

CITY OF LOS ANGELES
INTERDEPARTMENTAL CORRESPONDENCE

Date: August 7, 2025

To: Hui M. Huang, P.E., Principal Civil Engineer
Permit Case Management Division
Attn.: Their Crocker, Sr. Civil Engineer

From: Maria Martin, Environmental Affairs Officer
Environmental Management Group



Subject: **CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) REVIEW:
SUMMARY OF RELEVANT FINDINGS FOR AIR SPACE VACATION AT
CORNERS OF HOPE STREET AND 2ND STREET AND GENERAL
THADDEUS KOSCIUSKO WAY - VAC E1401457**

The Environmental Management Division reviewed the information on the previously certified Grand Avenue Project Final Environmental Impact Report (EIR)¹, SCH No. 2005091041, which was certified by the Los Angeles Grand Avenue Authority (Authority) on November 20, 2006, and subsequent addenda² dated July 2010, April 2014, June 2018, and August 2020 as they relate to the Air Space Vacation at Corners of Hope Street and 2nd Street and General Thaddeus Kosciusko Way - VAC E1401457 (Air Space Vacation or Project).

The Broad Museum proposes a 49,350 gross square-foot (sf) expansion to the existing museum on Parcel L (221 S. Grand Avenue) of the Grand Avenue Project, including 28,000 sf of exhibition gallery areas together with associated lobby, restroom, and programmatic spaces (Broad Museum Expansion). The proposed addition will be located at the rear of the existing museum, replacing the rooftop level of the multi-level parking structure that fronts Hope Street. The Broad Museum Expansion also includes limited airspace vacation requests for portions of the building that would project into the public right-of-way.

Previously Certified EIR

On November 20, 2006, the Authority certified the Grand Avenue Project Final EIR (State Clearinghouse No. 2005091041) and also adopted the necessary Resolutions and made findings required under California Public Resources Code Section 21081 and State CEQA Guideline 15091 (the "Authority's CEQA Findings") stating the Final EIR was completed in compliance with CEQA Public Resources Code Section 21000 et seq., the CEQA Guidelines, all applicable local guidelines concerning the application and implementation of that statute, and all applicable case law concerning that statute and the CEQA Guidelines (collectively, "CEQA"). The Authority, which is an independent public agency established through a Joint Exercise of Powers Agreement (The "JPA Agreement") between the Community Redevelopment Agency of the City of Los Angeles ("CRA/LA") and the County of Los Angeles ("County"), was responsible for

¹ https://clkrep.lacity.org/onlinedocs/2007/07-2306_misc_7-10-08.pdf

² <https://planning.lacity.gov/development-services/eir/grand-avenue-project-addendums>

the preparation of the EIR. The County and the CRA/LA have served as “Responsible Agencies” for the Grand Avenue Project as that term is defined under CEQA Guidelines 15096 and 15381. As Responsible Agencies, the County and CRA/LA worked closely with the Authority in ensuring the Final EIR has examined all potential environmental impacts.

These agencies, as well as the City of Los Angeles, reviewed and approved the Grand Avenue Implementation Plan, which formulated the framework of the project description evaluated in the EIR prepared by the Authority for the mixed-use development. That plan generally described the location of the Grand Avenue Project, its proposed uses and other elements. The governing bodies for the Authority, County, the CRA/LA and the City of Los Angeles each approved the Implementation Plan in 2005.

The City of Los Angeles is a Responsible Agency, pursuant to State CEQA Guidelines Sections 15096, and must make those findings with respect to the Project required under Public Resources Code Section 21081 and State CEQA Guidelines Sections 15091. On September 19, 2007, the Los Angeles City Council (City Council) approved the Grand Avenue Project, permitting the phased development of up to 2,060 residential units, 275 hotel guest rooms, and 449,000 square feet (sf) of retail, and 681,000 sf of office, or an option to eliminate the office space in exchange for an additional 600 residential units, all subject to an Equivalency Program, pursuant to CPC-2006-9702-ZC-CU-CUB-CUX-ZV-DA (City Planning Commission [CPC] Entitlement), which allows a maximum development of up to 3.6 million sf. The approved Equivalency Program described in the EIR allows for modifications to land uses and square footages within and between Tentative Tract Map Nos. 67490, 67491, and 67492. The approvals also included a Zone Change of five parcels from R5-4D to [T][Q]C2-4D, which has since been effectuated. The City Council found that it had reviewed and considered the information contained in the EIR. The City Council adopted CEQA findings, including a Statement of Overriding Consideration, and a mitigation monitoring program (CF 07-2306).

Addenda to the EIR

In 2010, an addendum (First Addendum)³ was prepared and approved that addressed two proposed changes to the Certified EIR consisting of: (1) changes to the development of 221 S. Grand Avenue (Parcel L) and 225 S. Grand Avenue (Parcel M-2) to reflect a different mix of land uses, including a museum use, and a different site configuration; and (2) changes to the original schedule for implementation of the overall development. Though museum uses were not originally contemplated in the approved 2007 Conceptual Plans of the Grand Avenue Project, the City exercised its right to apply the Equivalency Program in 2010 to facilitate the development of The Broad Museum as a permitted use in the [T][Q]C2-4D Zone.

³ https://planning.lacity.gov/eir/TheGrandAve/Addendum_1.pdf

Subsequent to the land use equivalency to facilitate the development of the museum, on February 11, 2013, the City of Los Angeles approved Revised Tentative Tract Map No. 67492 (stamp-dated October 4, 2012) to adjust specific dimensions and orientations of airspace lots and expressly permitted the development of 120,000 sf of museum uses, 19,422 sf of commercial use, and 790 residential units on two master lots, located at 221 S. Grand Avenue (Parcel L) and 225 S. Grand Avenue (Parcel M-2). This map became final on October 24, 2014 (CF 13-1616-S1).

In 2014 and 2015, Parcel L was ultimately developed with the 109,000 sf Broad Museum, and Parcel M-2 was developed with 271 residential units, 3,929 sf of restaurant use and 2,388 sf of office (The Emerson LA).

In 2013, a second addendum (Second Addendum)⁴ was prepared and approved to address changes in the location of approved towers on 100 S. Grand Avenue (Parcel Q) and the overall mix of uses. Particularly, the Second Addendum addressed revisions to the overall height envelope, tower locations, minor changes to driveways, a reduction in the overall amount of retail, restaurant, and health facility uses on Parcel Q from 284,000 sf to 220,000 sf, the addition of 50,000 sf of office space, a decrease in residential units from 500 to 450 units, and an increase in hotel guest rooms from 275 to 300 rooms.

On March 1, 2018, the City issued a Revised Tract Map No. 67490, in which the development program for Parcel Q was revised to include up to 500 residential units, 315 hotel rooms, and up to 284,000 sf of retail/office space, utilizing the Equivalency Program for the project.

In 2018, a third addendum (Third Addendum)⁵ was prepared and approved to assess impacts related to the proposed non-protected street tree removals and replacements, and to assess potential impacts associated with a haul route application for the development of Parcel Q.

In 2020, a fourth addendum (Fourth Addendum)⁶ was prepared and approved to assess impacts related to the establishment of a Sign District on Parcel Q. The Addenda, collectively with the Certified EIR, concluded that the proposed changes would not cause any new significant impacts or substantial increase in the severity of the previously-identified impacts in the Certified EIR.

Subsequent Development

In 2022, Parcel Q was ultimately developed with The Gehry Related Project, which included 436 residential units, 314 hotel rooms, and 210,748 sf of commercial space.

⁴ https://planning.lacity.gov/eir/TheGrandAve/Addendum_2.pdf

⁵ <https://planning.lacity.gov/eir/TheGrandAve/2018Addendum.pdf>

⁶ [https://planning.lacity.gov/eir/TheGrandAve/Addendum%20\(7.30\)%20Proof.pdf](https://planning.lacity.gov/eir/TheGrandAve/Addendum%20(7.30)%20Proof.pdf)

Following the Addenda to the EIR and the updated Project Approvals and development, 707 of the 2,060 permitted residential dwelling units have been developed, including 436 dwelling units in the Gehry Related Project (Parcel Q) and 271 dwelling units in the Emerson LA (Parcel M-2). 314 hotel guest rooms have been developed in the Gehry Related Project. Approximately 405,001 sf of the total allowable 1,130,000 sf of commercial retail and office space has been developed to-date. This includes 210,748 sf in the Gehry Related Project (Parcel Q), 78,936 sf proposed as part of the Colburn Music School expansion currently under construction (Parcel W-1), 3,929 sf of restaurant use, and 2,388 sf of office associated with the Emerson LA (Parcel M-2), and the existing 109,000 sf of Broad Museum uses (Parcel L). As such, approximately 724,999 sf of commercial/office space remains to accommodate additional development, including the expansion of museum uses.

Broad Museum Expansion

A Traffic Assessment was performed by Gibson Transportation to study the potential traffic impacts of the Broad Museum Expansion against the analysis in the Certified EIR of the Grand Avenue Project. The analysis dated November 26, 2024 and attached to the Department of City Planning Letter of Clarification for Case Nos. CPC-2006-9702-ZC-CU-CUB-CUX-ZV-DA and TT-67492, dated January 16, 2025, determined that the proposed expansion to the Broad Museum would generate fewer trips than the approved project (Attachment). Approximately 724,999 sf of commercial/office space remains to accommodate additional development for the Grand Avenue Project, and while office uses would generate approximately 11.57 daily trips per 1,000 sf of floor area, museum uses would generate approximately 8.33 daily trips per 1,000 sf of floor area, resulting in net reduction of daily trips overall. The analysis noted that the original traffic analysis of the Grand Avenue Project more than adequately covers the proposed Broad Museum Expansion. In addition, museum uses generally have similar (or less impactful) operational characteristics as it relates to utilities, including energy, greenhouse gas, and water utilization as commercial office uses. The proposed expansion, including the subject Air Space Vacation, therefore, would not result in any new impacts than what was previously analyzed in the Certified EIR and subsequent Addenda for the Grand Avenue Project.

All mitigation measures in the previously adopted Mitigation Monitoring Program are imposed on the Broad Museum Expansion project through Conditions of Approval of the Tract Map No. 67492 and the CPC Entitlement, to mitigate or avoid significant effects of the Grand Avenue Project on the environment and to ensure compliance during project implementation.

The Air Space Vacation will be subject to the satisfaction of conditions that may be included in the Bureau of Engineering's determination for issuing such approval.

NO SUPPLEMENTAL OR SUBSEQUENT REVIEW IS REQUIRED

CEQA and the State CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Sections 15000-15387) allow the City to rely on the previously certified EIR unless a Subsequent or Supplemental EIR is required. Specifically, CEQA Guidelines Sections 15162 and 15163 require preparation of a Subsequent or Supplemental EIR when an EIR has been previously certified, or a negative declaration has previously been adopted and one or more of the following circumstances exist:

- 1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- 2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- 3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - A. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - B. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - C. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

None of the above changes or factors has arisen since the Grand Avenue Project Final EIR and subsequent Addenda or the Grand Avenue Project approvals. There are no substantial changes to the Grand Avenue Project, and the Grand Avenue Project is substantially the same as described in the Final EIR and Addenda. No substantial changes have been identified to the surrounding circumstances, and no new information of substantial importance has been identified and there is no evidence of new or more severe significant impacts, and no new mitigation measures are required for the project, which includes the subject airspace vacation.

Accordingly, there is no basis for changing any of the impact conclusions referenced in the Certified EIR's CEQA Findings. Similarly, there is no basis for changing any of the mitigation measures referenced in the certified EIR's CEQA Findings, all of which will be implemented as part of the Project's conditions of approval. There is no basis for finding that mitigation measures or alternatives previously rejected as infeasible are instead feasible. There is also no reason to change the determination that the overriding considerations referenced in the certified EIR's CEQA Findings, and each of them considered independently, continue to override the significant and unavoidable impacts of the Grand Avenue Project. No mitigation measures were specifically applicable to the Air Space Vacation.

Hui M. Huang
August 7, 2025
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Therefore, as the Air Space Vacation at Corners of Hope Street and 2nd Street and General Thaddeus Kosciusko Way - VAC E1401457 Project was assessed in the previously Certified EIR, and pursuant to CEQA Guidelines Section 15162, no supplement or subsequent EIR or subsequent mitigated negative declaration is required for the Air Space Vacation, as the whole of the administrative record demonstrates that no major revisions to the EIR are necessary due to the involvement of new significant environmental effects or a substantial increase in the severity of a previously identified significant effect resulting from changes to the project, changes to circumstances, or the existence of new information. In addition, no addendum is required, as no changes or additions to the EIR or subsequent Addenda are necessary pursuant to CEQA Guidelines Section 15164.

If you need additional information, please contact me at Maria.Martin@lacity.org or at (213) 485-5753.

MEM/mm
Box\EMD Project Files\IDC - CEQA Review E1401457 VAC (Hope_2nd_Thaddeus K)
08-07-25

Attachment

DEPARTMENT OF
CITY PLANNING
COMMISSION OFFICE
(213) 978-1300

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January 16, 2025

Applicant

Deborah Kanter
The Broad Foundation
10900 Wilshire Boulevard
Los Angeles, CA 90024

Owner

The Related Companies
333 South Grand Avenue, Suite 4500
Los Angeles, CA 90071

Representative

Luciralia Ibarra / Sitio

Case No.

CPC-2006-9702-ZC-CU-CUB-
CUX-ZV-DA, TT-67490

CEQA:

SCH. 2005091041

Location:

221 S. Grand Avenue

Council District:

14 - Jurado

Community Plan Area:

Central City

Land Use Designation:

Regional Commercial

Zone:

[T][Q]C2-4D

LETTER OF CLARIFICATION

On September 19, 2007, the Los Angeles City Council approved the Grand Avenue Project, permitting the phased development of up to 2,060 residential units, 275 hotel guest rooms, and 449,000 square feet (sf) of retail, and 681,000 sf of office, or an option to eliminate the office space in exchange for an additional 600 residential units, all subject to an Equivalency Program, pursuant to CPC-2006-9702-ZC-CU-CUB-CUX-ZV-DA, which allows a maximum development of up to 3.6 million sf. The approved Equivalency Program described in the Grand Avenue Final Environmental Impact Report (State Clearinghouse No. 2005091041), allows for modifications to land uses and square footages within and between Tentative Tract Map Nos. 67490, 67491, and 67492. The approvals also included a Zone Change of five parcels from R5-4D to [T][Q]C2-4D, which has since been effectuated.

BACKGROUND

In November of 2006, the Authority certified the EIR. Subsequent to approval of the Project, four addenda to the EIR were prepared. In 2010, an addendum (First Addendum) was prepared and approved that addressed two proposed changes to the Certified EIR consisting of: (1) changes to the development of 221 S. Grand Avenue (Parcel L) and 225 S. Grand Avenue (Parcel M-2) to reflect a different mix of land uses, including a museum use, and a different site configuration; and (2) changes to the original schedule for implementation of the overall development. Though museum uses were not originally contemplated in the approved 2007 Conceptual Plans of the Grand Avenue Project, the City exercised its right to apply the Equivalency Program in 2010 to facilitate the development of The Broad Museum as a permitted use in the [T][Q]C2-4D Zone. Subsequent to the land use equivalency to facilitate the development of the museum, on February 11, 2013 the City of Los Angeles approved Revised Tentative Tract Map No.

ATTACHMENT

67492 (stamp-dated October 4, 2012) to adjust specific dimensions and orientations of airspace lot and expressly permitted the development of 120,000 sf of museum uses, 19,422 sf of commercial use, and 790 residential units on two master lots, located at 221 S. Grand Avenue (Parcel L) and 225 S. Grand Avenue (Parcel M-2). This map became final on October 24, 2014 (CF 13-1616-S1).

In 2014 and 2015, Parcel L was ultimately developed with the 109,000 sf The Broad Museum, and Parcel M-2 was developed with 271 residential units, 3,929 sf of restaurant use and 2,388 sf of office (The Emerson LA).

In 2013, a second addendum (Second Addendum) was prepared and approved to address changes in the location of approved towers on 100 S. Grand Avenue (Parcel Q) and the overall mix of uses. Particularly, the Second Addendum addressed revisions to the overall height envelope, tower locations, minor changes to driveways, a reduction in the overall amount of retail, restaurant, and health facility uses on Parcel Q from 284,000 sf to 220,000 sf, the addition of 50,000 sf of office space, a decrease in residential units from 500 to 450 units, and an increase in hotel guest rooms from 275 to 300 rooms.

On March 1, 2018, the City issued a Revised Tract Map No. 67490, in which the development program for Parcel Q was revised to include up to 500 residential units, 315 hotel rooms, and up to 284,000 sf of retail/office space, utilizing the Equivalency Program for the project.

In 2018, a third addendum (Third Addendum) was prepared and approved to assess impacts related to the proposed non-protected street tree removals and replacements, and to assess potential impacts associated with a haul route application for the development of Parcel Q.

In 2020, a fourth addendum (Fourth Addendum) was prepared and approved to assess impacts related to the establishment of a Sign District on Parcel Q. The Addenda, collectively with the Certified EIR, concluded that the proposed changes would not cause any new significant impacts or substantial increase in the severity of the previously-identified impacts in the Certified EIR.

In 2022, Parcel Q was ultimately developed with The Gehry Related Project, which included 436 residential units, 314 hotel rooms, and 210,748 sf of commercial space.

Following the Addenda to the EIR and the updated Project Approvals and development, only 707 of the 2,060 permitted residential dwelling units have been developed, including 436 dwelling units in the Gehry Related Project (Parcel Q) and 271 dwelling units in the Emerson LA (Parcel M-2). 314 hotel guest rooms have been developed in the Gehry Related Project. Of the commercial uses, only approximately 405,001 sf of the total allowable 1,130,000 sf of commercial retail and office space has been developed to-date. This includes 210,748 sf in the Gehry Related Project (Parcel Q), 78,936 sf proposed as part of the Colburn Music School expansion currently under construction (Parcel W-1), 3,929 sf of restaurant use and 2,388 sf of office associated with the Emerson LA (Parcel M-2), and the existing 109,000 sf of Broad Museum uses (Parcel L). As such, approximately 724,999 sf of commercial/office space remains to accommodate additional development.

THE BROAD MUSEUM EXPANSION (PROPOSAL ON PARCEL L)

The Broad Museum proposes a 49,350 gross sf expansion to the existing museum on Parcel L, including 28,000 sf of exhibition gallery areas together with associated lobby, restroom, and programmatic spaces. The proposed addition will be located at the rear of the existing museum, replacing the rooftop level of the multi-level parking structure that fronts Hope Street.

The proposed 49,350 gross square-foot expansion falls below the Site Plan Review threshold noted in Section 16.05 of the LAMC and is therefore exempt from discretionary review and falls within the maximum development envelope covered in the Grand Avenue Project approvals. Approximately 724,999 sf of commercial space remains to accommodate the museum expansion, which will remain entirely within the boundaries of Parcel L. The City of Los Angeles has previously determined the museum to be a permitted use within the Grand Avenue Project approvals and as such, the proposed expansion does not warrant discretionary action by the City of Los Angeles. In addition, the proposed museum expansion is entirely within the boundaries of the Revised Tract Map (encompassing Parcel L), and therefore, no tract map modification is necessary. No changes to the legal boundaries of the Revised Tract Map are proposed and modifications to uses are permitted per the grant clause and Condition 25-c of the Tract Map, provided they do not exceed the entitlement approvals (where more than 700,000 sf of commercial development remain). Based on the foregoing, the proposed expansion is consistent with the approvals for the associated CPC case and Revised Tentative Tract Map 67492 (2013).

CEQA

A Traffic Assessment was performed by Gibson Transportation to study the potential traffic impacts of the museum expansion against the analysis in the Certified EIR of the Approved Project. The analysis dated November 26, 2024, and attached to this letter, determined that the proposed expansion to the Broad Museum would generate fewer trips than the approved project. Approximately 724,999 sf of commercial/office space remains to accommodate additional development for the Approved Project, and while office uses would generate approximately 11.57 daily trips per 1,000 sf of floor area, museum uses would generate approximately 8.33 daily trips per 1,000 sf of floor area, resulting in net reduction of daily trips overall. The analysis noted that the original traffic analysis of the Approved Project more than adequately covers the proposed museum expansion. In addition, museum uses generally have similar (or less impactful) operational characteristics as it relates to utilities, including energy, greenhouse gas, and water utilization as commercial office uses. The proposed expansion, therefore, would not result in any new impacts than what was previously analyzed in the Certified EIR and subsequent Addenda for the Approved Project.

VINCENT P. BERTONI, AICP
Director of Planning



Milena Zasadzien
Principal City Planner

Enclosures:

Letter from Applicant's Representative, dated December 3, 2024 (including Traffic Assessment by Gibson Transportation, dated November 26, 2024)

December 3, 2024

Nick Ayars, Senior City Planner
201 N. Figueroa Street, Room 1030
Los Angeles, CA 90012

Re: Broad Museum Expansion – 221 S. Grand Avenue, LA CA 90012

The Broad Museum (“The Broad”), a world renown museum with over 2,000 works of art in Downtown Los Angeles, proposes a 49,350 gross square-foot expansion to the existing museum, including 28,000 square feet of exhibition gallery areas together with associated lobby, restroom, and programmatic spaces. The expansion will augment the Broad’s commitment to showcasing influential contemporary artists and advancing education and engagement through no-cost exhibitions and diverse public programming, cultural and educational offerings.

The proposed addition will be located at the rear of the existing museum, replacing the rooftop level of the multi-level parking structure that fronts Hope Street. The first level will consist of flexible gallery and program space. The second level will include archival storage space with sliding panel art screens that can be flexibly displayed or stored by the Museum over time, along with an adjacent gallery. The third floor includes two additional galleries surrounding exterior space comprised of two courtyards, with a balcony overlooking Hope Street.

The existing Museum will undergo modifications to the west façade to create connectivity and allow for art movement and stair connections between the existing Museum and the Expansion area, alteration of existing spaces for required circulation and infrastructure, and renovation of existing archive/storage spaces to provide 3,000 square feet of new gallery and lobby space. In the garage, structural modifications will be required for garage strengthening to support the building addition, for new exit stairs, elevators, and MEP rooms / equipment.

The proposed 49,350 gross square-foot expansion falls below the Site Plan Review threshold noted in Section 16.05 of the LAMC and is therefore exempt from discretionary review and falls within the maximum development envelope covered in the Grand Avenue Project approvals. As noted in more detail below, the City of Los Angeles determined The Broad Museum to be a permitted use within the Grand Avenue Project approvals and as such, the proposed expansion does not warrant discretionary action by the City of Los Angeles.

Background

The existing 109,000 square-foot museum, which was developed as part of The Los Angeles Grand Avenue Authority’s (‘Authority’) Grand Avenue Project, was constructed between 2010-2015 utilizing the Equivalency Program contained in the Final EIR (SCH No. 2005091041), CPC-2006-9702-ZC-CU-CUB-CUX-ZV-DA, and TT-67492 (‘Project Approvals’). In addition to the development of a 16-acre Civic Park and streetscape improvements, the Project Approvals considered the phased development of up to 2,660 residential units, 449,000 square feet of retail, and 681,000 square feet of commercial office as part of a Zone Change of five parcels from R5-4D to [T][Q]C2-4D, which has since been effectuated.

Though Museum uses were not originally contemplated in the approved 2007 Conceptual Plans of the Grand Avenue Project, the City exercised its right to apply the Equivalency Program to facilitate the development of The Broad Museum as a permitted use in the [T][Q]C2-4D Zone. In a July 2010 “Addendum To The Certified EIR,” the City of Los Angeles determined revisions to the Grand Avenue Project’s Conceptual Plans reflecting a different site configuration and a different mix of uses, including a museum facility, were well within the scope of the EIR’s original analysis. Table 17 in the Addendum – “Summary of Revised Project Compared to the Approved Project,” summarized the impact categories the City’s July 2010 Addendum ultimately concluded were similar to, or less than, those of the Approved Project. Table 17 is attached to this memo for reference.

In addition to the City’s utilization of the Equivalency Program in 2010 to include the museum, the City of Los Angeles also approved Revised Tentative Tract Map No. 67492 (stamp-dated October 4, 2012), which permitted the development of 120,000 square feet of Museum uses, 19,422 square feet of commercial use, and 790 residential units. This map became final on October 24, 2014 (CF 13-1616-S1). As noted in the 2013 determination letter for the Revised Tract Map, the revisions were predominantly related to “adjusting the specific locations, dimensions, and orientation of the airspace lots to be consistent with the planned development.”

Following the 2010 Addendum to the EIR and the 2013 updated Project Approvals, only 707 of the 790 permitted residential dwelling units have been developed, including 436 dwelling units in the Gehry Related Project (Parcel Q) and 271 dwelling units in the Emerson LA (Parcel M-2). Of the commercial uses, only approximately 405,001 square feet of the total allowable 1,130,000 square feet of commercial retail and office space has been developed to-date. This includes 210,748 sf in the Gehry Related Project (Parcel Q), 78,936 sf proposed as part of the Colburn Music School expansion currently under construction (Parcel Q), 3,929sf of restaurant use and 2,388 sf of office associated with the Emerson LA (Parcel M-2), and the existing 109,000 sf of Broad Museum uses (Parcel L). As such, approximately 724,999 sf of commercial space remains to accommodate the 45,000 square foot museum expansion, which will remain entirely within the boundaries of Parcel L.

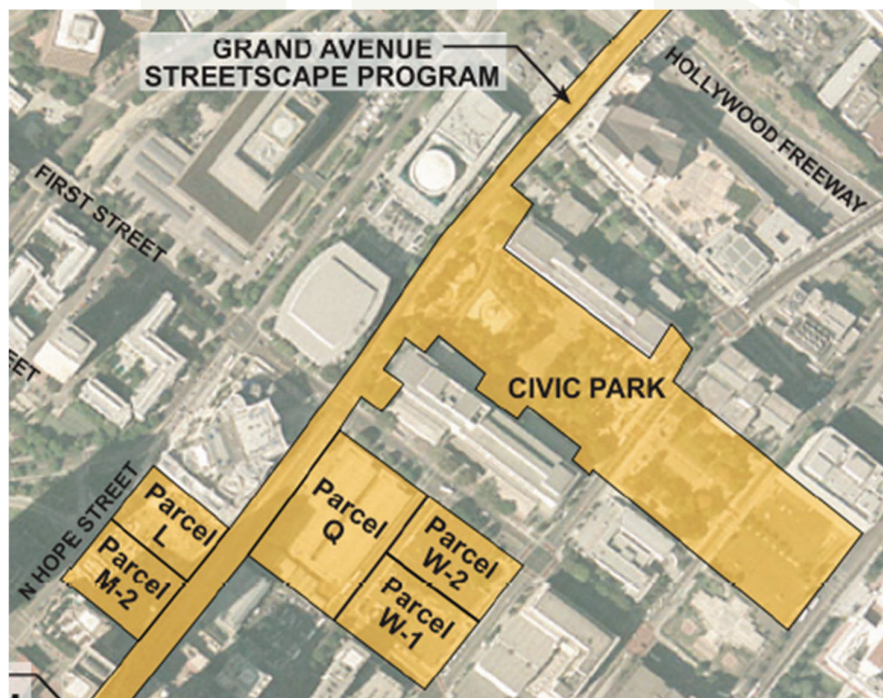


Image above is derived from Figure 1 in Addendum to the Certified EIR

Museum as a Permitted Use

'Q' Condition Nos. 1 and 4 of the Conditions of Approval in the 2007 approval of CPC-2006-9702-ZC-CU-CUB-ZV-DA allowed for uses permitted in the C2 zone, and for the maximum development of 3.6 million square feet, including 449,000 square feet of commercial retail space and 681,000 square feet of commercial office space. Though the Revised Tract Map explicitly identified The Broad Museum, the Los Angeles Municipal Code, (as noted in the City's Use (ZA-2022-7106-ZAI) list identifies museums as a permitted use in the C2 Zone.

Museum, nonprofit – RAS3, R4, RAS4, R5,
CR, C1.5, C2, C4, C5, M1, M2, M3; CUP in
OS; Public Benefit in all other zones

Moreover, the Conditions of Approval were modified in 2013 to account for the museum use. Condition No. 25(a) was revised to account for modifications in the intensity of uses, but also to incorporate the museum use as a permitted use. As such, Condition No. 25(a) was changed to read as follows:

REVISE CONDITION 25.a TO READ:

- a. Limit the proposed development to a maximum of ~~680~~ **790** residential condominium units, ~~470~~ all residential apartment units which are apartments with 50% at very low and 50% at low income levels, and ~~120,000 square feet of museum space~~. And ~~404,000~~ **19,422** square feet of commercial/retail space. If the affordable units are provided as for sale units, the affordability levels shall be consistent with the requirements of the Disposition and Development Agreement for the Grand Avenue Project.

Additionally, recognizing that future revisions within the allowable development envelope remained, Note [No. 15](#) was incorporated into the approval of the Revised Tentative Tract Map to clarify that future modifications to the permitted land uses were feasible.

15. THE LAND USES DESIGNATED HEREIN FOR EACH AIRSPACE LOT MAY BE MODIFIED AS LONG AS THE MAXIMUM DEVELOPMENT ALLOWED UNDER THE ENTITLEMENT APPROVALS IS NOT EXCEEDED.

Because the proposed museum expansion is entirely within the boundaries of the Revised Tract Map (encompassing Parcel L), no tract map modification is necessary. No changes to the legal boundaries of the Revised Tract Map are proposed and as noted in Condition 15, modifications to uses are permitted provided they do not exceed the entitlement approvals where more than 700,00 square feet of commercial development remain. Based on the foregoing, the proposed expansion is consistent with the approvals for the associated CPC case and Revised Tentative Tract Map 67492 (2013).

CEQA

Though the proposed 49,350 gross square-foot museum expansion falls below the threshold for discretionary action under LAMC Section 16.05 (Site Plan Review), the Broad Museum nevertheless engaged Gibson Transportation to study the potential traffic impacts of the museum expansion against the analysis in the Certified EIR of the Approved Project. The analysis dated November 26, 2024 and attached to this letter, determined that the proposed expansion to the Broad Museum would generate fewer trips than the approved project, resulting in net reduction of 4,133 daily trips overall. The analysis noted that the original traffic analysis of the Approved Project more than adequately covers the proposed museum expansion. In addition, museum uses generally have similar (or less impactful) operational characteristics as it relates to utilities, including energy, greenhouse gas, and water utilization as commercial office uses. The proposed expansion, therefore, would not result in any new impacts than was previously analyzed in the Certified EIR for the original Project Approvals.

Conclusion

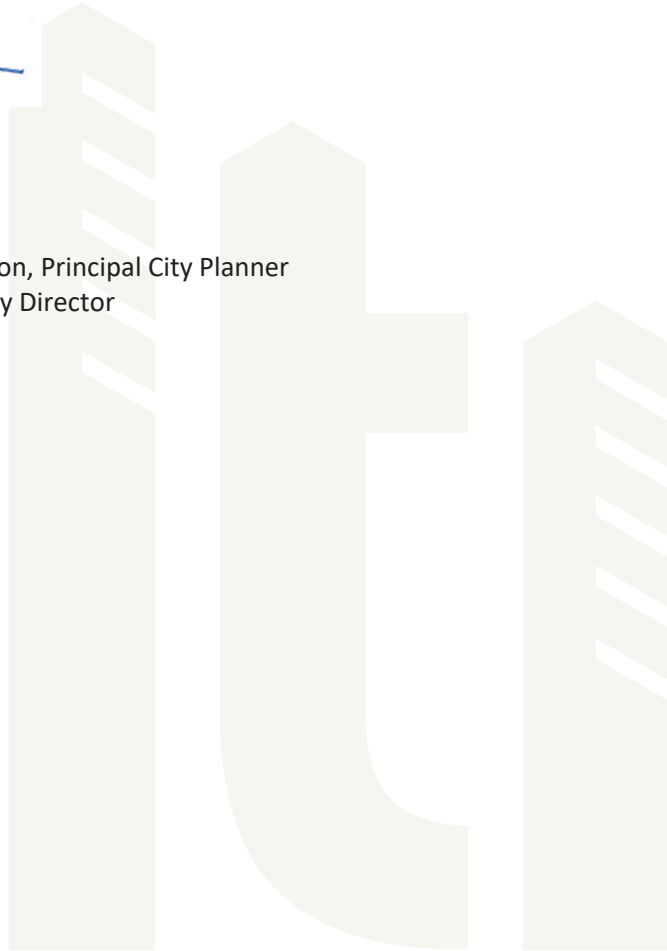
In light of all of the above, the proposed 49,350 gross square-foot museum expansion is not only well within the development envelope of the 2007 and 2013 Project Approvals, but is permissible through both the underlying zoning and the City's past effectuation of the Equivalency Program that authorized the original construction of the Broad Museum on Parcel L. Moreover, given the proposed scope of the Broad Museum addition, no discretionary review or action is required by the City in order to facilitate its construction.

Thank you,



Luciralia Ibarra
Principal, Sitio

Cc: Sarah Molina-Pearson, Principal City Planner
Lisa Webber, Deputy Director



**Table 17
Summary of Revised Project Compared to the Approved Project**

Impact Category	Impacts of Approved Project	Impacts of Revised Project
Land Use – Land Use Compatibility	Less Than Significant	Same
Land Use – Policy Consistency	Less Than Significant	Same
Land Use – Zoning Requirements	Significant and Unavoidable	Lesser
Traffic, Circulation, and Parking	Significant and Unavoidable	Lesser
Aesthetics and Visual Resources – Visual Quality (Construction)	Less Than Significant	Same
Aesthetics and Visual Resources – Visual Quality (Operation)	Less Than Significant	Same
Aesthetics and Visual Resources – Light (Construction)	Less Than Significant with Mitigation	Same
Aesthetics and Visual Resources – Light (Operation)	Less Than Significant with Mitigation	Same
Aesthetics and Visual Resources – Glare	Less Than Significant	Same
Aesthetics and Visual Resources – Shade/Shadow	Less Than Significant	Same
Historic Resources	Less Than Significant	Same
Population, Housing, and Employment (Construction)	Less Than Significant	Same
Population, Housing, and Employment (Operation)	Less Than Significant	Same
Air Quality – Construction	Significant and Unavoidable	Same or Lesser
Air Quality – Operational	Significant and Unavoidable	Lesser
Air Quality – Localized CO Concentrations	Less Than Significant	Lesser
Air Quality – Odors	Less Than Significant	Same
Air Quality – GHG	N/A	Less Than Significant
Noise – Construction	Significant and Unavoidable	Same
Noise – Operation	Less Than Significant with Mitigation	Lesser
Hazards and Hazardous Materials (Construction)	Less Than Significant with Mitigation	Same
Hazards and Hazardous Materials (Operation)	Less Than Significant with Mitigation	Same
Public Services-Fire (Construction)	Less Than Significant	Same
Public Services-Fire (Operation)	Less Than Significant with Mitigation	Same
Public Services-Police (Construction)	Less Than Significant	Same
Public Services-Police (Operation)	Less Than Significant	Same
Public Services-School (Construction)	Less Than Significant	Same
Public Services-School (Operation)	Less Than Significant	Same
Public Services-Parks and Recreation	Less Than Significant	Same
Public Services-Libraries	Less Than Significant	Same
Utilities-Water Supply (Construction)	Less Than Significant	Same
Utilities-Water Supply (Operation)	Less Than Significant with Mitigation	Same
Utilities-Wastewater (Construction)	Less Than Significant	Same
Utilities-Wastewater (Operation)	Less Than Significant	Same
Utilities-Solid Waste (Construction)	Less Than Significant	Same
Utilities-Solid Waste (Operation)	Less Than Significant	Same

Source: Christopher A Joseph & Associates, 2010



MEMORANDUM

TO: Deborah Kanter, The Broad

FROM: Richard Gibson

DATE: November 26, 2024

RE: Transportation Consistency Analysis for the
The Broad Expansion
Los Angeles, California

Ref: J2156

Gibson Transportation Consulting, Inc. prepared a transportation consistency analysis for a 49,350 square foot (sf) expansion of The Broad museum (Project) located at 221 S. Grand Avenue (Project Site) in Downtown Los Angeles, California (City). This memorandum summarizes our analysis.

PROJECT BACKGROUND

The Project includes the development of up to 49,350 sf of additional museum space (resulting in a 159,300 sf museum when added to the existing 109,950 sf building) to be located on undeveloped land to the north of the existing museum on the Project Site. Access to the existing parking garage serving The Broad is provided via two existing driveways, one off 2nd Street and one off General Thaddeus Kosciuszko Way

The Project Site is located within the Grand Avenue Project area, a multi-block development plan that includes a variety of uses spread out over four City blocks. The transportation analysis of the approved Grand Avenue Project (Approved Project) is provided in *Grand Avenue Project – Updated Traffic Assessment for Parcel Q* (The Mobility Group, February 3, 2014) (Traffic Memo). A copy of the Traffic Memo is provided in Attachment A.

Per City staff the Approved Project has remaining development entitlements for up to 713,999 sf of commercial space including office, retail, restaurant, health club, and supermarket uses. To provide for a conservative analysis, this analysis assumed the remaining entitled space would be constructed as office, which has lower trip generation than the other entitled land uses.

METHODOLOGY

This trip generation analysis for the Project Site compared the trip generation of the Project to the trip generation of the remaining Approved Project commercial entitlements outlined in the Traffic Memo and assessed whether the Project trip generation is equal to or less than that of the remaining Approved Project commercial entitlements .

APPROVED PROJECT TRIP GENERATION

As identified in the Traffic Memo, the number of trips expected to be generated by the Approved Project was estimated by applying rates for Condominiums published in *Trip Generation Manual, 7th Edition* (Institute of Transportation Engineers, 2003).

The trip generation forecast reflected appropriate trip generation reductions to account for trips shared between the different uses within the Project Site and mode split trips as outlined below:

- Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development without using an off-site road system. A 5% internal capture rate was applied to be consistent with analysis contained in the Traffic Memo.
- The Project Site is located in the vicinity of multiple transit, walking, and bicycling opportunities; thus, a 15% walk-in reduction and a 5% transit reduction was applied to account for multimodal non-auto usage, including transit, bicycle, and walking arrivals.

As shown in Table 1, the Traffic Memo estimated that the remaining entitled commercial space of the Approved Project would result in 4,544 new daily trips, including 707 new trips (629 inbound and 78 outbound) during the morning peak hour and 679 new trips (102 inbound and 577 outbound) during the afternoon peak hour.

PROJECT TRIP GENERATION

Due to The Broad's unique land use and operations, trip generation was calculated based on empirical traffic counts and employee information provided by The Broad. Patron parking for the Project will be provided in an existing underground garage located underneath The Broad, with two access points to the garage, one on 2nd Street and one on General Thaddeus Kosciuszko Way. Employee parking is provided across 2nd Street from The Broad at the Walt Disney Concert Hall (WDCH). Patron trip generation demand was obtained by conducting 24-hour driveway counts of the two driveways serving the existing garage. Employee trip generation demand was calculated based on the number of employees who park at WDCH.

Driveway counts of inbound and outbound traffic at the existing garage were conducted for a 72-hour period from Thursday, November 7, 2024 through Saturday, November 9, 2024. Admission to The Broad is free on the first Thursday of the month, weekday attendance is highest on Fridays, and overall attendance peaks on Saturdays; therefore, the three count days represent peak operations.

A count of the 2nd Street WDCH driveway was conducted; however, there was no way to distinguish The Broad employees from other parkers. As such, worst-case assumptions were applied to employee traffic demand to provide for a conservative estimate of total trip generation. According to The Broad staff, approximately 20-40 employees park at WDCH on a daily basis, but as many as 62 have a parking pass for the garage. As such, to be conservative, it was assumed the 62 employees currently arrive each day by single-passenger car. Further, it was assumed that these 62 cars arrive and depart during the peak hour of patron traffic. As such, employee trip generation on a daily and peak hour basis is likely overestimated and the resulting trip generation totals are conservative.

Table 2 provides a summary of the results of the driveway counts and employee trips for daily and peak morning and afternoon peak periods. Saturday results are provided for informational purposes. As shown in Table 2, The Broad currently generates a peak weekday daily demand of 916 trips. The weekday morning peak hour occurred on Friday between 8:00 AM and 9:00 AM when 104 trips (102 inbound, two outbound) were observed. The weekday afternoon peak hour occurred on Thursday between 5:00 PM and 6:00 PM when 98 trips (17 inbound, 81 outbound) were observed. The total Saturday demand of 1,537 trips included 99 morning peak hour trips (95 inbound, four outbound) and 250 afternoon peak hour trips (64 inbound, 186 outbound).

Table 3 shows the empirical trip generation rates calculated from the data highlighted in Table 2 calibrated to the existing 109,950 sf of existing museum space, as well as the resulting Project trip generation totals. As shown, the Project is expected to generate 411 new weekday daily trips, including 47 new trips (46 inbound and one outbound) during the morning peak hour and 44 new trips (eight inbound and 36 outbound) during the afternoon peak hour. On Saturdays, the Project would generate 690 new daily trips, including 44 new trips (42 inbound and two outbound) during the morning peak hour and 112 new trips (29 inbound and 83 outbound) during the afternoon peak hour.

TRIP GENERATION COMPARISON

Table 4 provides a comparison between the trips generated by the Project and by the remaining commercial entitlements of the Approved Project. As shown, the Project is anticipated to generate fewer trips than the remaining commercial entitlements of the Approved Project. The Project would result in a net reduction of 4,133 daily trips, a net reduction of 660 morning peak hour trips, and a net reduction of 635 afternoon peak hour trips when compared to the Approved Project.

While not applicable to the transportation analysis contained in the Traffic Memo, it is important to note that Saturday Project trip generation is also projected to result in fewer trips than the weekday trips studied for the remaining commercial entitlements of the Approved Project.

SUMMARY

The Project is anticipated to generate fewer trips than the remaining commercial entitlements of the Approved Project. Therefore, transportation impacts would be less than those identified in the Traffic Memo. As such, the Project would not result in any new significant traffic impacts nor any increase in the severity of transportation impacts as compared to the remaining commercial entitlements of the Approved Project.

Thus, the trip generation of the Project and its resulting effects on the transportation system are consistent with the findings of the transportation analysis contained in the Traffic Memo. The transportation impacts of the Project are adequately covered in the Traffic Memo and no further analyses are required.

**TABLE 1
APPROVED PROJECT COMMERCIAL TRIP GENERATION ESTIMATES**

TRIP GENERATION RATES [a]									
Land Use	ITE Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Office	715	per ksf	11.57	89%	11%	1.80	15%	85%	1.73
TRIP GENERATION ESTIMATES - APPROVED PROJECT									
Approved Project									
Entitled Commercial Space	715	713.999 ksf	8,261	1,144	141	1,285	185	1,050	1,235
<i>Walk-in/Walk-Out Adjustment (5%) [b]</i>			(413)	(57)	(7)	(64)	(9)	(53)	(62)
<i>Transit Reduction (40%) [b]</i>			(3,304)	(458)	(56)	(514)	(74)	(420)	(494)
Total - Approved Project Commercial Trips			4,544	629	78	707	102	577	679

Notes

dwelling unit = du.

[a] Trip generation rates are from *Trip Generation Manual, 7th Edition* (Institute of Transportation Engineers, 2003) to be consistent with the Grand Avenue EIR

[b] Trip adjustments are consistent with trip adjustments found in Grand Avenue EIR

TABLE 2
THE BROAD EMPIRICAL TRIP GENERATION SUMMARY

Location	Thursday, November 7, 2024 (Free Admission Thursday)																	
	7-8 AM			8-9 AM			9-10 AM			4-5 PM			5-6 PM			6-7 PM		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
2nd Ave Driveway	5	4	9	31	5	36	26	2	28	17	24	41	14	44	58	18	18	36
Thaddeus Driveway	0	0	0	0	0	0	0	0	0	4	15	19	2	26	28	2	33	35
Employees	0	0	0	62	0	62	0	0	0	0	0	0	1	11	12	0	0	0
Thursday Totals	5	4	9	93	5	98	26	2	28	21	39	60	17	81	98	20	51	71

Location	Friday, November 8, 2024 (Busiest Museum Weekday)																	
	7-8 AM			8-9 AM			9-10 AM			4-5 PM			5-6 PM			6-7 PM		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
2nd Ave Driveway	3	3	6	40	2	42	18	5	23	10	19	29	4	49	53	1	10	11
Thaddeus Driveway	0	0	0	0	0	0	0	0	0	4	42	46	0	29	29	0	0	0
Employees	0	0	0	62	0	62	0	0	0	0	0	0	0	62	62	0	0	0
Friday Totals	3	3	6	102	2	104	18	5	23	14	61	75	4	140	144	1	10	11

Location	Saturday, November 9, 2024 (Busiest Museum Day)																	
	7-8 AM			8-9 AM			9-10 AM			4-5 PM			5-6 PM			6-7 PM		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
2nd Ave Driveway	3	3	6	11	2	13	32	4	36	55	36	91	7	31	38	3	28	31
Thaddeus Driveway	0	0	0	0	0	0	1	0	1	9	88	97	8	70	78	2	33	35
Employees	0	0	0	0	0	0	62	0	62	0	62	62	0	0	0	0	0	0
Saturday Totals	3	3	6	11	2	13	95	4	99	64	186	250	15	101	116	5	61	66

Notes

- Peak weekday demand used for trip generation rate calculations
- Peak Saturday demand used for trip generation rate calculations

**TABLE 3
THE BROAD TRIP GENERATION RATES AND ESTIMATES**

TRIP GENERATION RATES [a]															
Land Use	Size	Weekday						Saturday							
		Daily	AM Peak Hour			PM Peak Hour			Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total		In	Out	Total	In	Out	Total
The Broad	per ksf	8.33	98%	2%	0.95	17%	83%	0.89	13.98	96%	4%	0.90	26%	74%	2.27
TRIP GENERATION ESTIMATES - PROJECT															
<u>Existing Museum</u> The Broad	109,950 ksf	(916)	(102)	(2)	(104)	(17)	(81)	(98)	(1,537)	(95)	(4)	(99)	(64)	(186)	(250)
<u>Proposed Museum</u> The Broad	159,300 ksf	1,327	148	3	151	25	117	142	2,227	137	6	143	93	269	362
Total - Expansion Trips		411	46	1	47	8	36	44	690	42	2	44	29	83	112

Notes

ksf = 1,000 sf

[a] Trip generation rates are derived from empirical counts shown in Table 2 and existing museum size of 109,950 sf

TABLE 4
TRIP GENERATION COMPARISON

TRIP GENERATION COMPARISON - PROJECT AND APPROVED PROJECT [a]															
Land Use	Size	Weekday						Saturday [b]							
		Daily	AM Peak Hour			PM Peak Hour			Daily	AM Peak Hour			Total		
			In	Out	Total	In	Out	Total		In	Out	Total			
Approved Project Commercial Space	713,999 ksf	(4,544)	(629)	(78)	(707)	(102)	(577)	(679)	(4,544)	(629)	(78)	(707)	(102)	(577)	(679)
Proposed Expansion Space The Broad	49,350 ksf	411	46	1	47	8	36	44	690	42	2	44	29	83	112
Total - Expansion Trips		(4,133)	(583)	(77)	(660)	(94)	(541)	(635)	(3,854)	(587)	(76)	(663)	(73)	(494)	(567)

Notes

ksf = 1,000 sf

[a] Trip generation totals from Tables 1 and 3

[b] Approved Project Trips are weekday trips from the Approved Project provided for comparison purposes only

Attachment A

Traffic Memo

Memorandum

To: Tomas Caranza, LADOT

From: Michael Bates

Subject: Grand Avenue Project – Updated Traffic Assessment for Parcel Q

Date: February 3, 2014

The Grand Avenue Project was approved by the City of Los Angeles in 2007. The EIR was certified in 2006 by the Joint Powers Authority as Lead Agency, including a Traffic Study dated May 30, 2006. The Project Site Plan as processed in the 2006 EIR is shown in Figure 1, and covers four downtown blocks known as Parcel Q, Parcel W and Parcel L/M-2.

Since 2006 two phases of the project have moved forward and are currently under construction on Parcel L/M-2. These are the Broad Museum, and a 271-unit apartment residential building.

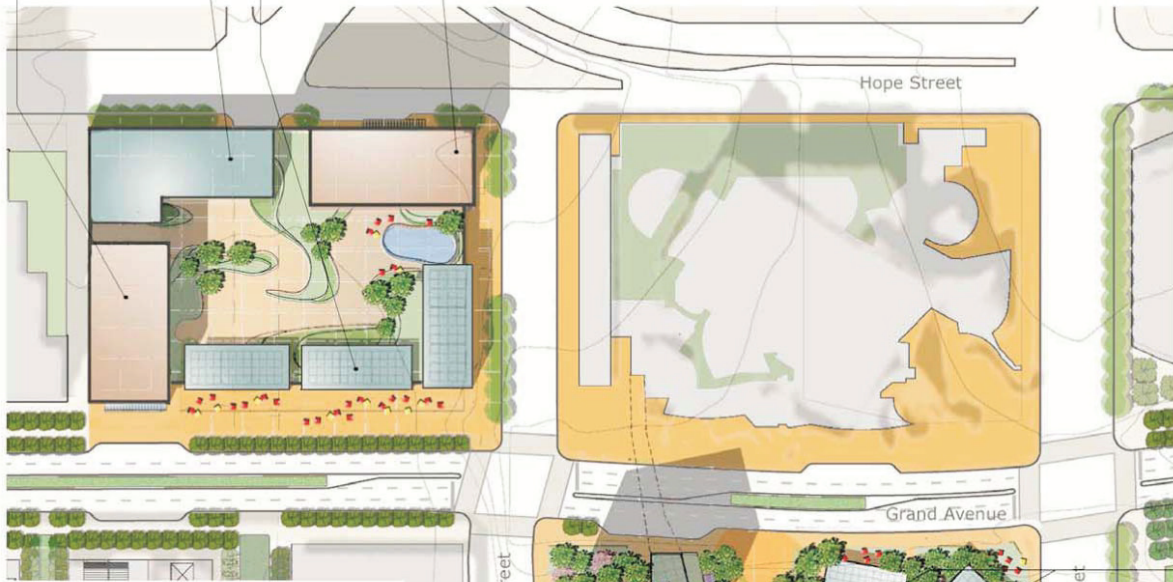
The developer, Grand Avenue L.A., LLC (an affiliate of Related California and The Related Companies, L.P.), is now proposing a project change to the Los Angeles Grand Avenue Authority (“Authority”), in order to move forward with development on Parcel Q. The change in Project Description is primarily limited to Parcel Q along with some previously approved changes to Parcel L/M-2 (“Revised Project”).

The purpose of this memorandum is to evaluate the effect on the 2006 EIR traffic analysis attributable to changes in (i) the proposed development program for Parcel Q and (ii) the surrounding environment relative to the projections and assumptions made in the 2006 EIR. In summary, our assessment demonstrates:

- That the trip generation from the Revised Project does not exceed the trip totals for the project analyzed in the 2006 EIR (“Original Project”).
- That the circumstances affecting the Project’s traffic impacts, namely, the existing traffic in the relevant geographic area and future traffic associated with related projects, have not substantially changed.

PARCELS L+M-2

- RESIDENTIAL
- RESIDENTIAL
- RESIDENTIAL
- RETAIL/PARKING PODIUM



PARCEL Q

- CULTURAL/RETAIL
- HOTEL + RESIDENTIAL
- RETAIL/SERVICES
- RESIDENTIAL

PARCELS W-1/W-2

- RESIDENTIAL
- RETAIL/SERVICES
- CULTURAL/RETAIL
- OFFICE or RESIDENTIAL



Source: PCR Services Corporation

7/22/13

Figure 1
Conceptual Parcel Development Plan - 2006 EIR

- That the Revised Project would not cause any new significant traffic impacts or a substantial increase in a previously identified significant traffic impact, and therefore, no additional traffic analysis is necessary.

The remainder of this memorandum provides documentation to support these conclusions.

Project Description Comparison

A comparison of the Original Project and the Revised Project is shown in Table 1. Though it is anticipated that the Disposition and Development Agreement (DDA) for the Project, as currently being proposed, will include a scope of development that is less than the maximum being studied in the Revised Project, we are undertaking the analysis on the Revised Project in order to provide a more comprehensive “worst case” analysis and to afford more flexibility in proceeding with the development in the future. The Revised Project incorporates the following changes for the Approved Project studied in the original EIR:

Parcel Q

The event facility has been eliminated. The total number of condominiums and apartments has reduced slightly, and the number of hotel rooms has increased slightly. The grocery store size has been significantly reduced. There are changes in the retail commercial square footage (reduction) and the restaurant square footage (increase). The health club use has reduced slightly.

Project driveways and access/egress remains essentially the same, with slight modifications. The driveway on First Street remains in the same location, but will now be one-way in only compared to two-way (in and out) in the Original Project. The driveway on Olive Street remains in the same location and a two-way driveway. Turn restrictions at these two driveways remain as specified for the Original Project. On Second Street, the two driveways have been replaced with one driveway, which serves the same functions. There remains a driveway on Lower Grand Avenue, but this now serves only residential uses and the commercial exit-only driveway has been eliminated.

Parcel W

There are no changes to the Project description for this parcel.

Table 1 Grand Avenue Parcel Q Update - Land Use Program Comparison

12/11/2013

Land Use	Units	Original Program (2006 EIR)	Revised Program (2013 Update)
Parcel Q			
Condominiums	D.U.	400	360
Apartments	D.U.	100	90
Hotel	Rooms	275	300
Market	S.F.	53,000	10,000
Retail	S.F.	97,750	85,000
Restaurants	S.F.	42,000	85,000
Event Facility	Seats	250	-
Health Club	S.F.	50,000	40,000
Office	S.F.	-	50,000
Parcel W-1/W-2			
Condominiums	D.U.	568	568
Apartments	D.U.	142	142
Office	S.F.	681,000	681,000
Retail	S.F.	54,400	54,400
Restaurant	S.F.	10,000	10,000
Parcel L/M-2			
Condominiums	D.U.	680	645
Apartments	D.U.	170	271
Museum	S.F.	-	115,231
Retail	S.F.	73,100	-
Restaurant	S.F.	15,000	15,000

Parcel L/M-2

Two projects are currently under construction on this parcel - the Broad Museum comprising a total of 115,231 sq. ft. (not in the original Project), and a 271 unit apartment building (101 more apartments than in the original Project). On the remainder of the parcel, the total restaurant square footage will remain the same as originally proposed. In order to remain within the overall project trip totals in the EIR, the number of condominiums has been reduced and the retail (non-restaurant) uses have been eliminated in the Revised Project. Six hundred and forty five (645) condominiums are being retained on Parcels L/M-2 in the Revised Project for the purposes of preserving trips previously analyzed on this parcel in the Original Project in order to preserve flexibility for potential future land use conversions and future development of the remaining developable portion of Parcel L/M-2 (on Hope Street frontage of Parcel L).

Trip Generation Comparison – Original Project and Revised Project

The EIR and entitlements for the Original Project included an Equivalency Program that allows the composition of on-site development to be modified to respond to future needs in a manner that does not increase the Project's impacts on the environment. Within this framework, land uses can be exchanged for certain other permitted land uses so long as the limitations of the Equivalency Program are satisfied and no additional environmental impacts occur. All permitted land use increases can be exchanged for corresponding decreases of other land uses under the proposed Equivalency Program.

In the context of traffic circulation and impacts, this relates to the overall number of trips generated by the Project, and allows land use exchanges as long as the total number of peak hour trips generated does not exceed the totals identified in this study. Land use conversion factors based on trip equivalencies were included in the EIR for the Original Project, which were based on the net trip generation rates in the EIR Traffic Study.

This method was effectively used in this analysis to evaluate potential effects of land use changes. However, the equivalency ratios are based on overall trip rates for the entire project, while the trip generation analysis in the EIR was based on trip rates specific to the land uses by block. Because the Revised Project incorporates a number of land use changes across two blocks of the Project, the final analysis of the Revised Project was therefore based on trip generation estimates calculated directly from revised land use quantities and the trip rates for each land use by block - using the exact same methodology as in the EIR, as described below

and shown in Appendices A and B. This is a more accurate procedure and is still consistent with the equivalency factors in the EIR.

The results of the trip generation analysis prepared for the Revised Project are shown in Table 2, which shows the vehicle trip totals for the AM peak hour, PM peak hour and daily totals, by parcel, for the Original Project and for the Revised Project. As can be seen in the table, the trip totals for the Revised Project are the same or less than the trip totals in the 2006 EIR. Detailed trip generation tables are shown in Appendix A for the 2006 EIR and in Appendix B for the Revised Project.

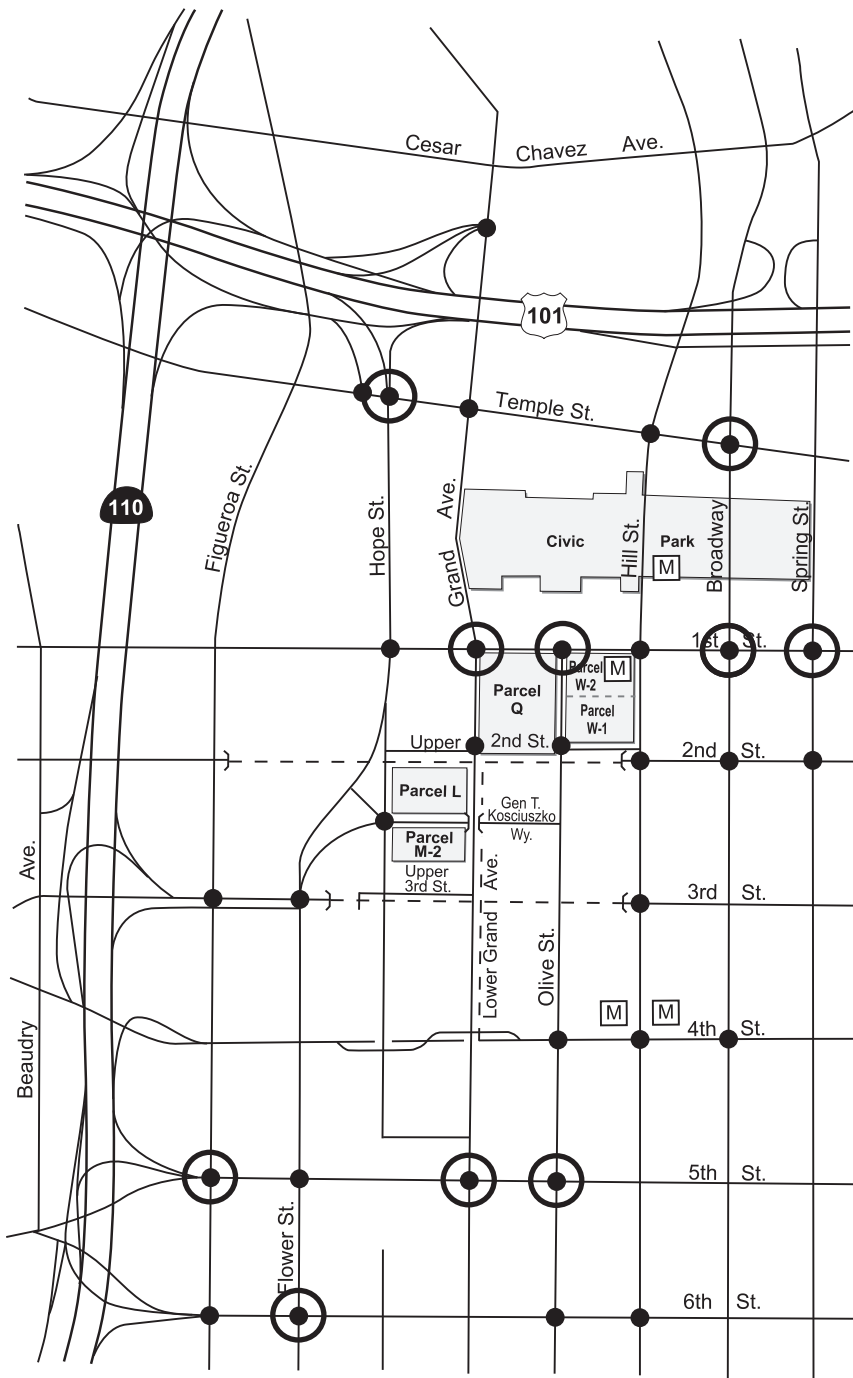
Existing Traffic

To compare the amount of existing traffic in the relevant geographic area under current conditions against the existing traffic counts used in the 2006 EIR, we evaluated the baseline traffic conditions calculated in two recent major studies in downtown Los Angeles - the Convention Center Modernization and Farmers Field (CCM&FF) EIR and the Los Angeles Street Civic Building EIR. The CCM&FF EIR addressed the Los Angeles Convention Center Modernization and the proposed Farmers Field Event Center (football stadium). The LA Street Civic Building project proposes to redevelop the vacant Parker Center building adjacent to City Hall East along Los Angeles Street. The Los Angeles Street Civic Building EIR addresses three alternatives, with Alternative 3 being the most intensive and creating the most traffic trips – the demolition of the existing building and construction of approximately 712,500 sq.ft. of government office, 35,000 sq.ft. of commercial space, and a 2,500 sq.ft. day care facility. In order to conduct a conservative analysis, the Alternative 3 information was used in this traffic assessment.

Traffic Counts

The Grand Avenue EIR Traffic Study (May 2006) addressed 32 intersections. The CCM&FF counts were conducted in March/April 2011 (PM peak hour only), and the LA Street Civic Building EIR counts were conducted in June 2012 (for both the AM and PM peak hours).

The existing conditions traffic count information in each of the three studies was compared for a sample of 10 key intersections that were common to all three studies, as shown in Figure 2. These intersections are both adjacent to the Grand Avenue Project Site and within the EIR study area, and represent sufficient geographic coverage within the study area, including: key intersections along 1st Street adjacent to the Revised Project, intersections both with and without significant impacts in the Grand Avenue EIR, and locations where comparison data were available from all three traffic studies.



Legend

- Project Site
- Analyzed Intersection
- M Red Line Station
- Traffic Data Comparison

07/19/13



Figure 2
Grand Avenue EIR Study Intersections - Parcel Q Update Traffic Count Comparison

A comparison of these existing condition traffic counts is summarized in Table 3. The key conclusions are the following:

- In the AM peak hour the Los Angeles Street Civic Building traffic counts were on average 14% lower than the Grand Avenue EIR traffic counts.
- In PM peak hour the Los Angeles Street Civic Building traffic counts were 2% lower than the Grand Avenue EIR Counts, and the CCM&FF counts were on average 10% lower.
- In all cases except one, the more recent traffic counts were lower than the Grand Avenue EIR counts at every individual intersection. At the only exception, the more recent traffic volumes were only 2% higher than in the Grand Avenue EIR.

It is therefore concluded that the existing condition traffic counts in the Grand Avenue EIR are still valid as recent traffic data indicate the 2006 counts have not been exceeded.

Related Projects

We evaluated the related projects list in the Grand Avenue EIR to the related projects list in the two recent EIRs in Downtown Los Angeles identified above. The CCM&FF related project list was finalized in August 2011 and the Los Angeles Street Civic Building EIR list in September 2012.

The results of the comparison are shown in Table 4, and are summarized as follows.

Number of Projects

The total number of projects in each list was:

- 93 Related Projects in 2006 Grand Avenue EIR
- 133 Related Projects in 2012 CCM&FF EIR
- 96 Related Projects in 2012 Los Angeles Street Civic Building EIR

Table 3 Grand Avenue Project Parcel Q Update - Intersection Existing Traffic Volume Comparison

6/12/2013

Intersection	AM Peak						PM Peak		
	Grand Avenue (2005)	LA Event Center (2011)	LA St. Civic Building Project (2012)	Grand Avenue (2005)	LA Event Center (2011)	LA St. Civic Building Project (2012)	Grand Avenue (2005)	LA Event Center (2011)	LA St. Civic Building Project (2012)
	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume	Volume
Hope St. / Temple St. (US-101 Ramps)		-	-	-	2,985	-	3,284	2,985	-
Broadway / Temple St.	3,040	-	2,706	-11.0%	-	3,584	3,584	-	3,548
Grand Ave. / 1st St.		-	-	-	4,025	-	4,107	4,025	-
Olive St. / 1st St.		-	-	-	3,049	-	3,619	3,049	-
Broadway / 1st St.	3,375	-	2,858	-15.3%	-	4,047	4,047	-	3,969
Spring St. / 1st St.	3,323	-	2,845	-14.4%	-	2,905	2,905	2,153	2,798
Figueroa St. / 5th St.		-	-	-	5,182	-	5,509	5,182	-
Grand Ave. / 5th St.		-	-	-	2,695	-	2,997	2,695	-
Olive St. / 5th St.		-	-	-	3,031	-	3,396	3,031	-
Flower St. / 6th St.		-	-	-	2,879	-	2,817	2,879	-
Average %				-13.6%					-2.2%

Note: Volumes show total approach volumes to intersection.

Table 4. Grand Avenue Parcel Q Update - Related Project Comparison

6/19/2013

		Grand Avenue Project (Target year 2015)	CCM&FF Project (Target year 2017)	Los Angeles Street Civic Building Project (Target year 2018)
# of Related Projects		93	133	96
Trip Generation of Related Projects - Per EIRs				
	AM Peak	21,328	N/A	16,520 ¹ -23%
	PM Peak	28,192	31,467	33,288 ¹ 18%
Trip Generation of Related Projects - Excluding CCM&FF				
	AM Peak	21,328	N/A	16,520 ² -23%
	PM Peak	28,192	31,467	23,286 ² -17%
# of Related Projects in Other Studies but Not in Grand Ave				
	PM TG > 1,000 trips		0	2
	PM TG > 500 trips < 1,000 trips		5	5
	PM TG > 150 trips < 500 trips		15	17

1. Includes CCM&FF Project

2. Excludes CCM&FF Project

The higher number of related projects in the CCM&FF EIR was due to the larger study area being identified for this regional entertainment facility than for the Grand Avenue Project. The similar number of related projects in the Los Angeles Street Civic Building EIR reflects a geographic study area more similar to the Grand Avenue Project.

Peak Hour Trips

The number of total trips in each related projects list is also shown in Table 4. The CCM&FF Project had slightly more trips (12%) than the Grand Avenue EIR in the PM Peak hour (again due to the larger study area). The Los Angeles Street Civic Building EIR had 23% fewer trips than the Grand Avenue EIR in the AM Peak hour, but 18% more trips in the PM peak hour. However, this PM peak hour number is the result of the CCM&FF Project being included in the list. We do not believe this to be an appropriate approach. As identified in the CCM&FF EIR, the Farmers Field events would occur predominantly on weekends with weekday events occurring only a handful (less than 10) days a year. Therefore, it cannot be considered part of the normal or typical background condition. When the CCM&FF Project is excluded, the Los Angeles Street Civic Building EIR related project trips are 17% less than in the Grand Avenue EIR. Even if the trips for the Los Angeles Street Civic Building itself are added to the related projects trips in that EIR, the total combined trips are still 13% less than in the Grand Avenue EIR.

Comparison of Listed Projects

A detailed comparison of the full lists of specific related projects in each EIR is difficult due to the different time frames of each analysis. However, certain conclusion may be drawn. There were certain projects in the Grand Avenue list that did not appear in the more recent lists (either because they have already been completed or because they have dropped off the list of active projects). There are some projects that appear in the CCM&FF and Los Angeles Street Civic Building lists that were not in the Grand Avenue EIR list because those lists are more recent.

Comparison of Future Total Trips

The evaluation performed a comparison of total Future with Project forecast traffic volumes from both the CCM&FF EIR (forecast year 2017) and the Los Angeles Street Civic Building EIR (forecast year 2018) studies and compared them to the Grand Avenue EIR Future With Project volumes (forecast year 2015), for four key intersections along 1st Street. This comparison is summarized in Table 5. The key conclusions are the following:

Table 5 Grand Avenue Project Parcel Q Update - Intersection Future With Project Traffic Volume Comparison - 1st Street Intersections

6/13/2013

Intersection	AM Peak						PM Peak					
	Grand Avenue (Target Yr. 2015)		LA Event Center (Target Year 2017)		LA St. Civic Building Project (Target Year 2018)		Grand Avenue (Target Yr. 2015)		LA Event Center (Target Year 2017)		LA St. Civic Building Project (Target Year 2018)	
	Volume	% Diff.	Volume	% Diff.	Volume	% Diff.	Volume	% Diff.	Volume	% Diff.	Volume	% Diff.
Hope St. / Temple St. (US-101 Ramps)		-		-		-		-		-		-
Broadway / Temple St.		-		-		-		-		-		-
Grand Ave. / 1st St.		-		-		-	6,039	1.8%	6,149	1.8%		-
Olive St. / 1st St.		-		-		-	5,080	-12.6%	4,442	-12.6%		-
Broadway / 1st St.	5,156	-		-	3,685	-28.5%	6,175				5,117	-17.1%
Spring St. / 1st St.	4,954	-		-	3,469	-30.0%	4,954		4,173	-15.8%	3,964	-20.0%
Figueroa St. / 5th St.		-		-		-		-		-		-
Grand Ave. / 5th St.		-		-		-		-		-		-
Olive St. / 5th St.		-		-		-		-		-		-
Flower St. / 6th St.		-		-		-		-		-		-
Average %						-29.3%				-8.8%		-18.6%

Note: Volumes show total approach volumes to intersection.

- In the AM peak hour the total Future with Project traffic forecasts for the Los Angeles Street Civic Building are on average 29% lower than the Grand Avenue EIR forecasts.
- In PM peak hour the total Future with Project traffic forecasts for the CCM&FF traffic forecasts are on average 9% lower than the Grand Avenue EIR forecasts, and the Los Angeles Street Civic Building traffic counts are 19% lower.

This evaluation demonstrates even though the Grand Avenue EIR did not have some of the related projects that are included in the two more recent studies, the forecasted future total traffic volumes for those two studies (which include those new projects not in the Grand Avenue Study in their future traffic forecasts) are still lower than the projected forecast total traffic volumes in the Grand Avenue EIR. This is also probably due to the fact that some of the some related projects included in the Grand Avenue EIR are not included in the more recent studies, and that the background traffic has decreased slightly since the traffic study done for the Grand Avenue EIR.

It is therefore concluded that the future traffic forecasts from the related projects list in the 2006 EIR are still valid.

Evaluation of Driveway Changes

The Revised Project includes minor changes to certain driveways on Parcel Q as described earlier. These changes were evaluated to determine if the Revised Project driveway configurations could lead to new significant traffic impacts. The analysis followed the same methodology and parameters as in the Original Project EIR Traffic Study. The analysis of the Revised Project accounted for the changes in trip generation on Parcel Q and the differences in local access/egress traffic distribution that would occur with the modified driveways – namely that there would no longer be exiting traffic at the First Street driveway, that the two Second Street driveways would be consolidated, and that there would no longer be a commercial use exit driveway to Lower Grand Avenue.

Driveway Volumes

The analysis first addressed driveway volumes. Figures 3 and 4 show the Parcel Q driveway volumes in the original EIR (Parcel W & Parcel L/M-2 driveways are not changed in the Revised Project, so those volumes are not shown in the figures). Figures 5 and 6 show the Parcel Q driveway volumes for the Revised Project. As can be seen from the figures, while

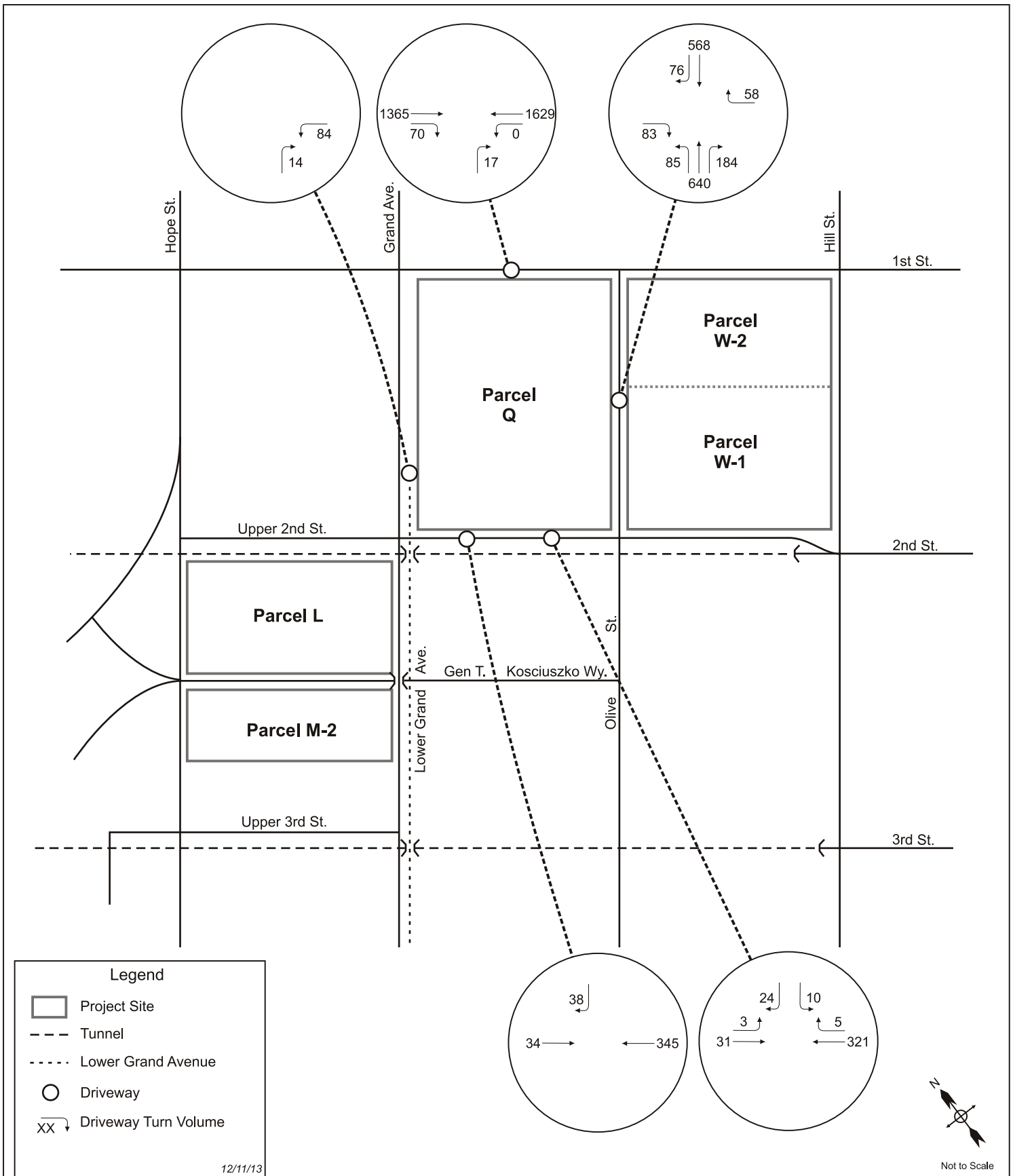


Figure 3 Parcel Q Driveway Volumes (from Fig 5-3 in 2006 original EIR)
 Project Driveway Volumes - AM Peak Hour - Project with County Office Building Option

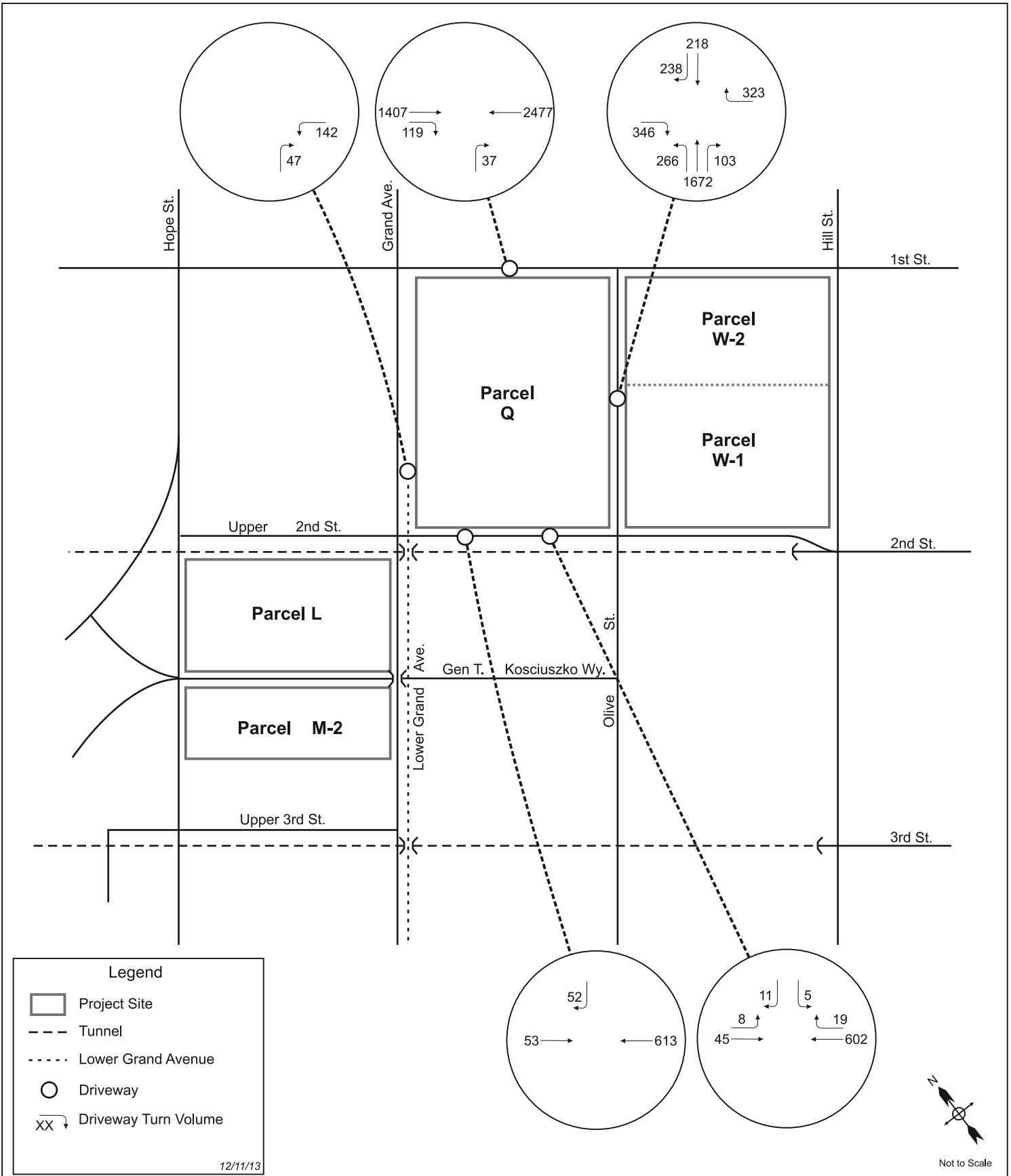


Figure 4 Parcel Q Driveway Volumes (from Fig 5-4 in 2006 Original EIR)
 Project Driveway Volumes - PM Peak Hour - Project with County Office Building Option

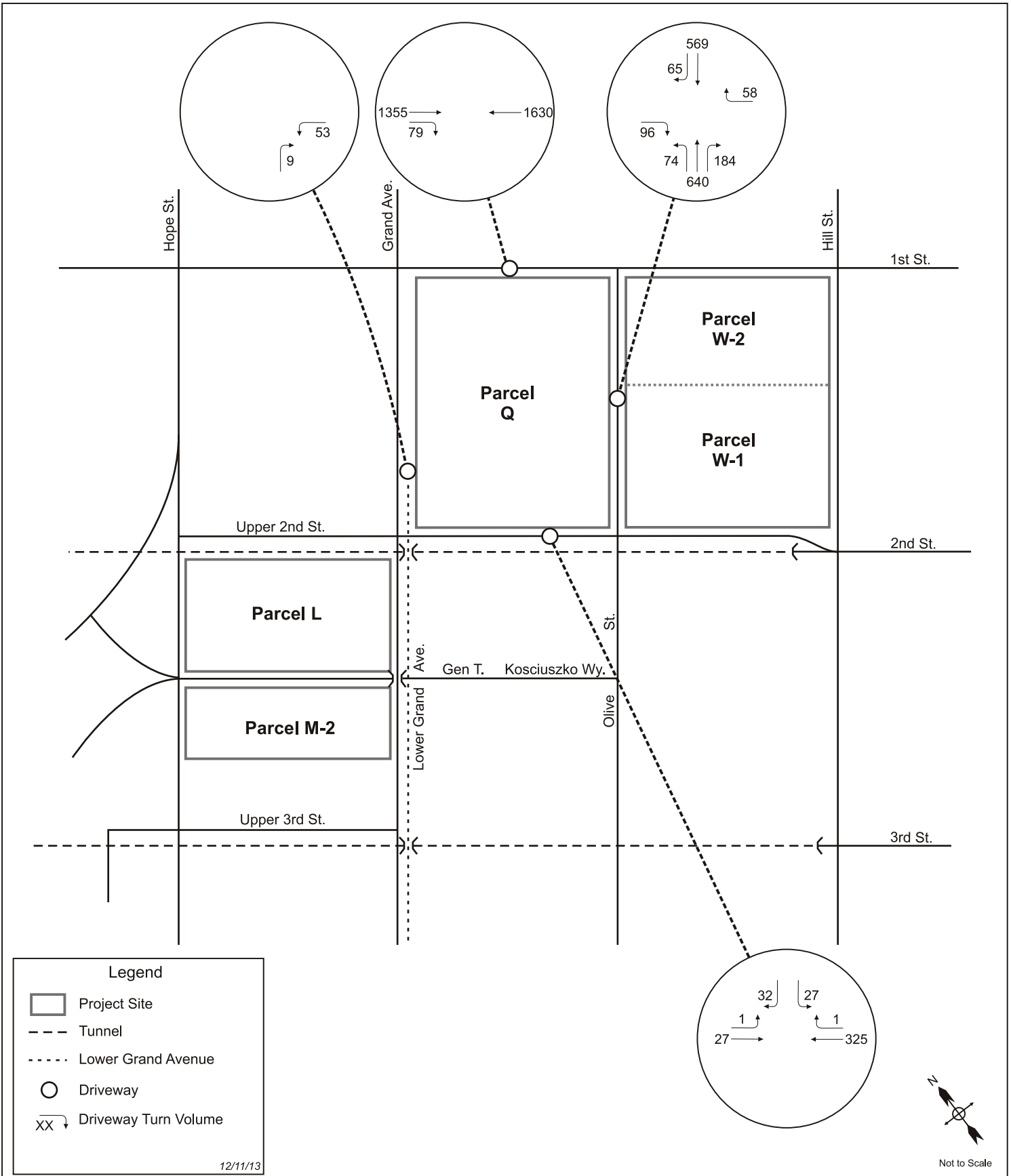


Figure 5 Parcel Q Driveway Volumes - Revised Project 2013
 Project Driveway Volumes - AM Peak Hour - Project with County Office Building Option

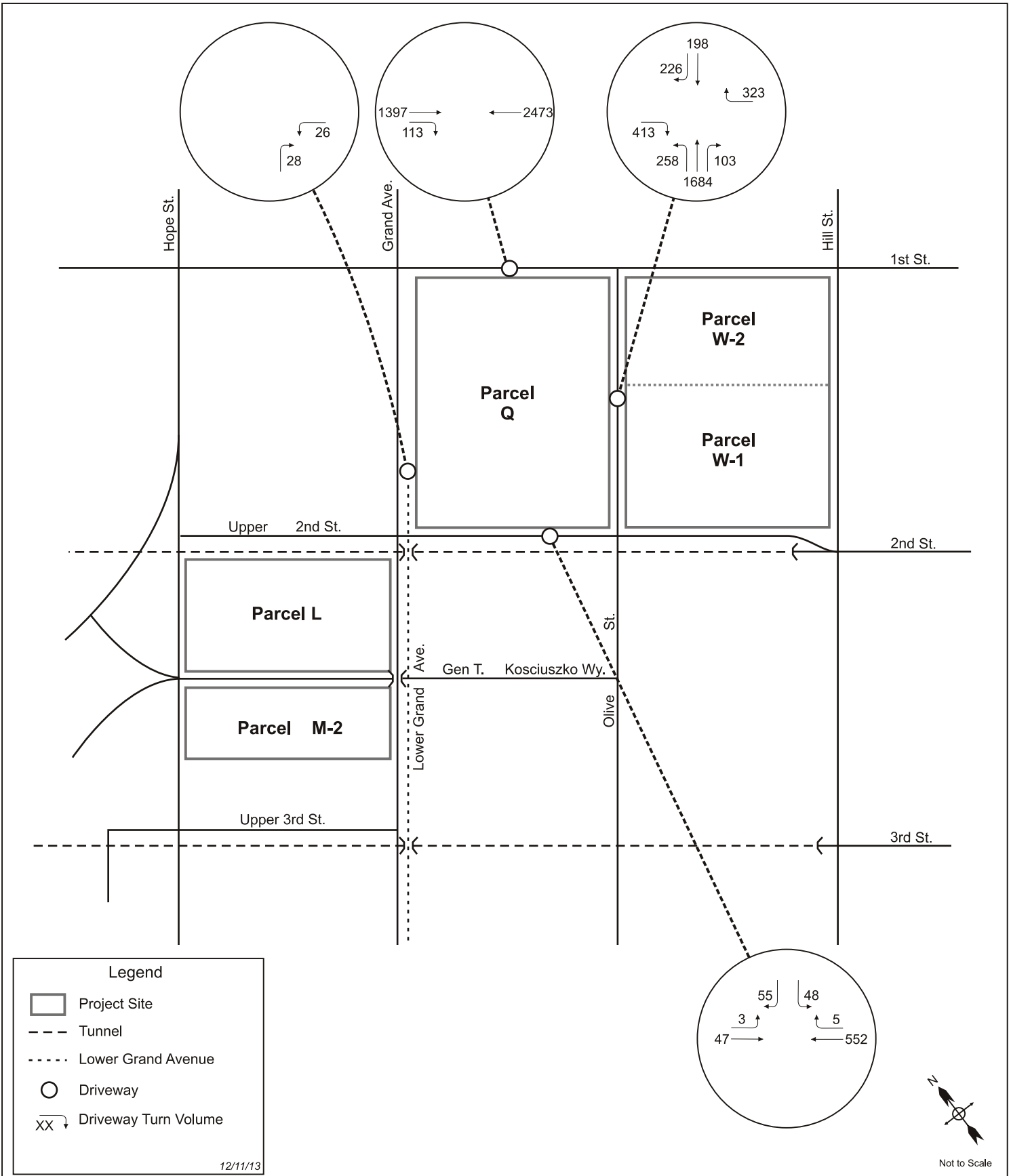


Figure 6 Parcel Q Driveway Volumes - Revised Project 2013
 Project Driveway Volumes - PM Peak Hour - Project with County Office Building Option

some driveway volumes change with the Revised Project, the level of change is small and would not be expected to significantly change the results in the original Project EIR. This was confirmed in the following analysis.

Driveway Levels of Service

The driveway levels of service for Parcel Q for the Original Project are shown in Table 6, and for the Revised Project in Table 7. As can be seen, there is very little difference between the two analyses, with the levels of service remaining very largely the same. There would be no new significant impacts caused by the Revised Project driveway configurations.

Intersection Levels of Service

There may also be the potential for the slightly revised access and egress routes caused by the modified driveway configurations in the Revised Project to cause new significant traffic impacts at nearby intersections.

In order to evaluate this potential, an analysis was conducted of the eight intersections closest to the Project site (all of the intersections that could potentially be affected by revised access/egress patterns). Again this analysis followed the same procedures used in the original EIR Traffic Study. The results of this analysis are shown in Tables 8 and 9.

As can be seen from Tables 8 and 9, there would be no new significant intersection traffic impacts caused by the Revised Project driveway configurations. In fact, there would be one less significant impact in the P.M. peak hour – the impact identified in the Original EIR at Grand Avenue and Upper Second Street would be eliminated with the Revised Project.

Conclusions

The analysis has demonstrated that:

- The Revised Project trip generation totals are within the envelope of total trips analyzed in the 2006 EIR.
- The circumstances analyzed in the 2006 EIR concerning existing traffic counts and related project trips are still valid as the traffic trips associated with those matters have not been exceeded under current conditions.

Table 6

Parcel Q Driveway Level of Service Analysis - Original Project

12/11/2012

From Table 5-2 in Original 2006 EIR
 Future With Project Conditions - Driveway Level of Service
 Project with County Office Building Option

Parcel	Driveway		Future With Project - AM Peak Hour		Future With Project - PM Peak Hour	
			Delay (secs)	LOS	Delay (secs)	LOS
Q	1st Street Driveway	NB Right Turn	12.0	B	12.8	B
		NB Approach	12.0	B	12.8	B
		Worst Case LOS	12.0	B	12.8	B
Q	Upper 2nd St. Driveway (Mid block)	EB Left Turn	7.9	A	8.7	A
		SB Approach	9.9	A	11.6	B
		Worst Case LOS	9.9	A	11.6	B
Q	Upper 2nd St. Driveway (Closer to Grand Ave.)	SB Right Turn	9.5	A	10.6	B
		SB Approach	9.5	A	10.6	B
		Worst Case LOS	9.5	A	10.6	B
Q / W	Olive St. Driveway	NB Left Turn	9.2	A	9.2	A
		EB Right Turn	11.0	B	13.2	B
		WB Right Turn	10.6	B	32.0	D
		EB Approach	11.0	B	13.2	B
		WB Approach	10.6	B	32.0	D
		Worst Case LOS	11.0	B	32.0	D

Table 7

Parcel Q Driveway Level of Service Analysis - Revised Project

12/11/2012

**Future With Project Conditions - Driveway Level of Service
Project with County Office Building Option**

Parcel	Driveway		Future With Project - AM Peak Hour		Future With Project - PM Peak Hour	
			Delay (secs)	LOS	Delay (secs)	LOS
Q	1st Street Driveway	NB Right Turn	N/A	N/A	N/A	N/A
		NB Approach	N/A	N/A	N/A	N/A
		Worst Case LOS	N/A	N/A	N/A	N/A
Q	Upper 2nd St. Driveway (Mid block)	EB Left Turn	7.9	A	8.5	A
		SB Approach	10.3	B	12.8	B
		Worst Case LOS	10.3	B	12.8	B
Q	Upper 2nd St. Driveway (Closer to Grand Ave.)	Driveway Removed	N/A	N/A	N/A	N/A
Q / W	Olive St. Driveway	NB Left Turn	9.1	A	9.1	A
		EB Right Turn	11.1	B	14.2	B
		WB Right Turn	10.6	B	32.5	D
		EB Approach	11.1	B	14.2	B
		WB Approach	10.6	B	32.5	D
		Worst Case LOS	11.1	B	32.5	D

Table 8 Intersection Level Of Service - Future With Project Conditions - Project with County Office Building Option - From 2006 EIR

4/21/2006

No.	Intersection	A.M Peak						P.M Peak					
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
6	Hope St. / 1st St.	0.925	E	0.935	E	0.010	Yes	0.733	C	0.830	D	0.097	Yes
7	Hope St. / GTK Way / 2nd Place	0.420	A	0.452	A	0.032	No	0.776	C	0.845	D	0.069	Yes
13	Grand Ave. / 1st St.	0.791	C	0.818	D	0.027	Yes	0.850	D	0.918	E	0.068	Yes
14	Grand Ave. / Upper 2nd St.	0.537	A	0.670	B	0.133	No	0.504	A	0.708	C	0.204	Yes
16	Olive St. / 1st St.	0.531	A	0.609	B	0.078	No	0.627	B	0.801	D	0.174	Yes
17	Olive St. / 2nd St.	0.283	A	0.359	A	0.076	No	0.406	A	0.583	A	0.177	No
22	Hill St. / 1st St.	0.744	C	0.766	C	0.022	No	0.911	E	0.947	E	0.036	Yes
23	Hill St. / 2nd St.	0.765	C	0.793	C	0.028	No	0.679	B	0.845	D	0.166	Yes

Table 9 Intersection Level Of Service - Future With Project Conditions - Project with County Office Building Option - Revised Project 2013

12/4/2013

No.	Intersection	A.M Peak						P.M Peak					
		Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
6	Hope St. / 1st St.	0.925	E	0.936	E	0.011	Yes	0.733	C	0.833	D	0.100	Yes
7	Hope St. / GTK Way / 2nd Place	0.420	A	0.455	A	0.035	No	0.776	C	0.839	D	0.063	Yes
13	Grand Ave. / 1st St.	0.791	C	0.818	D	0.027	Yes	0.850	D	0.916	E	0.066	Yes
14	Grand Ave. / Upper 2nd St.	0.537	A	0.659	B	0.122	No	0.504	A	0.695	B	0.191	No
16	Olive St. / 1st St.	0.531	A	0.603	B	0.072	No	0.627	B	0.795	C	0.168	Yes
17	Olive St. / 2nd St.	0.283	A	0.369	A	0.086	No	0.406	A	0.585	A	0.179	No
22	Hill St. / 1st St.	0.744	C	0.766	C	0.022	No	0.911	E	0.947	E	0.036	Yes
23	Hill St. / 2nd St.	0.765	C	0.793	C	0.028	No	0.679	B	0.837	D	0.158	Yes

The Mobility Group

Transportation Strategies & Solutions

- The Revised Site Plan is essentially the same as the Original Site Plan. While the location of the driveways remains basically the same, there are some operational changes to some driveways, as described above. The Revised Site Plan would not cause any new significant traffic impacts, and in fact would eliminate one significant impact identified in the 2006 EIR.

We therefore conclude that the Revised Project would not cause any new significant traffic impacts or a substantial increase in any significant traffic impact previously identified in the 2006 EIR and that no further traffic studies are necessary.

We respectfully request LADOT's concurrence with these conclusions.

Appendix A
2006 EIR
Trip Generation Tables

Table A-0 Summary of Project Trip Generation - Grand Avenue 2006 EIR

A. By Parcel

Project Component	Quantity	Units	A.M Peak Hour			P.M Peak Hour			Daily				
			In	Out	Total	In	Out	Total	In	Out	Total		
Parcel Q													
Condominiums	400	D.U	21	89	110	71	44	115	658	658	1,316		
Apartments	100	D.U	4	13	17	12	8	20	118	118	236		
Subtotal Residential			25	102	127	83	52	135	776	776	1,552		
Hotel	275	Rooms	59	38	97	58	52	110	710	710	1,420		
Supermarket	53,000	S.F	54	34	88	123	118	241	1,056	1,056	2,112		
Retail	97,750	S.F	41	26	67	128	139	267	1,446	1,446	2,892		
Restaurant	42,000	S.F	8	8	16	99	49	148	889	889	1,777		
Event Facility	250	Seats	0	0	0	11	3	14	169	169	339		
Health Club	50,000	S.F	9	12	21	36	33	69	282	282	563		
Subtotal Commercial			112	80	192	397	342	739	3,841	3,841	7,683		
Subtotal			196	220	416	538	446	984	5,327	5,328	10,665		
Parcel W-1 / W-2													
Condominiums	568	D.U	28	119	147	98	60	158	898	899	1,797		
Apartments	142	D.U	6	18	24	17	11	28	168	167	335		
Subtotal Residential			34	137	171	115	70	186	1,066	1,066	2,132		
Office	681,000	S.F	585	72	657	91	519	610	1,074	1,074	2,148		
Retail	54,400	S.F	25	15	40	74	81	155	847	847	1,694		
Restaurant	10,000	S.F	2	2	4	23	12	35	211	212	423		
Subtotal Commercial			612	89	701	188	612	800	2,132	2,133	4,265		
Subtotal			646	226	872	303	683	986	3,198	3,199	6,397		
Parcel L / M-2													
Condominiums	680	D.U	33	139	172	116	71	187	1,059	1,059	2,118		
Apartments	170	D.U	7	22	29	21	13	34	201	201	402		
Subtotal Residential			40	161	201	137	84	221	1,260	1,260	2,520		
Retail	73,100	S.F	34	22	56	106	114	220	1,197	1,198	2,395		
Restaurant	15,000	S.F	3	3	6	36	17	53	317	317	634		
Subtotal Commercial			37	25	62	142	131	273	1,514	1,515	3,029		
Subtotal			77	186	263	279	215	494	2,774	2,775	5,549		
Total All Parcels			919	632	1,551	1,120	1,344	2,464	11,299	11,302	22,601		

Table A-0

Summary of Project Trip Generation - Grand Avenue 2006 EIR

7/3/2013

B. By Land Use

Land Use Type	Quantity	Units	A.M Peak Hour			P.M Peak Hour			Daily		
			In	Out	Total	In	Out	Total	In	Out	Total
Condominiums	1,648	D.U	82	347	429	285	175	460	2,615	2,616	5,231
Apartments	412	D.U	17	53	70	50	32	82	487	486	973
Subtotal Residential	2,060	D.U	99	400	499	335	207	542	3,102	3,102	6,204
Hotel	275	Rooms	59	38	97	58	52	110	710	710	1,420
Office	681,000	S.F	585	72	657	91	519	610	1,074	1,074	2,148
Supermarket	53,000	S.F	54	34	88	123	118	241	1,056	1,056	2,112
Retail	225,250	S.F	100	63	163	308	334	642	3,490	3,491	6,981
Restaurant	67,000	S.F	13	13	26	158	78	236	1,417	1,418	2,834
Event Facility	250	Seats	0	0	0	11	3	14	169	169	339
Health Club	50,000	S.F	9	12	21	36	33	69	282	282	563
Subtotal Commercial			761	194	955	727	1,085	1,812	7,488	7,490	14,977
Total			919	632	1,551	1,120	1,344	2,464	11,299	11,302	22,601

Table A-1

A.M Peak Hour Trip Generation - Grand Avenue 2006 EIR

4/21/2006

Land Use	Quantity	Units	Trip Rates	Foot-note	Base Vehicle Trips	% Project Internal	% Walk-In / Walk-Out	% Transit, R/S, & Taxi	% Pass-By	Net Vehicle Trips	Net as % Base	Inbound		Outbound	
												%	Trips	%	Trips
Parcel Q	Condominiums 400 534,562	D.U	0.36	1.2	145	5%	15%	5%		110	76%	19%	21	81%	89
		S.F										25%	4	75%	13
Apartments	100 98,375	D.U	0.30	1.3	30	5%	20%	25%		17	56%	20%	25	80%	102
		S.F										61%	59	39%	38
Subtotal Residential	500 632,937	D.U	0.52	1.4	175	5%	10%	20%		127	73%	20%	25	80%	102
		S.F										68%	59	39%	38
Hotel	275 315,000	Rooms	0.00	1.5	0	15%	10%	5%	40%	88	43%	88%	54	12%	34
		S.F										30%	41	39%	26
Office	53,000	S.F	1.58	1.7	154	15%	20%	5%	10%	67	43%	52%	8	48%	8
		S.F										5%	0	0	0
Market	97,750	S.F	0.00	1.10	0	5%	5%	5%	10%	0	47%	10%	0	0	0
		S.F										5%	0	0	0
Retail	42,000	S.F	1.21	1.11	61	20%	35%	5%	20%	21	34%	42%	9	58%	12
		S.F										58%	112	42%	80
Restaurant	250 24,000	Seats	0.00	1.10	0	5%	5%	5%	10%	0	47%	5%	0	0	0
		S.F										5%	0	0	0
Event Facility	24,000	S.F	1.21	1.11	61	20%	35%	5%	20%	21	34%	42%	9	58%	12
		S.F										58%	112	42%	80
Health Club	50,000	S.F	0.00	1.10	0	5%	5%	5%	10%	0	47%	5%	0	0	0
		S.F										5%	0	0	0
Subtotal Commercial	266,750	S.F	1.21	1.11	61	20%	35%	5%	20%	21	34%	42%	9	58%	12
		S.F										58%	112	42%	80
Total Parcel Q	1,214,687	S.F	0.00	1.10	0	5%	5%	5%	10%	0	47%	5%	0	0	0
		S.F										5%	0	0	0
Parcel W-1 / W-2	568 553,005	D.U	0.34	1.2	193	5%	15%	5%		147	76%	19%	28	81%	119
		S.F										25%	6	75%	18
Apartments	142 139,728	D.U	0.30	1.3	43	5%	20%	25%		24	56%	20%	34	80%	137
		S.F										61%	0	39%	0
Subtotal Residential	710 692,733	D.U	0.00	1.4	0	15%	10%	5%	40%	171	73%	20%	34	80%	137
		S.F										61%	0	39%	0
Hotel	0 0	Rooms	1.69	1.5	1,153	0%	5%	40%	0%	0	57%	89%	585	11%	72
		S.F										2.00	1.7	109	61%
Office	681,000	S.F	0.81	1.8,9	8	15%	30%	5%	10%	657	37%	52%	2	48%	2
		S.F										0.00	1.10	0	0
Retail	54,400	S.F	0.00	1.10	0	5%	5%	5%	10%	0	49%	10%	0	0	0
		S.F										0.00	1.10	0	0
Restaurant	10,000	Seats	1.21	1.11	0	5%	5%	5%	10%	0	55%	42%	0	58%	0
		S.F										1,270	87%	612	13%
Event Facility	0 0	Seats	1.21	1.11	0	5%	5%	5%	10%	0	58%	74%	646	26%	226
		S.F										1,506	74%	646	26%
Health Club	745,400	S.F	0.00	1.10	0	5%	5%	5%	10%	0	55%	42%	0	58%	0
		S.F										1,270	87%	612	13%
Subtotal Commercial	745,400	S.F	0.00	1.10	0	5%	5%	5%	10%	0	55%	42%	0	58%	0
		S.F										1,270	87%	612	13%
Total Parcel W-1 / W-2	1,438,133	S.F	0.00	1.10	0	5%	5%	5%	10%	0	58%	74%	646	26%	226
		S.F										1,506	74%	646	26%

Table A-1

A.M Peak Hour Trip Generation - Grand Avenue 2006 EIR

4/21/2006

Land Use	Quantity	Units	Trip Rates	Foot-note	Base Vehicle Trips	% Project Internal	% Walk-In / Walk-Out	% Transit, R/S, & Taxi	% Pass-By	Net Vehicle Trips	Net as % Base	Inbound		Outbound	
												%	Trips	%	Trips
Parcel L / M-2 Condominiums	680	D.U	0.33	1,2	226	5%	15%	5%		172	76%	19%	33	81%	139
	662,050	S.F													
Apartments	170	D.U	0.30	1,3	51	5%	20%	25%		29	56%	25%	7	75%	22
	167,280	S.F													
Subtotal Residential	850	D.U			277					201	73%	20%	40	80%	161
	829,330	S.F													
Hotel	0	Rooms	0.00	1,4	0					0		61%	0	39%	0
	0	S.F													
Office	0	S.F	0.00	1,5	0					0		88%	0	12%	0
Retail	73,100	S.F	1.77	1,7	130	15%	20%	5%	30%	56	43%	61%	34	39%	22
Restaurant	15,000	S.F	0.81	1,8,9	12	15%	30%	5%	10%	6	47%	52%	3	48%	3
Event Facility	0	Seats	0.00	1,10	0					0			0		0
	0	S.F													
Health Club	0	S.F	1.21	1,11	0					0		42%	0	58%	0
Subtotal Commercial	88,100	S.F			142					62	44%	60%	37	40%	25
Total Parcel L / M-2	917,430	S.F			419					263	63%	29%	77	71%	186
Total All Parcels	3,570,250	S.F			2,698					1,551	57%	59%	919	41%	632

1. ITE Rates and Equations from Trip Generation, 7th Edition, Institute of Transportation Engineers, Washington, DC, 2003, except otherwise noted.
2. ITE 232 trip generation equation ($T = 0.29(X)^{0.2826}$) for High-Rise Condominium / Townhouse was used.
3. ITE 222 trip rate for High-Rise Apartments was used.
4. ITE 310 trip generation equation ($LN(T) = 1.24 * LN(X) - 2.00$) for Hotel was used.
5. ITE 715 trip generation equation ($T = 1.66 * (X)^{0.2294} + 22.94$) for Single Tenant Office Building was used.
6. ITE 850 trip generation equation ($LN(T) = 1.70 * LN(X) - 1.42$) for Supermarket was used.
7. ITE 820 trip generation equation ($LN(T) = 0.60 * LN(X) + 2.29$) for Shopping Center was used.
8. ITE 931 trip rate for Quality Restaurant was used.
9. Directional distribution for the AM peak hour is not available. Directional distribution of 52 % entering and 48 % existing was assumed based on ITE 932 for High-Turnover Sit Down Restaurant.
10. ITE 444 trip rate for Movie Theater with Matinee was used.
11. ITE 492 trip rate for Health / Fitness Club was used.

Table A-2

P.M Peak Hour Trip Generation - Grand Avenue 2006 EIR

4/21/2006

Land Use	Quantity	Units	Trip Rates	Foot - notes	Base Vehicle Trips	% Project Internal	% Walk-In / Walk-Out	% Transit, R/S, & Taxi	% Pass-By	Net Vehicle Trips	Net as % Base	Inbound		Outbound	
												%	Trips	%	Trips
Parcel Q Condominiums	400	D.U	0.38	1,2	151	5%	15%	5%		115	76%	62%	71	38%	44
	534,562	S.F													
Apartments	100	D.U	0.35	1,3	35	5%	20%	25%		20	56%	61%	12	39%	8
	98,375	S.F													
Subtotal Residential	500	D.U			186					135	72%	62%	83	39%	52
	632,937	S.F													
Hotel	275	Rooms	0.59	1,4	162	5%	10%	20%		110	68%	53%	58	47%	52
	315,000	S.F													
Office	0	S.F	0.00	1,5	0					241	43%	17%	123	83%	118
	53,000	S.F	10.66	1,6	565	15%	10%	5%	40%	267	43%	51%	128	49%	139
Market	97,750	S.F	6.31	1,7	617	15%	20%	5%	30%	148	47%	67%	99	33%	49
Retail	42,000	S.F	7.49	1,8	315	15%	30%	5%	10%	14	77%	75%	11	25%	3
Restaurant	250	Seats	0.07	1,9	18	5%	5%	5%							
Event Facility	24,000	S.F													
Health Club	50,000	S.F	4.05	1,10	203	20%	35%	5%	20%	69	34%	51%	36	49%	33
	266,750	S.F			1,718					739	43%	54%	397	46%	342
Subtotal Commercial															
Total Parcel Q	1,214,687	S.F			2,066					984	48%	55%	538	45%	446
Parcel W-1 / W-2 Condominiums	568	D.U	0.37	1,2	209	5%	15%	5%		158	76%	62%	98	38%	60
	553,005	S.F													
Apartments	142	D.U	0.35	1,3	50	5%	20%	25%		28	56%	61%	17	39%	11
	139,728	S.F													
Subtotal Residential	710	D.U			259					186	72%	62%	115	38%	71
	692,733	S.F													
Hotel	0	Rooms	0.59	1,4	0					0		53%	0	47%	0
	0	S.F													
Office	681,000	S.F	1.57	1,5	1,070	0%	5%	40%	0%	610	57%	15%	91	85%	519
	54,400	S.F	7.70	1,7	419	15%	20%	5%	40%	155	37%	48%	74	52%	81
Retail	10,000	S.F	7.49	1,8	75	15%	30%	5%	10%	35	47%	67%	23	33%	12
Restaurant	0	Seats	0.07	1,9	0					0			0	25%	0
Event Facility	0	S.F													
Health Club	0	S.F	4.05	1,10	0					0		51%	0	49%	0
	745,400	S.F			1,564					800	51%	23%	188	76%	612
Subtotal Commercial															
Total Parcel W-1 / W-2	1,438,133	S.F			1,823					986	54%	31%	303	69%	683

Land Use	Quantity	Units	Trip Rates	Foot- notes	Base Vehicle Trips	% Project Internal	% Walk-In / Walk-Out	% Transit, R/S, & Taxi	% Pass-By	Net Vehicle Trips	Net as % Base	Inbound		Outbound	
												%	Trips	%	Trips
Parcel L / M-2 Condominiums	680	D.U	0.36	1,2	247	5%	15%	5%		187	76%	62%	116	38%	71
	662,050	S.F													
Apartments	170	D.U	0.35	1,3	60	5%	20%	25%		34	57%	61%	21	39%	13
	167,280	S.F													
Subtotal Residential	850	D.U			307					221	72%	62%	137	38%	84
	829,330	S.F								0		53%	0	47%	0
Hotel	0	Rooms	0.59	1,4	0					0					
	0	S.F													
Office	0	S.F	0.00	1,5	0					0		17%	0	83%	0
Retail	73,100	S.F	6.96	1,7	509	15%	20%	5%	30%	220	43%	48%	106	52%	114
Restaurant	15,000	S.F	7.49	1,8	112	15%	30%	5%	10%	53	47%	67%	36	33%	17
Event Facility	0	Seats	0.07	1,9	0					0		75%	0	25%	0
	0	S.F													
Health Club	0	S.F	4.05	1,10	0					0		51%	0	49%	0
Subtotal Commercial	88,100	S.F			621					273	44%	52%	142	48%	131
Total Parcel L / M-2	917,430	S.F			928					494	53%	56%	279	44%	215
Total All Parcels	3,570,250	S.F			4,817					2,464	51%	45%	1,120	55%	1,344

1. ITE Rates and Equations from Trip Generation, 7th Edition, Institute of Transportation Engineers, Washington, DC, 2003, except otherwise noted.
2. ITE 232 trip generation equation ($T = 0.34(X)^{15.47}$) for High-Rise Condominium / Townhouse was used.
3. ITE 222 trip rate for High-Rise Apartments was used.
4. ITE 310 trip rate for Hotel was used.
5. ITE 715 trip generation equation ($T = 1.52(X)^{34.88}$) for Single Tenant Office Building was used.
6. ITE 850 trip generation equation ($\ln(T) = 0.79 \ln(X) + 3.20$) for Supermarket was used.
7. ITE 820 trip generation equation ($\ln(T) = 0.66 \ln(X) + 3.40$) for Shopping Center was used.
8. ITE 931 trip rate for Quality Restaurant was used.
9. ITE 444 trip rate for Movie Theater with Matinee was used.
10. ITE 492 trip rate for Health / Fitness Club was used.

Table A-3 Daily Trip Generation - Grand Avenue 2006 EIR

Land Use	Quantity	Units	Trip Rates	Foot-note	Base Vehicle Trips	% Project Internal	% Walk-In / Walk-Out	% Transit, R/S, & Taxi	% Pass-By	Net Vehicle Trips	Net as % Base	Inbound		Outbound		
												%	Trips	%	Trips	
Parcel Q																
Condominiums	400 534,562	D.U S.F	4.33	1.2	1,732	5%	15%	5%		1,316	76%	50%	658	50%	658	
Apartments	100 98,375	D.U S.F	4.20	1.3	420	5%	20%	25%		236	56%	50%	118	50%	118	
Subtotal Residential	500 632,937	D.U S.F			2,152					1,552	72%	50%	776	50%	776	
Hotel	275 315,000	Rooms S.F	7.59	1.4	2,088	5%	10%	20%		1,420	68%	50%	710	50%	710	
Office	0	S.F	0.00	1.5	0											
Market	53,000	S.F	93.21	1.6	4,940	15%	10%	5%	40%	2,112	43%	50%	1,056	50%	1,056	
Retail	97,750	S.F	68.45	1.7	6,691	15%	20%	5%	30%	2,892	43%	50%	1,446	50%	1,446	
Restaurant	42,000	S.F	89.95	1.8	3,778	15%	30%	5%	10%	1,777	47%	50%	889	50%	889	
Event Facility	250 24,000	Seats S.F	1.76	1.9	440	5%	5%	5%	10%	339	77%	50%	169	50%	169	
Health Club	50,000	S.F	32.93	1.10	1,647	20%	35%	5%	20%	563	34%	50%	282	50%	282	
Subtotal Commercial	266,750	S.F			17,496					7,683	44%	50%	3,841	50%	3,842	
Total Parcel Q	1,214,687	S.F			21,736					10,655	49%	50%	5,327	50%	5,328	
Parcel W-1 / W-2																
Condominiums	568 553,005	D.U S.F	4.16	1.2	2,365	5%	15%	5%		1,797	76%	50%	898	50%	899	
Apartments	142 139,728	D.U S.F	4.20	1.3	596	5%	20%	25%		335	56%	50%	168	50%	167	
Subtotal Residential	710 692,733	D.U S.F			2,961					2,132	72%	50%	1,066	50%	1,066	
Hotel	0 0	Rooms S.F	0.00	1.4	0					0			0	50%	0	
Office	681,000	S.F	5.53	1.5	3,767	0%	5%	40%	0%	2,148	57%	50%	1,074	50%	1,074	
Retail	54,400	S.F	84.04	1.7	4,572	15%	20%	5%	40%	1,694	37%	50%	847	50%	847	
Restaurant	10,000	S.F	89.95	1.8	900	15%	30%	5%	10%	423	47%	50%	211	50%	212	
Event Facility	0 0	Seats S.F	1.76	1.9	0					0			0	50%	0	
Health Club	0	S.F	32.93	1.10	0					0			0	50%	0	
Subtotal Commercial	745,400	S.F			9,239					4,265	46%	50%	2,132	50%	2,133	
Total Parcel W-1 / W-2	1,438,133	S.F			12,200					6,397	52%	50%	3,198	50%	3,199	

Land Use	Quantity	Units	Trip Rates	Foot-note	Base Vehicle Trips	% Project Internal	% Walk-In / Walk-Out	% Transit, R/S, & Taxi	% Pass-By	Net Vehicle Trips	Net as % Base	Inbound		Outbound	
												%	Trips	%	Trips
Parcel L / M-2 Condominiums	680	D.U	4.10	1,2	2,787	5%	15%	5%		2,118	76%	50%	1,059	50%	1,059
	662,050	S.F													
Apartments	170	D.U	4.20	1,3	714	5%	20%	25%		402	56%	50%	201	50%	201
	167,280	S.F													
Subtotal Residential	850	D.U			3,501					2,520	72%	50%	1,260	50%	1,260
	829,330	S.F								0		50%	0	50%	0
Hotel	0	Rooms	0.00	1,4	0					0			0		0
	0	S.F													
Office	0	S.F	0.00	1,5	0					0			0		0
Retail	73,100	S.F	75.78	1,7	5,540	15%	20%	5%	30%	2,395	43%	50%	1,197	50%	1,198
Restaurant	15,000	S.F	89.95	1,8	1,349	15%	30%	5%	10%	634	47%	50%	317	50%	317
Event Facility	0	Seats	1.76	1,9	0					0			0		0
	0	S.F													
Health Club	0	S.F	32.93	1,10	0					0			0		0
Subtotal Commercial	88,100	S.F			6,889					3,029	44%	50%	1,514	50%	1,515
Total Parcel L / M-2	917,430	S.F			10,390					5,549	53%	50%	2,774	50%	2,775
Total All Parcels	3,570,250	S.F			44,326					22,601	51%	50%	11,299	50%	11,302

1. ITE Rates and Equations from Trip Generation, 7th Edition, Institute of Transportation Engineers, Washington, DC, 2003, except otherwise noted.
2. ITE 232 daily trip generation equation ($T = 3.77(X)^{0.85} + 233.66$) for High-Rise Condominium / Townhouse was used.
3. ITE 222 daily trip rate for High-Rise Apartments was used.
4. ITE 310 daily trip generation equation ($T = 8.95(X)^{0.85} - 373.16$) for Hotel was used.
5. ITE 715 trip generation equation ($LN(T) = 0.60 \cdot LN(X) + 4.32$) for Single Tenant Office Building was used.
6. ITE 850 daily trip generation equation ($T = 66.95(X)^{0.85} + 1391.56$) for Supermarket was used.
7. ITE 820 daily trip generation equation ($LN(T) = 0.65 \cdot LN(X) + 5.83$) for Shopping Center was used.
8. ITE 931 daily trip rate for Quality Restaurant was used.
9. ITE 444 daily trip rate for Movie Theater with Matinee is not available. Daily trip rate was estimated based on the ratio of ITE 443 weekday p.m. peak hour of adjacent traffic to ITE 444 weekday p.m. peak hour of adjacent traffic.
10. ITE 492 daily trip rate for Health / Fitness Club was used.

Appendix B
Revised Program 2013
Trip Generation Tables

Table B-0 Summary of Project Trip Generation - Grand Avenue Revised Project 2013

A. By Parcel

Project Component	Quantity	Units	A.M Peak Hour			P.M Peak Hour			Daily			
			In	Out	Total	In	Out	Total	In	Out	Total	
Parcel Q												
Condominiums	360	D.U	19	82	101	65	40	105	600	601	1,201	
Apartments	90	D.U	4	11	15	11	7	18	107	106	213	
Subtotal Residential	450	D.U	23	93	116	76	47	123	707	707	1,414	
Hotel	300	Rooms	66	43	109	64	56	120	786	786	1,572	
Office	50,000	S.F	54	7	61	13	64	77	223	223	446	
Supermarket	10,000	S.F	3	2	5	33	31	64	441	440	881	
Retail	85,000	S.F	38	24	62	117	126	243	1,320	1,321	2,641	
Restaurant	85,000	S.F	17	15	32	200	99	299	1,798	1,797	3,595	
Event Facility	0	Seats	0	0	0	0	0	0	0	0	0	
Health Club	40,000	S.F	7	10	17	28	27	55	225	225	450	
Subtotal Commercial	270,000		119	58	177	391	347	738	4,007	4,006	8,013	
Subtotal			208	194	402	531	450	981	5,500	5,499	10,999	
Parcel W-1 / W-2												
Condominiums	568	D.U	28	119	147	98	60	158	898	899	1,797	
Apartments	142	D.U	6	18	24	17	11	28	168	167	335	
Subtotal Residential			34	137	171	115	70	186	1,066	1,066	2,132	
Office	681,000	S.F	585	72	657	91	519	610	1,074	1,074	2,148	
Retail	54,400	S.F	25	15	40	74	81	155	847	847	1,694	
Restaurant	10,000	S.F	2	2	4	23	12	35	211	212	423	
Subtotal Commercial			612	89	701	188	612	800	2,132	2,133	4,265	
Subtotal			646	226	872	303	683	986	3,198	3,199	6,397	
Parcel L / M-2												
Condominiums	645	D.U	32	133	164	110	68	178	1,009	1,009	2,018	
Apartments	271	D.U	11	34	46	33	21	54	320	320	640	
Subtotal Residential			51	201	253	143	89	232	1,329	1,329	2,658	
Retail	0	S.F	0	0	0	0	0	0	0	0	0	
Restaurant	15,000	S.F	3	3	6	36	17	53	317	317	634	
Museum	115,231	S.F	45	2	47	35	124	159	585	584	1,169	
Subtotal Commercial			48	5	53	71	141	212	902	901	1,803	
Subtotal			91	173	263	215	230	444	2,231	2,230	4,461	
Total All Parcels			945	593	1,537	1,049	1,363	2,411	10,929	10,928	21,857	

Table B-0 Summary of Project Trip Generation - Grand Avenue Revised Project 2013

B. By Land Use

Land Use Type	Quantity	Units	A.M Peak Hour			P.M Peak Hour			Daily		
			In	Out	Total	In	Out	Total	In	Out	Total
Condominiums	1,573	D,U	79	334	412	273	168	441	2,507	2,509	5,016
Apartments	503	D,U	21	63	85	61	39	100	595	593	1,188
Subtotal Residential	2,076	D,U	100	397	497	334	207	541	3,102	3,102	6,204
Hotel	300	Rooms	66	43	109	64	56	120	786	786	1,572
Office	681,000	S,F	585	72	657	91	519	610	1,074	1,074	2,148
Supermarket	10,000	S,F	3	2	5	33	31	64	441	440	881
Retail	139,400	S,F	63	39	102	191	207	398	2,167	2,168	4,335
Restaurant	110,000	S,F	22	20	42	259	128	387	2,326	2,326	4,652
Event Facility	0	Seats	0	0	0	0	0	0	0	0	0
Health Club	40,000	S,F	7	10	17	28	27	55	225	225	450
Museum	115,231	S,F	45	2	47	35	124	159	585	584	1,169
Subtotal Commercial			725	145	870	637	1,036	1,673	6,818	6,817	13,635
Total			945	593	1,537	1,049	1,363	2,411	10,929	10,928	21,857

Table B-1

A-M Peak Hour Trip Generation - Grand Avenue Revised Project 2013

11/18/2013

Land Use	Quantity	Units	Trip Rates	Foot - note	Base Vehicle Trips	% Project Internal	% Walk-In / Walk-Out	% Transit, R/S, & Taxi	% Pass-By	Net Vehicle Trips	Net as % Base	Inbound		Outbound		
												%	Trips	%	Trips	
Parcel Q																
Condominiums	360	D.U S.F	0.37	1.2	133	5%	15%	5%		101	76%	19%	19	81%	82	
Apartments	90	D.U S.F	0.30	1.3	27	5%	20%	25%		15	56%	25%	4	75%	11	
Subtotal Residential	450	D.U S.F			160					116	73%	20%	23	80%	93	
Hotel	300	Rooms S.F	0.53	1.4	160	5%	10%	20%		109	68%	61%	66	39%	43	
Office	50,000	S.F	2.15	1.12	108	0%	5%	40%	0%	61	57%	88%	54	12%	7	
Market	10,000	S.F	1.21	1.6	12	15%	10%	5%	40%	5	41%	61%	3	39%	1	
Retail	85,000	S.F	1.67	1.7	142	15%	20%	5%	30%	61	43%	61%	37	39%	24	
Restaurant	85,000	S.F	0.81	1.8,9	69	15%	30%	5%	10%	32	46%	52%	17	48%	15	
Event Facility	0	Seats S.F	0.00	1,10	0	5%	5%	5%	10%	0			0		0	
Health Club	40,000	S.F	1.21	1.11	48	20%	35%	5%	20%	17	35%	42%	7	58%	10	
Subtotal Commercial	270,000	S.F			379					176	46%	67%	118	33%	57	
Total Parcel Q	270,000	S.F			698					401	57%	52%	207	48%	193	
Parcel W-1 / W-2																
Condominiums	568	D.U S.F	0.34	1.2	193	5%	15%	5%		147	76%	19%	28	81%	119	
Apartments	142	D.U S.F	0.30	1.3	43	5%	20%	25%		24	56%	25%	6	75%	18	
Subtotal Residential	710	D.U S.F			236					171	73%	20%	34	80%	137	
Hotel	0	Rooms S.F	0.00	1.4	0					0		61%	0	39%	0	
Office	681,000	S.F	1.69	1.5	1,153	0%	5%	40%	0%	657	57%	89%	585	11%	72	
Retail	54,400	S.F	2.00	1.7	109	15%	20%	5%	40%	40	37%	61%	25	39%	15	
Restaurant	10,000	S.F	0.81	1.8,9	8	15%	30%	5%	10%	4	49%	52%	2	48%	2	
Event Facility	0	Seats S.F	0.00	1,10	0					0			0		0	
Health Club	0	S.F	1.21	1.11	0					0		42%	0	58%	0	
Subtotal Commercial	745,400	S.F			1,270					701	55%	87%	612	13%	89	
Total Parcel W-1 / W-2	1,438,133	S.F			1,506					872	58%	74%	646	26%	226	

Table B-1

A.M Peak Hour Trip Generation - Grand Avenue Revised Project 2013

11/18/2013

Land Use	Quantity	Units	Trip Rates	Foot - note	Base Vehicle Trips	% Project Internal	% Walk-In / Walk-Out	% Transit, R/S, & Taxi	% Pass-By	Net Vehicle Trips	Net as % Base	Inbound		Outbound		
												%	Trips	%	Trips	
Parcel L / M-2																
Condominiums	645	D.U	0.33	1,2	216	5%	15%	5%		164	76%	19%	32	81%	133	
	643,611	S.F														
Apartments	271	D.U	0.30	1,3	81	5%	20%	25%		46	56%	25%	11	75%	34	
	271,312	S.F														
Subtotal Residential	916	D.U			297					210	71%	21%	43	80%	167	
	914,923	S.F								0		61%	0	39%	0	
Hotel	0	Rooms	0.00	1,4	0					0			0			
	0	S.F								0			0	12%	0	
Office	0	S.F	0.00	1,5	0					0			0	39%	0	
Retail	0	S.F	0.81	1,7	0	15%	20%	5%	30%	0			0	48%	3	
Restaurant	15,000	S.F	0.41	1,8,9	12	15%	30%	5%	10%	6	47%	52%	3	5%	3	
Museum	145,231	S.F		1,11	47	0%	0%	0%	0%	47	100%	95%	45	5%	2	
Health Club	0	S.F	1.21	1,10	0					0		42%	0	58%	0	
Subtotal Commercial	130,231	S.F			59					53	89%	91%	48	10%	5	
Total Parcel L / M-2	1,045,154	S.F			357					263	74%	35%	91	66%	173	
Total All Parcels	2,753,287	S.F			2,561					1,536	60%	61%	944	39%	593	

1. ITE Rates and Equations from Trip Generation, 7th Edition, Institute of Transportation Engineers, Washington, DC, 2003. except otherwise noted.
2. ITE 232 trip generation equation ($T=0.29(X)+28.26$) for High-Rise Condominium / Townhouse was used.
3. ITE 222 trip rate for High-Rise Apartments was used.
4. ITE 310 trip generation equation ($LN(T) = 1.24*LN(X) - 2.00$) for Hotel was used.
5. ITE 715 trip generation equation ($T = 1.66(X) + 22.94$) for Single Tenant Office Building was used.
6. ITE 850 trip generation equation ($LN(T) = 1.70*LN(X) - 1.42$) for Supermarket was used.
7. ITE 820 trip generation equation ($LN(T) = 0.60*LN(X) + 2.29$) for Shopping Center was used.
8. ITE 931 trip rate for Quality Restaurant was used.
9. Directional distribution for the AM peak hour is not available. Directional distribution of 52 % entering and 48 % existing was assumed based on ITE 932 for High-Turnover Sit Down Restaurant.
10. ITE 492 trip rate for Health/Fitness Club was used.
11. Trip rate from LACMA Enhancement Study, adjusted for local details of Revised Project.
12. ITE 710 trip generation equation ($LN(T) = 0.80*Ln(X) + 1.55$) for General Office Building was used.

Table B-2

P.M Peak Hour Trip Generation - Grand Avenue Revised Project 2013

11/18/2013

Land Use	Quantity	Units	Trip Rates	Foot - notes	Base Vehicle Trips	% Project Internal	% Walk-In / Walk-Out	% Transit, R/S, & Taxi	% Pass-By	Net Vehicle Trips	Net as % Base	Inbound		Outbound		
												%	Trips	%	Trips	
Parcel Q																
Condominiums	360	D.U S.F	0.38	1,2	138	5%	15%	5%		105	76%	62%	65	38%	40	
Apartments	90	D.U S.F	0.35	1,3	32	5%	20%	25%		18	56%	61%	11	39%	7	
Subtotal Residential	450	D.U S.F			169					123	73%	62%	76	38%	47	
Hotel	300	Rooms S.F	0.59	1,4	177	5%	10%	20%		120	68%	53%	64	47%	56	
Office	50,000	S.F	2.70	1,12	135	0%	5%	40%	0%	77	57%	17%	13	83%	64	
Supermarket	10,000	S.F	15.13	1,6	151	15%	10%	5%	40%	64	42%	51%	33	49%	31	
Retail	85,000	S.F	6.62	1,7	562	15%	20%	5%	30%	243	43%	48%	117	52%	126	
Restaurant	85,000	S.F	7.49	1,8	637	15%	30%	5%	10%	299	47%	67%	200	33%	99	
Event Facility	0	Seats S.F	0.07	1,9	0	5%	5%	5%	10%	0	0%	75%	0	25%	0	
Health Club	40,000	S.F	4.05	1,10	162	20%	35%	5%	20%	55	0%	51%	28	49%	27	
Subtotal Commercial	270,000	S.F			1,648					738	45%	53%	391	47%	347	
Total Parcel Q	270,000	S.F			1,994					981	49%	54%	531	46%	450	
Parcel W-1 / W-2																
Condominiums	568	D.U S.F	0.37	1,2	209	5%	15%	5%		158	76%	62%	98	38%	60	
Apartments	142	D.U S.F	0.35	1,3	50	5%	20%	25%		28	56%	61%	17	39%	11	
Subtotal Residential	710	D.U S.F			259					186	72%	62%	115	38%	71	
Hotel	0	Rooms S.F	0.59	1,4	0					0	0%	53%	0	47%	0	
Office	681,000	S.F	1.57	1,5	1,070	0%	5%	40%	0%	610	57%	15%	91	85%	519	
Retail	54,400	S.F	7.70	1,7	419	15%	20%	5%	40%	155	37%	48%	74	52%	81	
Restaurant	10,000	S.F	7.49	1,8	75	15%	30%	5%	10%	35	47%	67%	23	33%	12	
Event Facility	0	Seats S.F	0.07	1,9	0	5%	5%	5%	10%	0	0%	75%	0	25%	0	
Health Club	0	S.F	4.05	1,10	0					0	0%	51%	0	49%	0	
Subtotal Commercial	745,400	S.F			1,564					800	51%	23%	188	76%	612	
Total Parcel W-1 / W-2	1,438,133	S.F			1,823					986	54%	31%	303	69%	683	

Table B-2

P.M Peak Hour Trip Generation - Grand Avenue Revised Project 2013

11/18/2013

Land Use	Quantity	Units	Trip Rates	Foot - notes	Base Vehicle Trips	% Project Internal	% Walk-In / Walk-Out	% Transit, R/S, & Taxi	% Pass-By	Net Vehicle Trips	Net as % Base	Inbound		Outbound	
												%	Trips	%	Trips
Parcel L / M-2 Condominiums	645	D.U	0.36	1,2	235	5%	15%	5%		178	76%	62%	110	38%	68
	643,611	S.F													
Apartments	271	D.U	0.35	1,3	95	5%	20%	25%		54	57%	61%	33	39%	21
	271,312	S.F													
Subtotal Residential	916	D.U			330					232	70%	62%	143	38%	89
	914,923	S.F								0		53%	0	47%	0
Hotel	0	Rooms	0.59	1,4	0					0					0
	0	S.F													
Office	0	S.F	0.00	1,5	0					0		17%	0	83%	0
Retail	0	S.F	0.00	1,7	0	15%	20%	5%	30%	0		48%	0	52%	0
Restaurant	15,000	S.F	7.49	1,8	112	15%	30%	5%	10%	53	47%	67%	36	33%	17
Museum	115,231	S.F	1.38	1,11	159	0%	0%	0%	0%	159	100%	22%	35	78%	124
Health Club	0	S.F	4.05	1,10	0					0		51%	0	49%	0
Subtotal Commercial	130,231	S.F			271					212	78%	34%	71	67%	141
Total Parcel L / M-2	1,045,154	S.F			601					444	74%	48%	215	52%	230
Total All Parcels	2,753,287	S.F			4,418					2,412	55%	43%	1,049	57%	1,363

1. ITE Rates and Equations from Trip Generation, 7th Edition, Institute of Transportation Engineers, Washington, DC, 2003, except otherwise noted.
2. ITE 232 trip generation equation ($T=0.34(X)+15.47$) for High-Rise Condominium / Townhouse was used.
3. ITE 222 trip rate for High-Rise Apartments was used.
4. ITE 310 trip rate for Hotel was used.
5. ITE 715 trip generation equation ($T=1.52(X)+ 34.88$) for Single Tenant Office Building was used.
6. ITE 850 trip generation equation ($\ln(T) = 0.79*\ln(X) + 3.20$) for Supermarket was used.
7. ITE 820 trip generation equation ($\ln(T) = 0.66*\ln(X) + 3.40$) for Shopping Center was used.
8. ITE 931 trip rate for Quality Restaurant was used.
9. ITE 444 trip rate for Movie Theater with Matinee was used.
10. ITE 492 trip rate for Health / Fitness Club was used.
11. Trip rate from LACMA Enhancement Study.
12. ITE 710 trip generation equation ($T=1.12(X)+ 78.84$) for General Office Building was used.

Table B-3

Daily Trip Generation - Grand Avenue Revised Project 2013

11/18/2013

Land Use	Quantity	Units	Trip Rates	Foot - note	Base Vehicle Trips	% Project Internal	% Walk-In / Walk-Out	% Transit, R/S, & Taxi	% Pass-By	Net Vehicle Trips	Net as % Base	Inbound		Outbound		
												%	Trips	%	Trips	
Parcel Q																
Condominiums	360	D.U S.F	4.39	1.2	1,581	5%	15%	5%		1,201	76%	50%	600	50%	601	
Apartments	90	D.U S.F	4.20	1.3	378	5%	20%	25%		213	56%	50%	107	50%	106	
Subtotal Residential	450	D.U S.F			1,959					1,414	72%	50%	707	50%	707	
Hotel	300	Rooms S.F	7.71	1.4	2,312	5%	10%	20%		1,572	68%	50%	786	50%	786	
Office	50,000	S.F	15.65	1.12	782	0%	5%	40%	0%	446	57%	50%	223	50%	223	
Market	10,000	S.F	206.11	1.6	2,061	15%	10%	5%	40%	881	43%	50%	441	50%	440	
Retail	85,000	S.F	71.89	1.7	6,110	15%	20%	5%	30%	2,641	43%	50%	1,320	50%	1,321	
Restaurant	85,000	S.F	89.95	1.8	7,646	15%	30%	5%	10%	3,595	47%	50%	1,798	50%	1,797	
Event Facility	0	Seats S.F	1.76	1.9	0	5%	5%	5%	10%	0	0%	50%	0	50%	0	
Health Club	40,000	S.F	32.93	1.10	1,317	20%	35%	5%	20%	450	0%	50%	225	50%	225	
Subtotal Commercial	270,000	S.F			17,917					8,013	45%	50%	4,007	50%	4,006	
Total Parcel Q	270,000	S.F			22,188					10,999	50%	50%	5,500	50%	5,499	
Parcel W-1 / W-2																
Condominiums	568	D.U S.F	4.16	1.2	2,365	5%	15%	5%		1,797	76%	50%	898	50%	899	
Apartments	142	D.U S.F	4.20	1.3	596	5%	20%	25%		335	56%	50%	168	50%	167	
Subtotal Residential	710	D.U S.F			2,961					2,132	72%	50%	1,066	50%	1,066	
Hotel	0	Rooms S.F	0.00	1.4	0					0		50%	0	50%	0	
Office	681,000	S.F	5.53	1.5	3,767	0%	5%	40%	0%	2,148	57%	50%	1,074	50%	1,074	
Retail	54,400	S.F	84.04	1.7	4,572	15%	20%	5%	40%	1,694	37%	50%	847	50%	847	
Restaurant	10,000	S.F	89.95	1.8	900	15%	30%	5%	10%	423	47%	50%	211	50%	212	
Event Facility	0	Seats S.F	1.76	1.9	0					0	0%	50%	0	50%	0	
Health Club	0	S.F	32.93	1.10	0					0		50%	0	50%	0	
Subtotal Commercial	745,400	S.F			9,239					4,265	46%	50%	2,132	50%	2,133	
Total Parcel W-1 / W-2	1,438,133	S.F			12,200					6,397	52%	50%	3,198	50%	3,199	

Land Use	Quantity	Units	Trip Rates	Foot-note	Base Vehicle Trips	% Project Internal	% Walk-In / Walk-Out	% Transit, R/S, & Taxi	% Pass-By	Net Vehicle Trips	Net as % Base	Inbound		Outbound		
												%	Trips	%	Trips	
Parcel L / M-2																
Condominiums	645 643,611	D.U S.F	4.12	1.2	2,655	5%	15%	5%		2,018	76%	50%	1,009	50%	1,009	
Apartments	271 271,312	D.U S.F	4.20	1.3	1,138	5%	20%	25%		640	56%	50%	320	50%	320	
Subtotal Residential	916 914,923	D.U S.F			3,794					2,659	70%	50%	1,329	50%	1,329	
Hotel	0 0	Rooms S.F	0.00	1.4	0					0		50%	0	50%	0	
Office	0	S.F	0.00	1.5	0					0		50%	0	50%	0	
Retail	0	S.F		1.7	0	15%	20%	5%	30%	0		50%	0	50%	0	
Restaurant	15,000	S.F	89.95	1.8	1,349	15%	30%	5%	10%	634	47%	50%	317	50%	317	
Museum	115,231	S.F	10.14	1.11	1,168	0%	0%	0%	0%	1,168	100%	50%	585	50%	584	
Health Club	0	S.F	32.93	1.10	0					0		50%	0	50%	0	
Subtotal Commercial	130,231	S.F			2,518					1,803	72%	50%	902	50%	901	
Total Parcel L / M-2	1,045,154	S.F			6,311					4,462	71%	50%	2,231	50%	2,230	
Total All Parcels	2,753,287	S.F			40,699					21,858	54%	50%	10,930	50%	10,928	

- ITE Rates and Equations from Trip Generation, 7th Edition, Institute of Transportation Engineers, Washington, DC, 2003, except otherwise noted.
- ITE 232 daily trip generation equation ($T = 3.77(X) + 223.66$) for High-Rise Condominium / Townhouse was used.
- ITE 222 daily trip rate for High-Rise Apartments was used.
- ITE 310 daily trip generation equation ($T = 8.95(X) - 373.16$) for Hotel was used.
- ITE 715 trip generation equation ($LN(T) = 0.60 * LN(X) + 4.32$) for Single Tenant Office Building was used.
- ITE 850 daily trip generation equation ($T = 66.95(X) + 1391.56$) for Supermarket was used.
- ITE 820 daily trip generation equation ($LN(T) = 0.65 * LN(X) + 5.83$) for Shopping Center was used.
- ITE 931 daily trip rate for Quality Restaurant was used.
- ITE 444 daily trip rate for Movie Theater with Matinee is not available. Daily trip rate was estimated based on the ratio of ITE 443 weekday p.m peak hour of adjacent traffic to ITE 444 weekday p.m peak hour of adjacent traffic.
- ITE 492 daily trip rate for Health / Fitness Club was used.
- Trip rate from LACMA Entertainment Sstudy.
- ITE 710 trip generation equation ($LN(T) = 0.77 * LN(X) + 3.65$) for General Office Building was used.

Attachment B
Driveway Counts

ADT Volume Report

The Broad - W. General Thaddeus Way Tunnel Entrance/Exit

Day: Thursday, November 7, 2024

City: Los Angeles, CA

Daily Totals	Inbound	Outbound	Total
	36	155	191

AM	In	Out	Total	PM	In	Out	Total			
00:00	0	0	0	12:00	2	1	3			
00:15	0	0	0	12:15	2	2	4			
00:30	0	0	0	12:30	1	2	3			
00:45	0	0	0	12:45	1	6	3	8	4	14
01:00	0	0	0	13:00	1	3	4			
01:15	0	0	0	13:15	3	4	7			
01:30	0	0	0	13:30	0	4	4			
01:45	0	0	0	13:45	0	4	9	20	9	24
02:00	0	0	0	14:00	0	8	8			
02:15	0	0	0	14:15	1	10	11			
02:30	0	0	0	14:30	1	8	9			
02:45	0	0	0	14:45	1	3	5	31	6	34
03:00	0	0	0	15:00	3	7	10			
03:15	0	0	0	15:15	1	7	8			
03:30	0	0	0	15:30	1	6	7			
03:45	0	0	0	15:45	0	5	5	25	5	30
04:00	0	0	0	16:00	1	5	6			
04:15	0	0	0	16:15	0	5	5			
04:30	0	0	0	16:30	2	3	5			
04:45	0	0	0	16:45	1	4	2	15	3	19
05:00	0	0	0	17:00	0	4	4			
05:15	0	0	0	17:15	0	8	8			
05:30	0	0	0	17:30	2	6	8			
05:45	0	0	0	17:45	0	2	8	26	8	28
06:00	0	0	0	18:00	0	2	2			
06:15	0	0	0	18:15	1	3	4			
06:30	0	0	0	18:30	0	2	2			
06:45	0	0	0	18:45	0	1	4	11	4	12
07:00	0	0	0	19:00	1	5	6			
07:15	0	0	0	19:15	1	2	3			
07:30	0	0	0	19:30	0	3	3			
07:45	0	0	0	19:45	1	3	3	13	4	16
08:00	0	0	0	20:00	1	4	5			
08:15	0	0	0	20:15	0	0	0			
08:30	0	0	0	20:30	0	0	0			
08:45	0	0	0	20:45	0	1	0	4	0	5
09:00	0	0	0	21:00	0	0	0			
09:15	0	0	0	21:15	0	0	0			
09:30	0	0	0	21:30	0	0	0			
09:45	0	0	0	21:45	0	0	0	0	0	0
10:00	0	0	0	22:00	0	0	0			
10:15	0	0	0	22:15	0	0	0			
10:30	2	0	2	22:30	0	0	0			
10:45	0	2	0	22:45	0	0	0	0	0	0
11:00	1	0	1	23:00	0	0	0			
11:15	2	0	2	23:15	0	0	0			
11:30	1	0	1	23:30	0	0	0			
11:45	1	5	2	23:45	0	0	0	0	0	0
Totals	7	2	9	Totals	29	153	182			
Split %	77.8%	22.2%	4.7%	Split %	15.9%	84.1%	95.3%			

Daily Totals	Inbound	Outbound	Total
	36	155	191

AM Peak Hour	11:00	11:00	11:00	PM Peak Hour	14:45	13:45	13:45
AM Peak Volume	5	2	7	PM Peak Volume	6	35	37
AM Pk Hr Factor				PM Pk Hr Factor			

ADT Volume Report

The Broad - W. General Thaddeus Way Tunnel Entrance/Exit

Day: Friday, November 8, 2024

City: Los Angeles, CA

Daily Totals	Inbound	Outbound			Total
	34	213			247

AM	In	Out	Total	PM	In	Out	Total			
00:00	0	0	0	12:00	5	6	11			
00:15	0	0	0	12:15	0	5	5			
00:30	0	0	0	12:30	1	4	5			
00:45	0	0	0	12:45	1	7	5	20	6	27
01:00	0	0	0	13:00	1	14	15			
01:15	0	0	0	13:15	1	11	12			
01:30	0	0	0	13:30	0	7	7			
01:45	0	0	0	13:45	1	3	5	37	6	40
02:00	0	0	0	14:00	2	10	12			
02:15	0	0	0	14:15	0	11	11			
02:30	0	0	0	14:30	1	12	13			
02:45	0	0	0	14:45	3	6	8	41	11	47
03:00	0	0	0	15:00	2	9	11			
03:15	0	0	0	15:15	1	6	7			
03:30	0	0	0	15:30	2	12	14			
03:45	0	0	0	15:45	2	7	13	40	15	47
04:00	0	0	0	16:00	2	7	9			
04:15	0	0	0	16:15	0	11	11			
04:30	0	0	0	16:30	1	16	17			
04:45	0	0	0	16:45	1	4	8	42	9	46
05:00	0	0	0	17:00	0	12	12			
05:15	0	0	0	17:15	0	11	11			
05:30	0	0	0	17:30	0	4	4			
05:45	0	0	0	17:45	0	0	2	29	2	29
06:00	0	0	0	18:00	0	0	0			
06:15	0	0	0	18:15	0	0	0			
06:30	0	0	0	18:30	0	0	0			
06:45	0	0	0	18:45	0	0	0	0	0	
07:00	0	0	0	19:00	0	0	0			
07:15	0	0	0	19:15	0	0	0			
07:30	0	0	0	19:30	0	0	0			
07:45	0	0	0	19:45	0	0	0	0	0	
08:00	0	0	0	20:00	0	0	0			
08:15	0	0	0	20:15	0	0	0			
08:30	0	0	0	20:30	0	0	0			
08:45	0	0	0	20:45	0	0	0	0	0	
09:00	0	0	0	21:00	0	0	0			
09:15	0	0	0	21:15	0	0	0			
09:30	0	0	0	21:30	0	0	0			
09:45	0	0	0	21:45	0	0	0	0	0	
10:00	0	0	0	22:00	0	0	0			
10:15	0	0	0	22:15	0	0	0			
10:30	0	0	0	22:30	0	0	0			
10:45	2	2	0	22:45	0	0	0	0	0	
11:00	0	0	0	23:00	0	0	0			
11:15	1	1	2	23:15	0	0	0			
11:30	2	2	4	23:30	0	0	0			
11:45	2	5	1	23:45	0	0	0	0	0	
Totals	7	4	11	Totals	27	209	236			
Split %	63.6%	36.4%	4.5%	Split %	11.4%	88.6%	95.5%			

Daily Totals	Inbound	Outbound	EB	WB	Total
	34	213	0	0	247

AM Peak Hour	11:00	11:00	11:00	PM Peak Hour	14:45	16:30	15:45
AM Peak Volume	5	4	9	PM Peak Volume	8	47	52
AM Pk Hr Factor				PM Pk Hr Factor			

ADT Volume Report

The Broad - W. General Thaddeus Way Tunnel Entrance/Exit

Day: Saturday, November 9, 2024

City: Los Angeles, CA

Daily Totals	Inbound	Outbound	Total
	75	465	540

AM	In	Out	Total	PM	In	Out	Total			
00:00	0	0	0	12:00	1	6	7			
00:15	0	0	0	12:15	0	20	20			
00:30	0	0	0	12:30	2	9	11			
00:45	0	0	0	12:45	3	6	12	47	15	53
01:00	0	0	0	13:00	2	19	21			
01:15	0	0	0	13:15	2	11	13			
01:30	0	0	0	13:30	2	12	14			
01:45	0	0	0	13:45	5	11	13	55	18	66
02:00	0	0	0	14:00	3	20	23			
02:15	0	0	0	14:15	3	15	18			
02:30	0	0	0	14:30	5	18	23			
02:45	0	0	0	14:45	0	11	16	69	16	80
03:00	0	0	0	15:00	4	18	22			
03:15	0	0	0	15:15	4	14	18			
03:30	0	0	0	15:30	2	25	27			
03:45	0	0	0	15:45	2	12	26	83	28	95
04:00	0	0	0	16:00	2	18	20			
04:15	0	0	0	16:15	1	19	20			
04:30	0	0	0	16:30	3	27	30			
04:45	0	0	0	16:45	3	9	24	88	27	97
05:00	0	0	0	17:00	5	21	26			
05:15	0	0	0	17:15	1	11	12			
05:30	0	0	0	17:30	2	19	21			
05:45	0	0	0	17:45	0	8	19	70	19	78
06:00	0	0	0	18:00	2	17	19			
06:15	0	0	0	18:15	0	7	7			
06:30	0	0	0	18:30	0	4	4			
06:45	0	0	0	18:45	0	2	5	33	5	35
07:00	0	0	0	19:00	0	2	2			
07:15	0	0	0	19:15	0	0	0			
07:30	0	0	0	19:30	0	0	0			
07:45	0	0	0	19:45	0	0	0	2	0	2
08:00	0	0	0	20:00	0	0	0			
08:15	0	0	0	20:15	0	0	0			
08:30	0	0	0	20:30	0	0	0			
08:45	0	0	0	20:45	0	0	0	0	0	0
09:00	0	0	0	21:00	0	0	0			
09:15	0	0	0	21:15	0	0	0			
09:30	1	0	1	21:30	0	0	0			
09:45	0	1	0	21:45	0	0	0	0	0	0
10:00	1	0	1	22:00	0	0	0			
10:15	3	1	4	22:15	0	0	0			
10:30	3	0	3	22:30	0	0	0			
10:45	3	10	1	22:45	0	0	0	0	0	0
11:00	2	1	3	23:00	0	0	0			
11:15	1	2	3	23:15	0	0	0			
11:30	1	8	9	23:30	0	0	0			
11:45	1	5	5	23:45	0	0	0	0	0	0
Totals	16	18	34	Totals	59	447	506			
Split %	47.1%	52.9%	6.3%	Split %	11.7%	88.3%	93.7%			

Daily Totals	Inbound	Outbound	Total
	75	465	540

AM Peak Hour	10:15	11:00	11:00	PM Peak Hour	13:45	16:15	16:15
AM Peak Volume	11	16	21	PM Peak Volume	16	91	103
AM Pk Hr Factor				PM Pk Hr Factor			

ADT Volume Report

The Broad - W. 2nd Street Entrance/Exit

Day: Thursday, November 7, 2024

City: Los Angeles, CA

Daily Totals	Inbound	Outbound	Total
	327	206	533

AM	In	Out	Total	PM	In	Out	Total
00:00	0	0	0	12:00	12	1	13
00:15	0	0	0	12:15	11	1	12
00:30	0	0	0	12:30	6	3	9
00:45	0	0	0	12:45	9	38	47
01:00	0	0	0	13:00	14	1	15
01:15	0	0	0	13:15	7	2	9
01:30	0	0	0	13:30	7	2	9
01:45	0	0	0	13:45	7	35	42
02:00	0	0	0	14:00	13	4	17
02:15	0	0	0	14:15	7	5	12
02:30	0	0	0	14:30	8	9	17
02:45	0	0	0	14:45	4	32	36
03:00	0	0	0	15:00	10	2	12
03:15	0	0	0	15:15	9	4	13
03:30	0	0	0	15:30	7	5	12
03:45	0	0	0	15:45	7	33	40
04:00	0	0	0	16:00	6	9	15
04:15	0	0	0	16:15	3	5	8
04:30	1	0	1	16:30	4	3	7
04:45	2	3	5	16:45	4	17	21
05:00	0	0	0	17:00	4	16	20
05:15	0	0	0	17:15	4	11	15
05:30	0	0	0	17:30	3	13	16
05:45	1	1	2	17:45	3	14	17
06:00	1	0	1	18:00	6	6	12
06:15	0	0	0	18:15	6	7	13
06:30	2	2	4	18:30	2	3	5
06:45	2	5	7	18:45	4	18	22
07:00	0	2	2	19:00	3	3	6
07:15	1	1	2	19:15	2	3	5
07:30	3	0	3	19:30	0	3	3
07:45	1	5	6	19:45	1	6	7
08:00	5	1	6	20:00	2	11	13
08:15	12	0	12	20:15	1	2	3
08:30	7	3	10	20:30	0	4	4
08:45	7	31	38	20:45	0	3	3
09:00	8	1	9	21:00	1	3	4
09:15	5	0	5	21:15	0	1	1
09:30	8	1	9	21:30	1	2	3
09:45	5	26	31	21:45	0	2	2
10:00	3	4	7	22:00	1	2	3
10:15	9	0	9	22:15	0	0	0
10:30	9	1	10	22:30	0	2	2
10:45	9	30	39	22:45	0	1	1
11:00	5	0	5	23:00	0	3	3
11:15	10	1	11	23:15	0	1	1
11:30	8	4	12	23:30	0	1	1
11:45	4	27	31	23:45	0	0	0
Totals	128	26	154	Totals	199	180	379
Split %	83.1%	16.9%	28.9%	Split %	52.5%	47.5%	71.1%

Daily Totals	Inbound	Outbound	Total
	327	206	533

AM Peak Hour	08:15	11:00	08:15	PM Peak Hour	12:15	16:45	16:45
AM Peak Volume	34	7	39	PM Peak Volume	40	47	62
AM Pk Hr Factor				PM Pk Hr Factor			

ADT Volume Report

The Broad - W. 2nd Street Entrance/Exit

Day: Friday, November 8, 2024

City: Los Angeles, CA

Daily Totals	Inbound	Outbound	Total
	364	181	545

AM	In	Out	Total	PM	In	Out	Total			
00:00	0	0	0	12:00	14	2	16			
00:15	0	0	0	12:15	11	0	11			
00:30	0	0	0	12:30	10	4	14			
00:45	0	0	0	12:45	10	45	2	8	12	53
01:00	0	0	0	13:00	14	1	15			
01:15	0	0	0	13:15	7	6	13			
01:30	0	0	0	13:30	6	6	12			
01:45	0	0	0	13:45	14	41	3	16	17	57
02:00	0	0	0	14:00	12	3	15			
02:15	0	0	0	14:15	11	3	14			
02:30	0	0	0	14:30	16	4	20			
02:45	0	0	0	14:45	15	54	2	12	17	66
03:00	0	0	0	15:00	13	2	15			
03:15	0	0	0	15:15	8	6	14			
03:30	1	0	1	15:30	13	3	16			
03:45	0	1	0	15:45	13	47	11	22	24	69
04:00	0	0	0	16:00	8	8	16			
04:15	0	0	0	16:15	1	4	5			
04:30	0	0	0	16:30	1	2	3			
04:45	3	3	0	16:45	0	10	5	19	5	29
05:00	1	0	1	17:00	2	15	17			
05:15	0	0	0	17:15	1	18	19			
05:30	0	0	0	17:30	0	12	12			
05:45	1	2	0	17:45	1	4	4	49	5	53
06:00	0	0	0	18:00	0	4	4			
06:15	0	0	0	18:15	0	2	2			
06:30	1	2	3	18:30	0	3	3			
06:45	2	3	2	18:45	1	1	1	10	2	11
07:00	1	1	2	19:00	0	2	2			
07:15	0	2	2	19:15	0	0	0			
07:30	0	0	0	19:30	0	1	1			
07:45	2	3	0	19:45	2	2	3	6	5	8
08:00	9	0	9	20:00	0	5	5			
08:15	12	1	13	20:15	1	0	1			
08:30	11	0	11	20:30	0	1	1			
08:45	8	40	1	20:45	1	2	1	7	2	9
09:00	7	3	10	21:00	1	1	2			
09:15	3	0	3	21:15	0	0	0			
09:30	3	1	4	21:30	1	0	1			
09:45	5	18	1	21:45	1	3	2	3	3	6
10:00	4	0	4	22:00	1	3	4			
10:15	7	0	7	22:15	0	0	0			
10:30	11	1	12	22:30	0	2	2			
10:45	10	32	0	22:45	0	1	0	5	0	6
11:00	15	0	15	23:00	0	1	1			
11:15	12	2	14	23:15	0	0	0			
11:30	11	5	16	23:30	0	1	1			
11:45	14	52	0	23:45	0	0	0	2	0	2
Totals	154	22	176	Totals	210	159	369			
Split %	87.5%	12.5%	32.3%	Split %	56.9%	43.1%	67.7%			

Daily Totals	Inbound	Outbound	EB	WB	Total
	364	181	0	0	545

AM Peak Hour	11:00	11:00	11:00	PM Peak Hour	14:15	16:45	15:15
AM Peak Volume	52	7	59	PM Peak Volume	55	50	70
AM Pk Hr Factor				PM Pk Hr Factor			

ADT Volume Report

The Broad - W. 2nd Street Entrance/Exit

Day: Saturday, November 9, 2024

City: Los Angeles, CA

Daily Totals	Inbound	Outbound	Total
	631	242	873

AM	In	Out	Total	PM	In	Out	Total			
00:00	0	0	0	12:00	14	7	21			
00:15	0	0	0	12:15	11	3	14			
00:30	0	0	0	12:30	19	3	22			
00:45	0	0	0	12:45	19	63	5	18	24	81
01:00	0	0	0	13:00	31	2	33			
01:15	0	0	0	13:15	16	4	20			
01:30	0	0	0	13:30	15	4	19			
01:45	0	0	0	13:45	19	81	3	13	22	94
02:00	0	0	0	14:00	21	3	24			
02:15	0	0	0	14:15	26	6	32			
02:30	0	0	0	14:30	19	6	25			
02:45	0	0	0	14:45	27	93	3	18	30	111
03:00	0	0	0	15:00	19	4	23			
03:15	0	0	0	15:15	25	9	34			
03:30	0	0	0	15:30	20	7	27			
03:45	0	0	0	15:45	25	89	8	28	33	117
04:00	0	0	0	16:00	14	11	25			
04:15	0	0	0	16:15	19	8	27			
04:30	0	0	0	16:30	13	9	22			
04:45	0	0	0	16:45	9	55	8	36	17	91
05:00	3	0	3	17:00	4	10	14			
05:15	0	0	0	17:15	1	9	10			
05:30	2	0	2	17:30	2	8	10			
05:45	3	8	1	17:45	0	7	4	31	4	38
06:00	1	1	2	18:00	1	11	12			
06:15	0	2	2	18:15	2	10	12			
06:30	0	1	1	18:30	0	6	6			
06:45	0	1	1	18:45	0	3	1	28	1	31
07:00	1	0	1	19:00	5	1	6			
07:15	0	2	2	19:15	3	4	7			
07:30	2	1	3	19:30	2	3	5			
07:45	0	3	0	19:45	0	10	2	10	2	20
08:00	1	1	2	20:00	0	5	5			
08:15	6	0	6	20:15	2	1	3			
08:30	1	1	2	20:30	0	1	1			
08:45	3	11	0	20:45	0	2	1	8	1	10
09:00	6	2	8	21:00	0	1	1			
09:15	7	1	8	21:15	0	0	0			
09:30	4	0	4	21:30	1	2	3			
09:45	15	32	1	21:45	1	2	3	6	4	8
10:00	13	2	15	22:00	0	2	2			
10:15	20	2	22	22:15	1	2	3			
10:30	23	0	23	22:30	0	3	3			
10:45	20	76	3	22:45	0	1	1	8	1	9
11:00	26	5	31	23:00	0	1	1			
11:15	28	2	30	23:15	0	0	0			
11:30	20	1	21	23:30	0	2	2			
11:45	20	94	5	23:45	0	0	0	3	0	3
Totals	225	35	260	Totals	406	207	613			
Split %	86.5%	13.5%	29.8%	Split %	66.2%	33.8%	70.2%			

Daily Totals	Inbound	Outbound	Total
	631	242	873

AM Peak Hour	10:30	11:00	11:00	PM Peak Hour	14:00	16:30	15:15
AM Peak Volume	97	13	107	PM Peak Volume	93	36	119
AM Pk Hr Factor				PM Pk Hr Factor			