union Avenue & Olympic Boulevard	0.270	A	0.333	A	0.063	No	0.347	A	0.077	No
149	Western Avenue & Pico Boulevard	0.412	A	0.449	A	0.037	No	0.449	A	0.037	No

Table A.10.5.7.6 Future With Project With Mitigation - Intersection Level of Service
Weekday Evening: Post-Event Hour: (9:00 - 10:00 PM)

No.	Intersection	Weekday Evening Post-Event Hour (9:00-10:00 PM)									
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future With Project With Mitigation Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS		
150	Normandie Avenue & Pico Boulevard	0.284	A	0.294	A	0.010	No	0.294	A	0.010	No
151	Vermont Avenue & Pico Boulevard	0.438	A	0.530	A	0.092	No	0.520	A	0.082	No
152	Alvarado Street & Pico Boulevard	0.283	A	0.494	A	0.211	No	0.475	A	0.192	No
153	Union Avenue & Pico Boulevard	0.215	A	0.425	A	0.210	No	0.360	A	0.145	No
154	Alvarado Street & Hoover Street	0.225	A	0.334	A	0.109	No	0.324	A	0.099	No
155	Western Avenue & Venice Boulevard	0.359	A	0.419	A	0.060	No	0.419	A	0.060	No
156	Normandie Avenue & Venice Boulevard	0.281	A	0.357	A	0.076	No	0.357	A	0.076	No
157	Vermont Avenue & Venice Boulevard	0.383	A	0.527	A	0.144	No	0.517	A	0.134	No
158	Hoover Street & Venice Boulevard	0.344	A	0.501	A	0.157	No	0.491	A	0.147	No
159	Western Avenue & Washington Boulevard	0.443	A	0.509	A	0.066	No	0.509	A	0.066	No
160	Normandie Avenue & Washington Boulevard	0.326	A	0.364	A	0.038	No	0.364	A	0.038	No
161	Vermont Avenue & Washington Boulevard	0.458	A	0.550	A	0.092	No	0.540	A	0.082	No
162	Hoover Street & Washington Boulevard	0.343	A	0.434	A	0.091	No	0.430	A	0.087	No
163	I-10 WB Ramps & 20th Street	0.332	A	0.497	A	0.165	No	0.487	A	0.155	No
164	Vermont Avenue & I-10 EB Ramps	0.546	A	0.546	A	0.000	No	0.536	A	-0.010	No
165	Hoover Street & I-10 EB Ramps	0.480	A	0.480	A	0.000	No	0.470	A	-0.010	No
166	Hill Street & 16th Street	0.061	A	0.966	E	0.905	Yes	0.956	E	0.895	Yes
167	Broadway & 16th Street	0.064	A	0.449	A	0.385	No	0.439	A	0.375	No
168	Main Street & 16th Street	0.095	A	0.260	A	0.165	No	0.250	A	0.155	No
169	Los Angeles Street & 16th Street	0.033	A	0.128	A	0.095	No	0.118	A	0.085	No
170	San Pedro Street & 16th Street	0.096	A	0.415	A	0.319	No	0.405	A	0.309	No
171	Central Avenue & 16th Street	0.176	A	0.209	A	0.033	No	0.209	A	0.033	No
172	Central Avenue & Washington Boulevard	0.181	A	0.315	A	0.134	No	0.315	A	0.134	No
173	Wilton Place & Wilshire Boulevard	0.369	A	0.374	A	0.005	No	0.374	A	0.005	No
174	Arlington Avenue & Olympic Boulevard	0.395	A	0.454	A	0.059	No	0.454	A	0.059	No
175	Arlington Avenue & Pico Boulevard	0.235	A	0.262	A	0.027	No	0.262	A	0.027	No
176	Arlington Avenue & Venice Boulevard	0.298	A	0.365	A	0.067	No	0.365	A	0.067	No
177	Arlington Avenue & Washington Boulevard	0.346	A	0.346	A	0.000	No	0.346	A	0.000	No

ATTACHMENT 2: Conceptual Site Plan



Source: Gensler

CONCEPTUAL SITE PLAN

Convention Center Modernization and Farmers Field Project

The **Mobility** Group
Transportation Strategies & Solutions

ATTACHMENT 3A

PROJECT TRIP GENERATION SUMMARY

EVENT CENTER PROJECT TRIP GENERATION

Parameter	Weekday Evening NFL Game			Saturday Day Time Other Event			Sunday Day Time NFL Game		
	%	Trips	Net Trips	%	Trips	Net Trips	%	Net Trips	Trips
Seats			72,000			72,000			72,000
Walk-In: % & Trips	7.0%	5,040		3.5%	2,520		3.5%	2,520	
Transit: % & Trips	20.0%	14,400		15.0%	10,800		15.0%	10,800	
Charter Bus: % & Trips	0.0%	0		0.0%	0		0.0%	0	
Remaining By Auto: % & Trips	73.0%		52,560	81.5%		58,680	81.5%		58,680
Auto Occupancy: & Auto Vehicle Trips	2.70		19,467	3.00		19,560	3.00		19,560
Parked Cars			19,467			19,560			19,560
Inbound Auto Vehicle Trips			19,467			19,560			19,560
Inbound Auto Veh.Trips in Pre-Event Hour	50.0%		9,733	50.0%		9,780	50.0%		9,780
Outbound Auto Vehicle Trips			19,467			19,560			19,560
Outbound Auto Trips Veh. in Post-Event Hour	75.0%		14,600	75.0%		14,670	75.0%		14,670

ATTACHMENT 3B

PROJECT TRIP GENERATION SUMMARY

PROPOSED PROJECT - TOTAL TRIP GENERATION

Day	Time	Event Center Trip						Convention Center Trip			Total		
		Patrons			Employees			Increases					
		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Weekday Evening	Pre-Event Hour 4:30-5:30 pm	9,733	0	9,733	0	0	0	44	225	269	9,777	225	10,002
	Post-Event Hour 9:00-10:00 pm	0	14,600	14,600	0	634	634	0	0	0	0	15,234	15,234
Saturday Day	Pre-Event Hour 12:00-1:00 pm	9,780	0	9,780	0	0	0	42	22	64	9,822	22	9,844
	Post-Event Hour 4:30-5:30 pm	0	14,670	14,670	0	634	634	21	62	83	21	15,366	15,387
Sunday Day	Pre-Event Hour 12:00-1:00 pm	9,780	0	9,780	0	0	0	42	19	61	9,822	19	9,841
	Post-Event Hour 4:30-5:30 pm	0	14,670	14,670	0	634	634	20	60	80	20	15,364	15,384

ATTACHMENT 4: Streetscape Guidelines Map

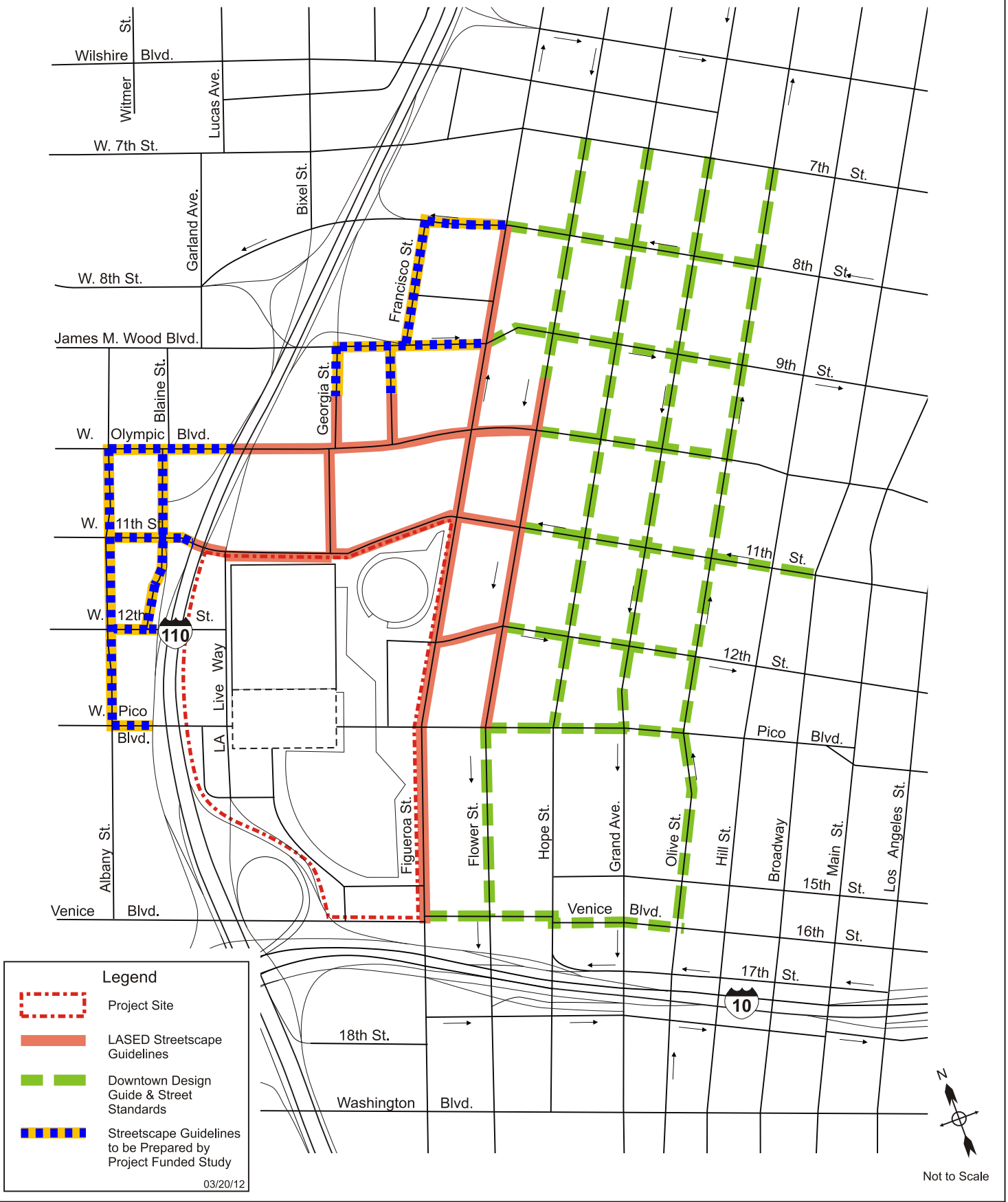


Figure 10.4.3.2
Streetscape Guidelines By Others

Convention Center Modernization and Farmers Field Project

The **Mobility** Group
Transportation Strategies & Solutions

ATTACHMENT 5
Convention Center Modernization and Farmers Field Project
TRAFFIC SIGNAL UPGRADES

- The applicant shall fund the upgrade of the traffic signal controllers and/or cabinets at the following intersections:

1.	LA Live Way & 11th Street	(15)
2.	Albany Street & Pico Boulevard	
3.	Alvarado Street & 11th Street	
4.	Alvarado Street & 12th Street	
5.	Alvarado Street & Pico Boulevard	(152)
6.	Blaine Street & 11th Street	(35)
7.	Blaine Street & SR-110 SB Off-Ramp	(34)
8.	Bonnie Brae Street & Pico Boulevard	
9.	Broadway & 16th Street	
10.	Broadway & Alpine Street	
11.	Broadway & Ord Street	
12.	Burlington Avenue & Venice Boulevard	
13.	Catalina Street & Pico Boulevard	
14.	Convention Center Drive & Venice Boulevarc	(36)
15.	Figueroa Street & 18th Street	
16.	Figueroa Street & 23rd Street	
17.	Figueroa Street & Convention Center Bus Exit	
18.	Figueroa Street & Olympic Boulevard	(3)
19.	Figueroa Street & Venice Boulevard	(37)
20.	Flower Street & 11th Street	(17)
21.	Flower Street & 9th Street	(84)
22.	Francisco Street & 8th Street	(87)
23.	Georgia Street & 9th Street	(81)
24.	Grand Avenue & 16th Street	(39)
25.	Grand Avenue & Adams Boulevard	(66)
26.	Griffith Avenue & 16th Street	
27.	Hill Street & 16th Street	(166)
28.	Hill Street & 17th Street	(43)
29.	Hill Street & 18th Street	(50)
30.	Hill Street & 1st Street	(113)
31.	Hill Street & 2nd Street	
32.	Hill Street & 3rd Street	

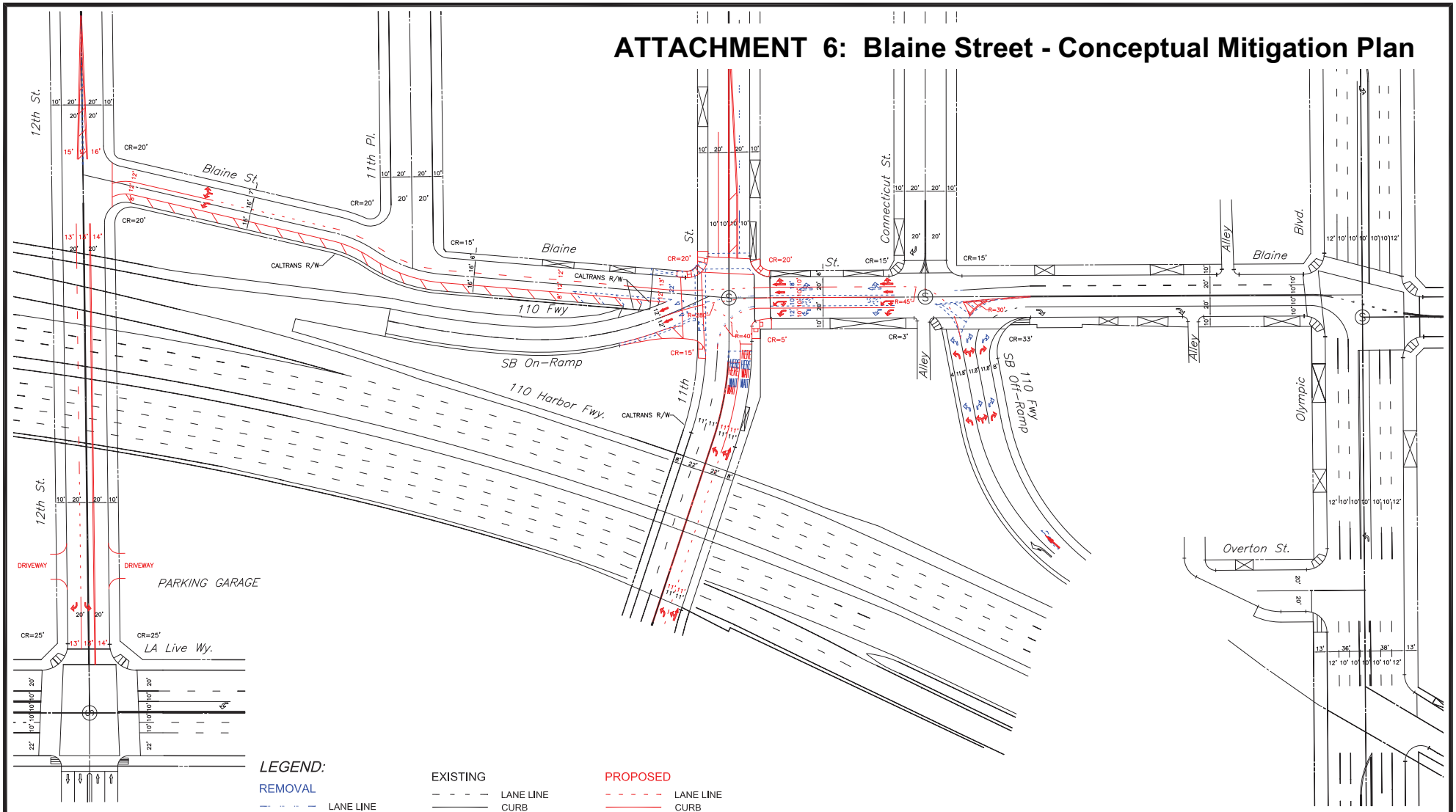
33. Hill Street & 4th Street
34. Hill Street & Adams Boulevard (67)
35. Hoover Street & 20th Street
36. Hoover Street & I-10 EB Ramps (165)
37. Hoover Street & Pico Boulevard
38. Hoover Street & Washington Boulevard (162)
39. Hope Street & 11th Street
40. Hope Street & 12th Street
41. Hope Street & 2nd Street
42. Hope Street & 4th Street
43. Hope Street & 8th Street
44. Hope Street & 9th Street
45. Hope Street & Pico Boulevard
46. Hope Street & Wilshire Boulevard
47. Los Angeles Street & 16th Street (169)
48. Los Angeles Street & 17th Street (46)
49. Los Angeles Street & 18th Street (53)
50. Loyola High School Driveway & Venice Boulevard
51. Lucas Street & Wilshire Boulevard
52. Magnolia Avenue & Pico Boulevard
53. Magnolia Avenue & Venice Boulevard
54. Magnolia Avenue & Washington Boulevard
55. Main Street & 16th Street (168)
56. Main Street & 17th Street (45)
57. Main Street & 18th Street (52)
58. Main Street & 23rd Street
59. Maple Avenue & 16th Street
60. Maple Avenue & 18th Street
61. Maple Avenue & 23rd Street
62. Maple Avenue & Adams Boulevard
63. Oak Street & Washington Boulevard
64. Olive Street & 16th Street
65. San Pedro Street & 16th Street (170)
66. Union Avenue & 11th Street
67. Union Avenue & 12th Street

68 . Union Avenue & 23rd Street
69 . Union Avenue & Venice Boulevard
70 . Union Avenue & Washington Boulevard
71 . Valencia Street & 11th Street
72 . Valencia Street & Pico Boulevard
73 . Westmoreland Avenue & Venice Boulevard

- The applicant shall also fund the installation of CCTV cameras at the following intersections:

1 .	Broadway & 17th Street	(44)
2 .	Broadway & 18th Street	(51)
3 .	Broadway & 3rd Street	
4 .	Figueroa Street & 2nd Street	(108)
5 .	Figueroa Street & 5th Street	(102)
6 .	Figueroa Street & Adams Boulevard	(63)
7 .	Flower Street & 3rd Street	
8 .	Flower Street & 9th Street	(84)
9 .	Grand Avenue & 1st Street	(111)

ATTACHMENT 6: Blaine Street - Conceptual Mitigation Plan



CONVENTION CENTER MODERNIZATION & FARMERS FIELD PROJECT
RESTRIPE SOUTHBOUND ROUTE 110 AT OLYMPIC BLVD. OFF-RAMP AND BLAINE ST.
DATE REVISED: 02.29.12

The Mobility Group
Transportation Strategies & Solutions

FPL *FPL and Associates, Inc.*
Traffic • Transportation • Civil

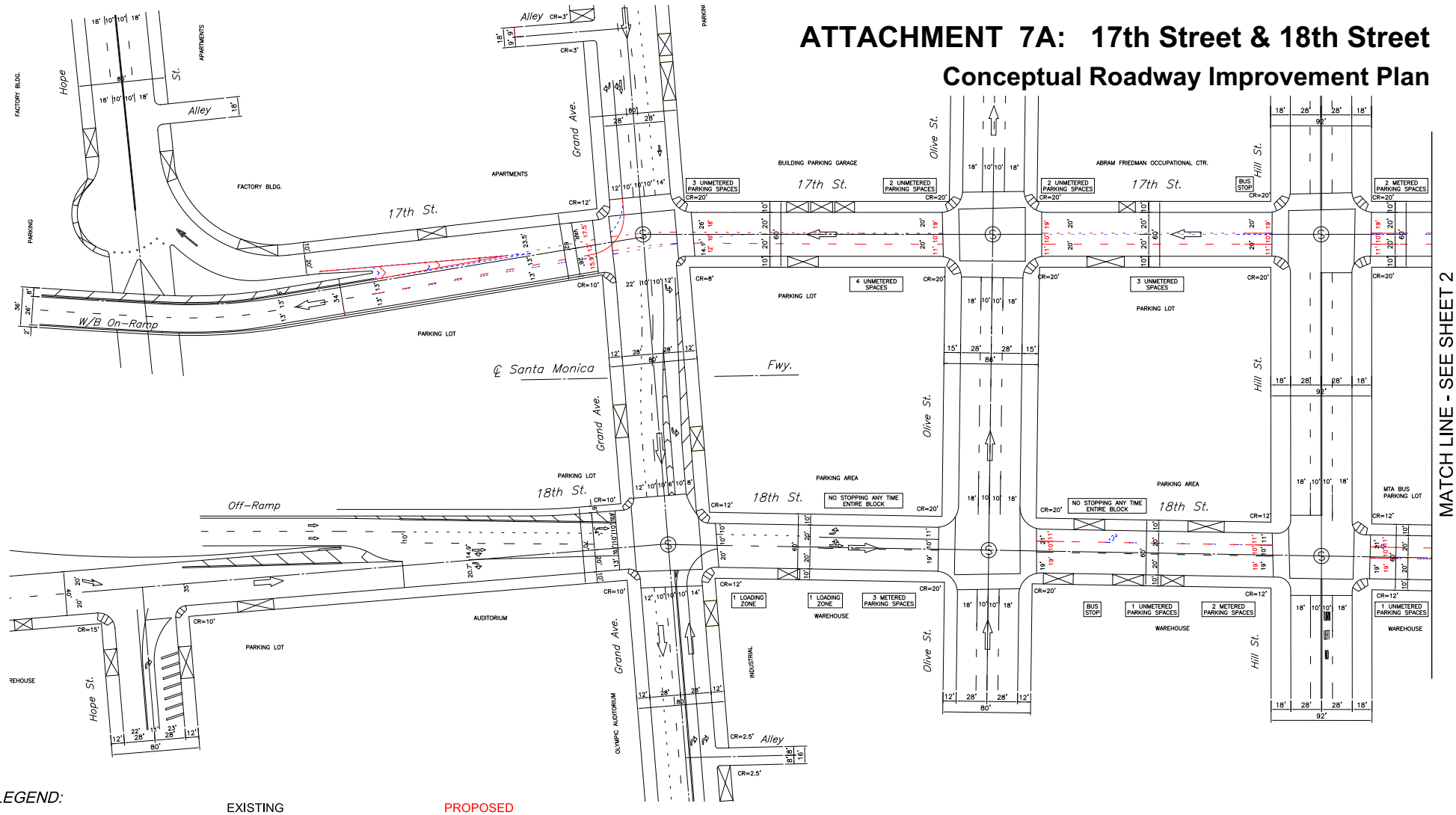
SCALE 1"=40'
40 0 40 80
1" = 40' GRAPHIC SCALE

PRELIMINARY

Figure A.10.5.7.1
SR-110 Southbound Off-Ramp at Blaine Street
Improvement Concept Plan

ATTACHMENT 7A: 17th Street & 18th Street

Conceptual Roadway Improvement Plan



LEGEND:

REMOVAL	EXISTING	PROPOSED
LANE LINE	LANE LINE	LANE LINE
CURB	CURB	CURB
PROPERTY LINE	PROPERTY LINE	PROPERTY LINE
	CENTER LINE	CENTER LINE

CONVENTION CENTER MODERNIZATION & FARMERS FIELD PROJECT
17th ST AND 18th ST
FROM HOPE ST TO LOS ANGELES ST
(MAINTAIN STREET PARKING)
DATE REVISED: 12.19.11

The **Mobility** Group
Transportation Strategies & Solutions

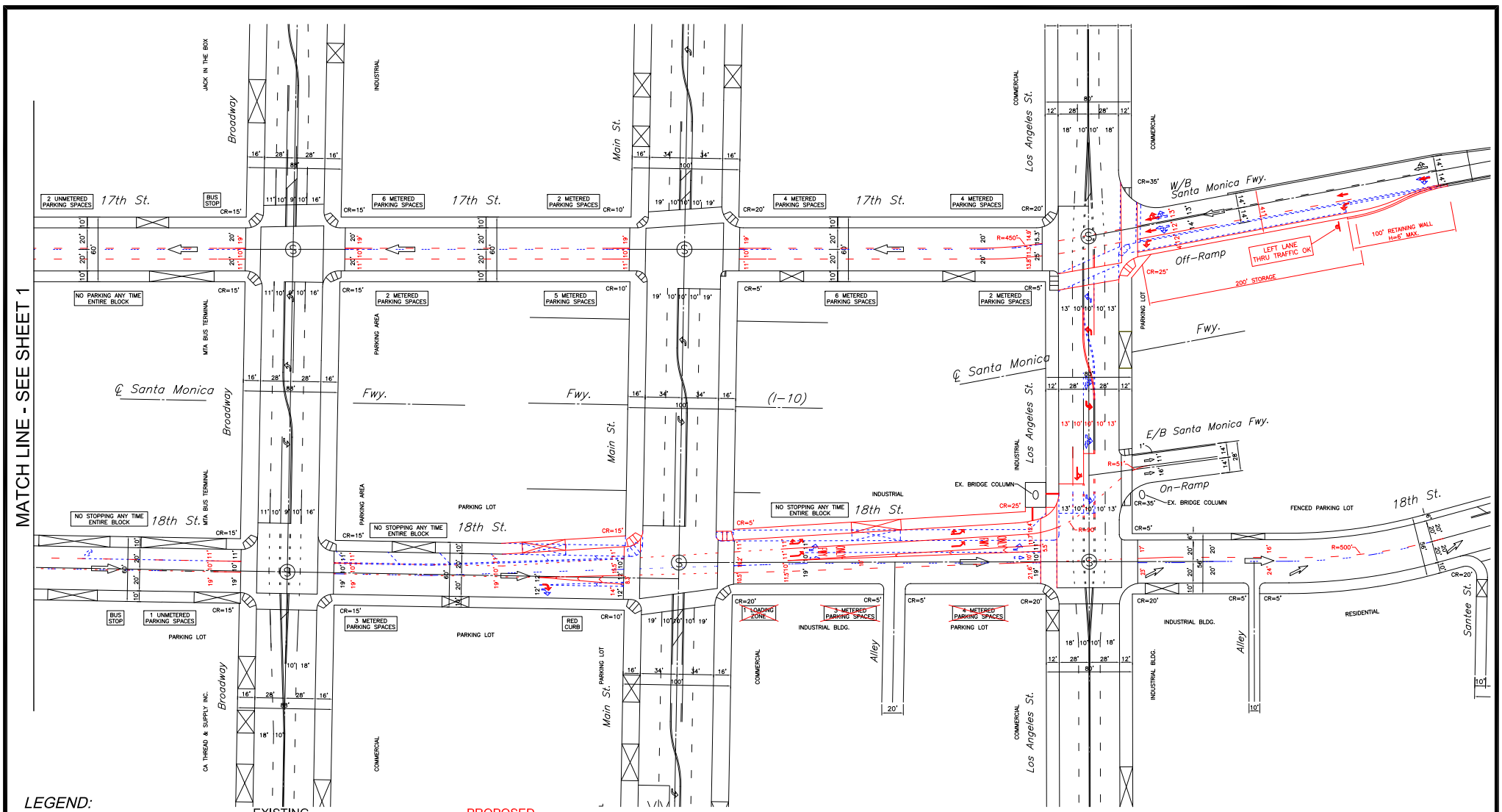
FPL FPL and Associates, Inc.
Traffic • Transportation • Civil

WORK IN PROGRESS
FOR DISCUSSION ONLY

SCALE 1"=40'

40 0 40 80
1" = 40' GRAPHIC SCALE

SHEET 1 OF 2



LEGEND:

REMOVAL	EXISTING	PROPOSED
LANE LINE	LANE LINE	LANE LINE
CURB	CURB	CURB
PROPERTY LINE	PROPERTY LINE	PROPERTY LINE
	CENTER LINE	CENTER LINE

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40 0 40 80
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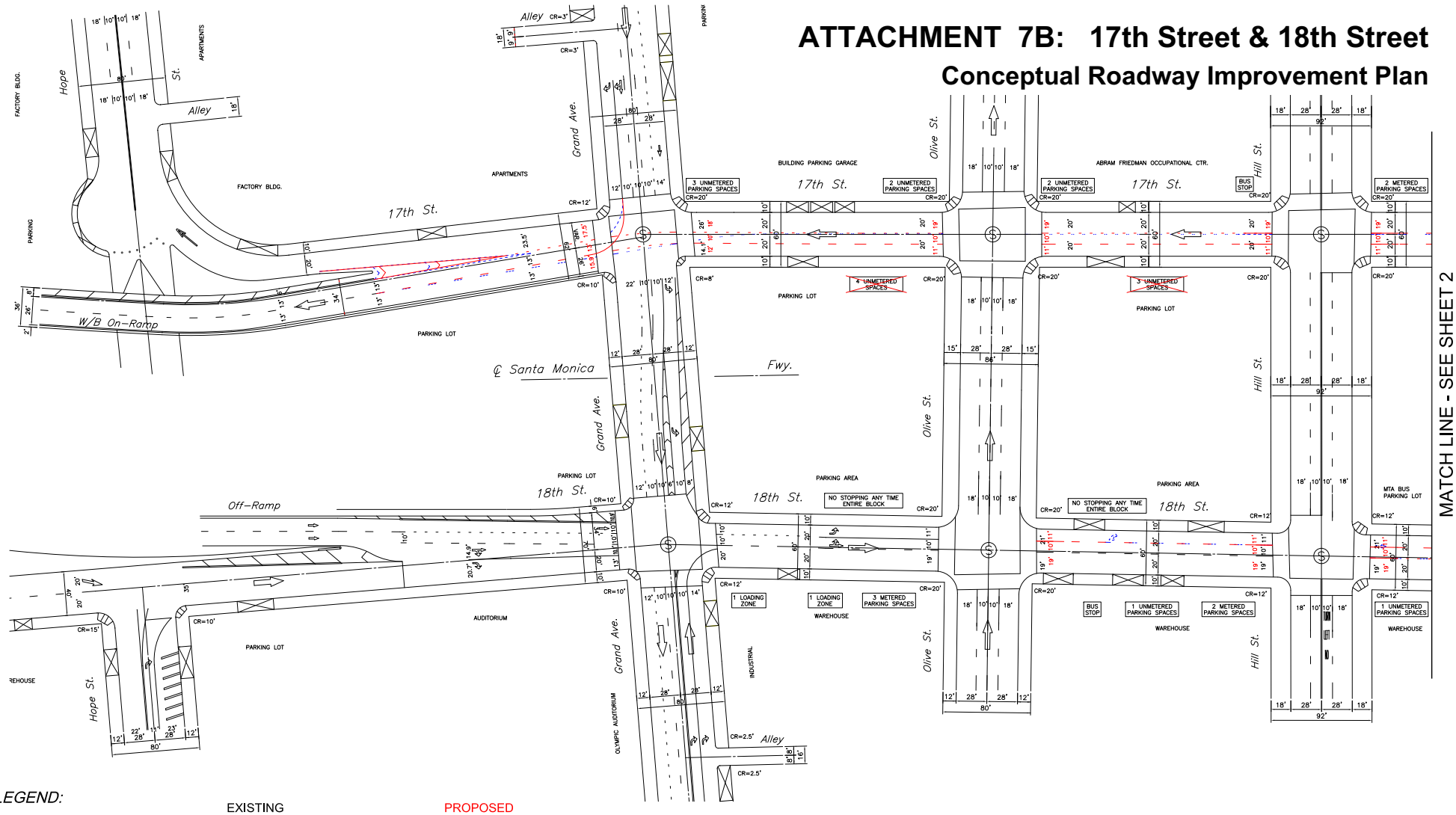
SHEET 2 OF 2

ATTACHMENT 7B: 17th Street & 18th Street

Conceptual Roadway Improvement Plan



LEGEND:

REMOVAL	EXISTING	PROPOSED
LANE LINE	LANE LINE	LANE LINE
CURB	CURB	CURB
PROPERTY LINE	PROPERTY LINE	PROPERTY LINE
	CENTER LINE	CENTER LINE

CONVENTION CENTER MODERNIZATION & FARMERS FIELD PROJECT
17th ST AND 18th ST
FROM HOPE ST TO LOS ANGELES ST
(NO STREET PARKING)
DATE REVISED: 12.19.11

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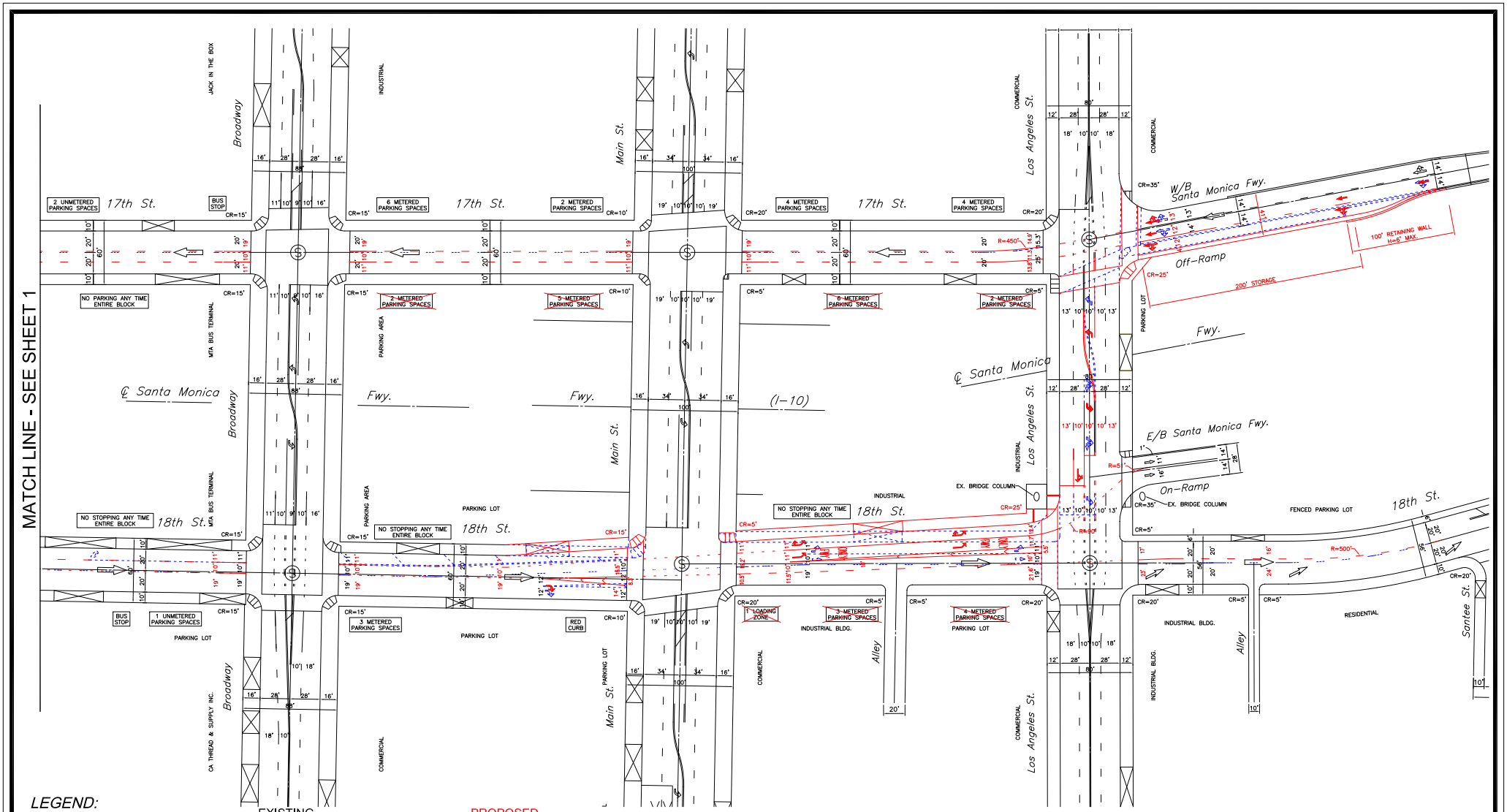
SHEET 1 OF 2



LEGEND:

REMOVAL	EXISTING	PROPOSED
LANE LINE	LANE LINE	LANE LINE
CURB	CURB	CURB
PROPERTY LINE	PROPERTY LINE	PROPERTY LINE
	CENTER LINE	CENTER LINE

CONVENTION CENTER MODERNIZATION & FARMERS FIELD PROJECT

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SHEET 2 OF 2

ATTACHMENT 8

true north plan north

Driveway Plan for LA Live Way Parking Garages

Parking Garage Site Plan

03.14.2012