APPENDIX F

TRAFFIC MEMORANDA

BY: CRAIN & ASSOCIATES

CRAIN & ASSOCIATES
of Southern California

VIA E-MAIL

June 5, 2008

Ms. Stephanie Eyestone-Jones
PCR Services Corporation
233 Wilshire Boulevard, Suite 130
Santa Monica, CA 90401

RE: Preliminary Analysis of 4.0 Million Square-Foot "Rezone" Development for Douglas Park Project

Dear Ms. Eyestone-Jones,

Crain & Associates has conducted a preliminary analysis of the 4,000,000 square-foot (4.0 MSF) "Rezone" development that has been proposed by the developer for the Douglas Park project. The 4.0 MSF Rezone proposal consists of the following uses: 3,750,000 million square feet of Office, Research & Development and/or Light Industrial (assumed as "Office Park" for consistency with the EIR analysis), 250,000 square feet of Retail, and a 400-room Hotel.

This analysis used the same baseline volumes, databases, trip generation rates and formulas, and basic methodologies and assumptions as in the EIR analysis. Manual analysis procedures were applied to compare the 4.0 MSF Rezone proposal with the similar Reduced Intensity Alternative analyzed in the Draft EIR. The Reduced Intensity Alternative consisted of 3.1 million square feet of Office, Research & Development and/or Light Industrial ("Office Park"), 200,000 square feet of Retail, 1,400 dwelling units, and a 400-room Hotel.

Traffic impacts of a project can generally be estimated by comparing its peak-hour trip generations with those of a similar project for which an impact analysis has already been performed, assuming the same project site, roadway network and study time frame. Accordingly, such estimation was made based on the trip generations presented in attached Exhibit A for the Reduced Intensity Alternative and the 4.0 MSF Rezone proposal.

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Compared to the Reduced Intensity Alternative, the 4.0 MSF Rezone proposal would generate approximately 700 fewer daily and 12 fewer AM peak-hour trips, and only six more PM peak-hour trips. Given these very slight differences in trip generation, it is estimated that the 4.0 MSF Rezone proposal would result in approximately the same significant traffic impacts as analyzed for the Reduced Intensity Alternative in the Draft EIR. These would include the same 52 study intersections significantly impacted by the Reduced Intensity Alternative. Implementation of the project mitigation measures would also be expected to have the same effectiveness for the 4.0 MSF Rezone proposal as they would for the Reduced Intensity Alternative, resulting in only two study intersections remaining with significant and unavoidable impacts.

Please contact me if you have any questions.

Sincerely,

Roy Nakamura
Senior Transportation Engineer

RN:n
C19019
attachment
cc: Greg Carpenter
David Roseman
Sheri Rossillo
Stephane Wandel
Walter Warden

EXHIBIT A
REDUCED INTENSITY ALTERNATIVE & DOUGLAS PARK 4.0 MSF DEVELOPMENT TRIP GENERATIONS

REDUCED INTENSITY ALTERNATIVE PER DEIR

			AM Peak Hour			PM Peak Hour		
Use	Size	Daily	I/B	O/B	Total	I/B	O/B	Total
Commercial/ Office Park	3,100,000 sf	32,720	3,443	426	3,869	541	3,326	3,867
Retail	200,000 sf	10,640	147	94	241	476	516	992
Hotel	400 rm	3,290	137	87	224	129	115	244
Residential	1,400 du	8,500	121	512	633	529	272	801
		55,150	3,848	1,119	4,967	1,675	4,229	5,904
Internal Trip Reduction								
Residential, 5%		(430)	0	(26)	(26)	(26)	0	(26)
Commercial/Office Park		(430)	(26)	0	(26)	0	(26)	(26)
		(860)	(26)	(26)	(52)	(26)	(26)	(52)
TDM Trip Reduction								
Commercial/Office Park (20% of Peak Hours)		(1,340)	(683)	0	(683)	0	(660)	(660)
Existing Driveways Volumes		(1,250)	(152)	(53)	(205)	(30)	(129)	(159)
Total Net Trip Generation		**51,700**	**2,987**	**1,040**	**4,027**	**1,619**	**3,414**	**5,033**

DOUGLAS PARK 4.0 MSF DEVELOPMENT

			AM Peak Hour			PM Peak Hour		
Use	Size	Daily	I/B	O/B	Total	I/B	O/B	Total
Commercial/ Office Park	3,750,000 sf	39,490	4,037	499	4,536	652	4,003	4,655
Retail	250,000 sf	12,290	168	108	226	552	598	1,150
Hotel	400 rm	3,290	137	87	224	129	115	244
		55,070	4,342	694	5,036	1,333	4,716	6,049
Internal Trip Reduction								
Retail, 5%		(610)	0	(5)	(5)	(28)	0	(28)
Commercial/Office Park		(610)	(5)	0	(5)	0	(28)	(28)
		(1,220)	(5)	(5)	(10)	(28)	(28)	(56)
TDM Trip Reduction								
Commercial/Office Park (20% of Peak Hours)		(1,600)	(806)	0	(806)	0	(795)	(795)
Existing Driveway Volumes		(1,250)	(152)	(53)	(205)	(30)	(129)	(159)
Total Net Trip Generation		**51,000**	**3,379**	**636**	**4,015**	**1,275**	**3,764**	**5,039**

CRAIN & ASSOCIATES
of Southern California

September 4, 2008

Mr. David Roseman
City Traffic Engineer
City of Long Beach
333 W. Ocean Boulevard, 10th Floor
Long Beach, CA 90802

RE: Douglas Park Rezone Project, Comparison and Analysis of Traffic Count Volumes

Dear Mr. Roseman,

As you are aware, on June 5, 2008, Crain & Associates submitted to the environmental consultant, PCR Services Corporation, a preliminary analysis comparing the 4,000,000 square-foot (4.0 MSF) "Rezone" project now proposed by The Boeing Company for the development of Douglas Park and the Reduced Intensity Alternative project analyzed in the EIR. Attachment A shows the close similarities in trip generation of the two projects. We estimated that the 4.0 MSF Rezone project would result in approximately the same significant impacts as analyzed for the Reduced Intensity Alternative project, and that the implementation of the mitigation measures would have approximately the same effectiveness for both projects.

To assist you is your assessment of the 4.0 MSF Rezone project, you requested that new traffic counts be conducted at approximately ten of the study intersections most severely impacted by the Reduced Intensity Alternative project. Accordingly, new AM and PM peak-hour traffic counts were performed in July 2008. To ensure adequate coverage, 24 study intersections were counted instead of 10 intersections. This group included the 12 intersections most severely impacted by the Reduced Intensity Alternative project, as well as representative intersections along the eight ITS/ATCS corridors. These are the corridors with the ITS/ATCS signal system being implemented by The Boeing Company. The 24 study intersections are listed in Attachment B and also shown graphically in Attachment C, along with the ITS/ATCS corridors. The new traffic count data sheets are provided as the last attachment.

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The peak-hour traffic volumes from the new counts were compared to the existing peak-hour volumes for the same intersections analyzed in the EIR. For the EIR, the existing year was 2002, a difference of six years compared to the current year of 2008. In order to provide a more equitable comparison, a growth factor of 1.0420 was applied to the 2002 volumes to develop estimated volumes for 2008. The 1.0420 factor was interpolated from the current Congestion Management Program's "General Traffic Volume Growth Factors" between the years 2010 and 2001 for the Gateway subregion, which includes the City of Long Beach.

Attachment D presents a comparison between the new 2008 count volumes and the growth-factored 2008 volumes for each of the 24 intersections. As indicated, most of the intersection volumes from the new counts are reduced compared to the volumes from the older 2002 counts, even after the latter have been growth-factored. Many of these reductions are substantial, i.e., 20 percent or more.

A peak-hour comparison was also made for each of the eight ITS/ATCS corridors utilizing the new 2008 count volumes and 2008 volumes estimated from the EIR. Four of these corridors run north-south and four run east-west. The bi-directional volumes at each newly counted intersection were added and assigned to the appropriate corridor. For example, the AM peak-hour northbound left-turn, through and right-turn volumes, and the southbound left-turn, through and right-turn volumes at the intersection of Carson Street/Lakewood Boulevard were added and assigned to the Lakewood Boulevard Corridor (north-south). The eastbound and westbound directional volumes at this intersection were added and assigned to the Carson Street Corridor (east-west). Estimates of the 2008 directional volumes based on the EIR were made by interpolating between the future 2020 "Without Project" and existing 2002 volumes for the same intersections. As with the new count volumes, these estimated directional volumes were added according to their appropriate north-south or east-west orientation and assigned to the appropriate corridor. It should be noted that the 2020 volumes in the EIR were based on SCAG growth forecast data and related projects information then available. Thus, the estimated 2008 volumes include a portion of the projected growth.

The results of the comparison analysis for the ITS/ATCS corridors are summarized in Attachment E. Based on this analysis, the 2008 volumes according to the new counts are less than the estimated 2008 volumes along all eight corridors for both peak hours. These decreases range from four to 29 percent and are consistent with those determined above from the intersection volumes comparison.

Assuming that the newly conducted traffic counts are generally representative of current traffic conditions in the study area, and that some of future development accounted for in the EIR database has occurred since 2002, it appears that current conditions are better overall than would have been forecast for 2008, leaving more unused capacity than forecast. In addition, with fuel being so expensive, traffic volumes region-wide have noticeably declined over the last several months due to motorists driving less. Due to the likelihood that the cost of fuel will continue to remain high, including the possibility of substantial increases, further decreases in traffic volumes, as well as vehicle miles traveled, are anticipated, which would result in even more unused capacity than projected. Therefore, under these circumstances, including their very similar trip generations, it is expected that future level of service conditions with the development of the Douglas Park 4.0 MSF Rezone project would be no worse than analyzed in the EIR for the Reduced Intensity Alternative project.

Please contact me if you have any questions.

Sincerely,

Roy Nakamura
Senior Transportation Engineer

RN:n
C19107
attachments
cc: Gregory Carpenter
Stephanie Eyestone-Jones
Stephane Wandel
Walter Warden

ATTACHMENT A
REDUCED INTENSITY ALTERNATIVE PROJECT & DOUGLAS PARK 4.0 MSF REZONE PROJECT TRIP GENERATIONS

REDUCED INTENSITY ALTERNATIVE PROJECT PER DEIR

			AM Peak Hour			PM Peak Hour		
Use	Size	Daily	I/B	O/B	Total	I/B	O/B	Total
Commercial/ Office Park	3,100,000 sf	32,720	3,443	426	3,869	541	3,326	3,867
Retail	200,000 sf	10,640	147	94	241	476	516	992
Hotel	400 rm	3,290	137	87	224	129	115	244
Residential	1,400 du	8,500	121	512	633	529	272	801
		55,150	3,848	1,119	4,967	1,675	4,229	5,904
Internal Trip Reduction								
Residential, 5%		(430)	0	(26)	(26)	(26)	0	(26)
Commercial/Office Park		(430)	(26)	0	(26)	0	(26)	(26)
		(860)	(26)	(26)	(52)	(26)	(26)	(52)
TDM Trip Reduction								
Commercial/Office Park (20% of Peak Hours)		(1,340)	(683)	0	(683)	0	(660)	(660)
Existing Driveways Volumes		(1,250)	(152)	(53)	(205)	(30)	(129)	(159)
Total Net Trip Generation		**51,700**	**2,987**	**1,040**	**4,027**	**1,619**	**3,414**	**5,033**

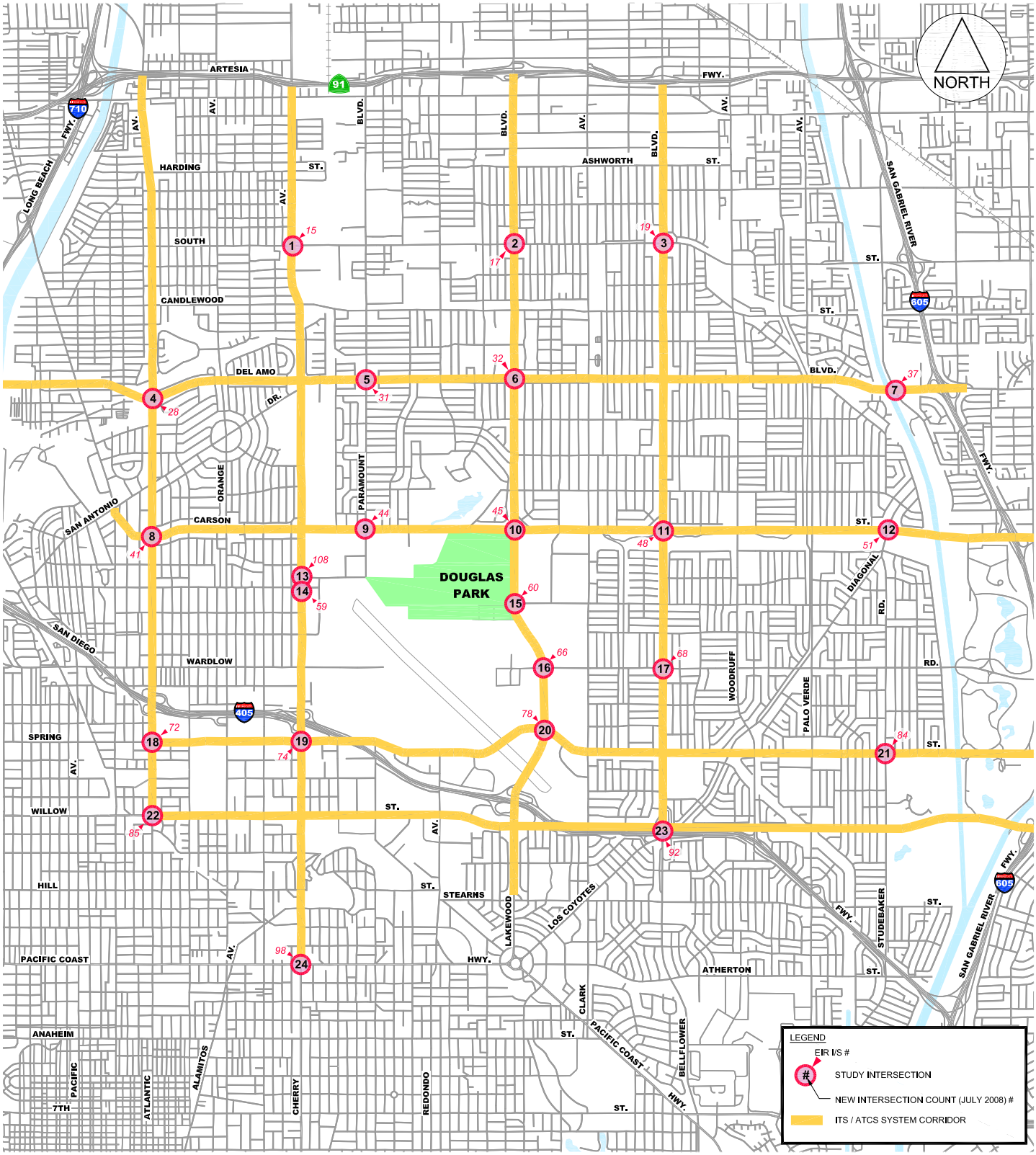
DOUGLAS PARK 4.0 MSF REZONE PROJECT

			AM Peak Hour			PM Peak Hour		
Use	Size	Daily	I/B	O/B	Total	I/B	O/B	Total
Commercial/ Office Park	3,750,000 sf	39,490	4,037	499	4,536	652	4,003	4,655
Retail	250,000 sf	12,290	168	108	226	552	598	1,150
Hotel	400 rm	3,290	137	87	224	129	115	244
		55,070	4,342	694	5,036	1,333	4,716	6,049
Internal Trip Reduction								
Retail, 5%		(610)	0	(5)	(5)	(28)	0	(28)
Commercial/Office Park		(610)	(5)	0	(5)	0	(28)	(28)
		(1,220)	(5)	(5)	(10)	(28)	(28)	(56)
TDM Trip Reduction								
Commercial/Office Park (20% of Peak Hours)		(1,600)	(806)	0	(806)	0	(795)	(795)
Existing Driveway Volumes		(1,250)	(152)	(53)	(205)	(30)	(129)	(159)
Total Net Trip Generation		**51,000**	**3,379**	**636**	**4,015**	**1,275**	**3,764**	**5,039**

ATTACHMENT B
DOUGLAS PARK REZONE ANALYSIS
STUDY INTERSECTIONS WITH NEW TRAFFIC COUNTS (JULY 2008)

Intersection Name	EIR Intersection No.
1. South St. & Cherry Ave.	15
2. South St. & Lakewood Blvd.	17
3. South St. & Bellflower Blvd.	19
4. Del Amo Blvd. & Atlantic Ave.	28
5. Del Amo Blvd. & Paramount Blvd.	31 *
6. Del Amo Blvd. & Lakewood Blvd.	32 *
7. Del Amo Blvd. & Studebaker Rd.	37
8. Carson St. & Atlantic Ave.	41
9. Carson St. & Paramount Blvd.	44 *
10. Carson St. & Lakewood Blvd.	45 *
11. Carson St. & Bellflower Blvd.	48 *
12. Carson St. & Los Coyotes Diagonal	51
13. Cover St. & Cherry Ave.	108 *
14. Bixby Rd. & Cherry Ave.	59 *
15. Conant St. & Lakewood Blvd.	60 *
16. Donald Douglas Dr.-Wardlow Rd. & Lakewood Blvd.	66 *
17. Wardlow Rd. & Bellflower Blvd.	68 *
18. Spring St. & Atlantic Ave.	72
19. Spring St. & Cherry Ave.	74 *
20. Spring St. & Lakewood Blvd.	78 *
21. Spring St. & Studebaker Rd.	84
22. Willow St. & Atlantic Ave.	85
23. Willow St. & Bellflower Blvd.	92
24. Pacific Coast Hwy. & Cherry Ave.	98

* One of 12 intersections most severely impacted by Reduced Intensity Alternative project.



ATTACHMENT C

9/4/2008

FN: \Boeing Long Beach-Douglas Park / StudyIntCountLocn.dwg

LOCATION MAP OF NEW INTERSECTION COUNTS AND ITS/ATCS SYSTEM CORRIDORS

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ATTACHMENT D
DOUGLAS PARK
COMPARISON OF PEAK HOUR TRAFFIC VOLUMES,
2008 COUNTS VS. 2002 COUNTS GROWTH FACTORED TO 2008

Growth Factor Δ = 1.0420 (Change between 2008 and 2002 per subregional growth factors from CMP)

1. South Street & Cherry Avenue (EIR I/S 15)

		WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND				
		L	T	R	L	T	R	L	T	R	L	T	R	TOTAL	
AM Peak	July 2008	189	307	132	80	334	130	47	490	128	132	724	70	2,763	
	2002	265	470	284	104	407	137	59	665	161	204	866	53	3,675	
	δ = 2002*Δ	276	490	296	108	424	143	61	693	168	213	902	55	3,829	
	July 2008 - δ	**-87**	**-183**	**-164**	**-28**	**-90**	**-13**	**-14**	**-203**	**-40**	**-81**	**-178**	**15**	**-1,066**	**2008: 28% reduction**
PM Peak	July 2008	202	594	208	83	540	101	115	815	290	204	735	70	3,957	
	2002	262	661	260	88	656	87	145	912	314	283	947	82	4,697	
	δ = 2002*Δ	273	689	271	92	684	91	151	950	327	295	987	85	4,894	
	July 2008 - δ	**-71**	**-95**	**-63**	**-9**	**-144**	**10**	**-36**	**-135**	**-37**	**-91**	**-252**	**-15**	**-937**	**2008: 19% reduction**

2. South Street & Lakewood Boulevard (EIR I/S 17)

		WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND				
		L	T	R	L	T	R	L	T	R	L	T	R	TOTAL	
AM Peak	July 2008	98	588	100	108	406	79	94	490	51	91	739	135	2,979	
	2002	156	880	191	119	567	83	137	755	59	188	949	136	4,220	
	δ = 2002*Δ	163	917	199	124	591	86	143	787	61	196	989	142	4,397	
	July 2008 - δ	**-65**	**-329**	**-99**	**-16**	**-185**	**-7**	**-49**	**-297**	**-10**	**-105**	**-250**	**-7**	**-1,418**	**2008: 32% reduction**
PM Peak	July 2008	156	700	114	176	759	226	112	1,240	127	143	1,038	121	4,912	
	2002	201	888	200	178	980	173	211	1,151	176	380	1,112	219	5,869	
	δ = 2002*Δ	209	925	208	185	1,021	180	220	1,199	183	396	1,159	228	6,115	
	July 2008 - δ	**-53**	**-225**	**-94**	**-9**	**-262**	**46**	**-108**	**41**	**-56**	**-253**	**-121**	**-107**	**-1,203**	**2008: 20% reduction**

3. South Street & Bellflower Boulevard (EIR I/S 19)

		WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND				
		L	T	R	L	T	R	L	T	R	L	T	R	TOTAL	
AM Peak	July 2008	58	502	87	81	403	90	89	423	70	85	429	98	2,415	
	2002	92	974	91	99	718	150	169	542	84	109	202	205	3,435	
	δ = 2002*Δ	96	1,015	95	103	748	156	176	565	88	114	210	214	3,579	
	July 2008 - δ	**-38**	**-513**	**-8**	**-22**	**-345**	**-66**	**-87**	**-142**	**-18**	**-29**	**219**	**-116**	**-1,164**	**2008: 33% reduction**
PM Peak	July 2008	107	949	145	120	951	106	137	596	156	200	694	177	4,338	
	2002	100	944	141	147	1,126	177	156	658	195	185	338	197	4,364	
	δ = 2002*Δ	104	984	147	153	1,173	184	163	686	203	193	352	205	4,547	
	July 2008 - δ	**3**	**-35**	**-2**	**-33**	**-222**	**-78**	**-26**	**-90**	**-47**	**7**	**342**	**-28**	**-209**	**2008: 5% reduction**

ATTACHMENT D (CONT.)
DOUGLAS PARK
COMPARISON OF PEAK HOUR TRAFFIC VOLUMES,
2008 COUNTS VS. 2002 COUNTS GROWTH FACTORED TO 2008

4. Del Amo Boulevard & Atlantic Avenue (EIR I/S 28)

		WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND				
		L	T	R	L	T	R	L	T	R	L	T	R	TOTAL	
AM Peak	July 2008	122	1155	63	83	549	142	178	294	41	100	536	213	3476	
	2002	104	1,273	125	82	550	171	202	324	88	192	621	100	3,832	
	δ = 2002*Δ	108	1,326	130	85	573	178	210	338	92	200	647	104	3,993	
	July 2008 - δ	**14**	**-171**	**-67**	**-2**	**-24**	**-36**	**-32**	**-44**	**-51**	**-100**	**-111**	**109**	**-517**	**2008: 13% reduction**
PM Peak	July 2008	154	748	99	159	1613	272	249	784	162	93	543	159	5035	
	2002	147	550	94	142	1,592	246	239	774	186	121	541	134	4,766	
	δ = 2002*Δ	153	573	98	148	1,659	256	249	807	194	126	564	140	4,966	
	July 2008 - δ	**1**	**175**	**1**	**11**	**-46**	**16**	**0**	**-23**	**-32**	**-33**	**-21**	**19**	**69**	**2008: 1% increase**

5. Del Amo Boulevard & Paramount Boulevard (EIR I/S 31)

		WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND				
		L	T	R	L	T	R	L	T	R	L	T	R	TOTAL	
AM Peak	July 2008	91	984	62	101	661	72	74	347	57	62	488	172	3171	
	2002	130	1,276	40	134	1,134	131	124	459	78	110	551	120	4,287	
	δ = 2002*Δ	135	1,330	42	140	1,182	137	129	478	81	115	574	125	4,467	
	July 2008 - δ	**-44**	**-346**	**20**	**-39**	**-521**	**-65**	**-55**	**-131**	**-24**	**-53**	**-86**	**47**	**-1,296**	**2008: 29% reduction**
PM Peak	July 2008	127	871	86	150	1414	120	82	640	167	90	512	146	4405	
	2002	92	1,088	61	143	1,281	113	64	620	185	88	524	147	4,406	
	δ = 2002*Δ	96	1,134	64	149	1,335	118	67	646	193	92	546	153	4,591	
	July 2008 - δ	**31**	**-263**	**22**	**1**	**79**	**2**	**15**	**-6**	**-26**	**-2**	**-34**	**-7**	**-186**	**2008: 4% reduction**

6. Lakewood Boulevard & Del Amo Boulevard (EIR I/S 32)

		WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND				
		L	T	R	L	T	R	L	T	R	L	T	R	TOTAL	
AM Peak	July 2008	102	718	110	96	571	174	120	426	73	111	739	111	3351	
	2002	138	1,170	180	140	985	239	163	626	70	172	888	147	4,918	
	δ = 2002*Δ	144	1,219	188	146	1,026	249	170	652	73	179	925	153	5,125	
	July 2008 - δ	**-42**	**-501**	**-78**	**-50**	**-455**	**-75**	**-50**	**-226**	**0**	**-68**	**-186**	**-42**	**-1,774**	**2008: 35% reduction**
PM Peak	July 2008	177	840	318	251	1186	120	245	1044	225	332	736	188	5662	
	2002	208	938	268	233	1,427	182	247	1,122	268	238	804	187	6,122	
	δ = 2002*Δ	217	977	279	243	1,487	190	257	1,169	279	248	838	195	6,379	
	July 2008 - δ	**-40**	**-137**	**39**	**8**	**-301**	**-70**	**-12**	**-125**	**-54**	**84**	**-102**	**-7**	**-717**	**2008: 11% reduction**

7. Del Amo Boulevard & Studebaker Road (EIR I/S 37)

ATTACHMENT D (CONT.)
DOUGLAS PARK
COMPARISON OF PEAK HOUR TRAFFIC VOLUMES,
2008 COUNTS VS. 2002 COUNTS GROWTH FACTORED TO 2008

		WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND				
		L	T	R	L	T	R	L	T	R	L	T	R	TOTAL	
AM Peak	July 2008	30	629	76	139	823	100	172	127	89	70	58	166	2,479	
	2002	33	889	154	181	999	125	233	220	129	76	86	253	3,378	
	δ = 2002*Δ	34	926	160	189	1,041	130	243	229	134	79	90	264	3,520	
	July 2008 - δ	**-4**	**-297**	**-84**	**-50**	**-218**	**-30**	**-71**	**-102**	**-45**	**-9**	**-32**	**-98**	**-1,041**	**2008: 30% reduction**
PM Peak	July 2008	120	837	99	230	974	273	167	109	43	71	142	261	3,326	
	2002	93	989	93	269	1,156	310	196	116	61	126	200	263	3,872	
	δ = 2002*Δ	97	1,031	97	280	1,205	323	204	121	64	131	208	274	4,035	
	July 2008 - δ	**23**	**-194**	**2**	**-50**	**-231**	**-50**	**-37**	**-12**	**-21**	**-60**	**-66**	**-13**	**-709**	**2008: 18% reduction**

8. Carson Street & Atlantic Avenue (EIR I/S 41)

		WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND				
		L	T	R	L	T	R	L	T	R	L	T	R	TOTAL	
AM Peak	July 2008	155	235	60	21	136	45	48	322	75	63	638	22	1820	
	2002	246	311	91	16	157	59	70	538	153	79	887	20	2,627	
	δ = 2002*Δ	256	324	95	17	164	61	73	561	159	82	924	21	2,737	
	July 2008 - δ	**-101**	**-89**	**-35**	**4**	**-28**	**-16**	**-25**	**-239**	**-84**	**-19**	**-286**	**1**	**-917**	**2008: 34% reduction**
PM Peak	July 2008	111	196	64	49	349	61	71	850	133	133	613	25	2655	
	2002	162	249	109	45	361	62	80	1,135	262	140	851	34	3,490	
	δ = 2002*Δ	169	259	114	47	376	65	83	1,183	273	146	887	35	3,637	
	July 2008 - δ	**-58**	**-63**	**-50**	**2**	**-27**	**-4**	**-12**	**-333**	**-140**	**-13**	**-274**	**-10**	**-982**	**2008: 27% reduction**

9. Carson Street & Paramount Boulevard (EIR I/S 44)

		WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND				
		L	T	R	L	T	R	L	T	R	L	T	R	TOTAL	
AM Peak	July 2008	209	821	80	125	592	25	52	165	64	246	379	191	2949	
	2002	187	913	85	118	730	37	28	116	88	229	307	250	3,088	
	δ = 2002*Δ	195	951	89	123	761	39	29	121	92	239	320	261	3,218	
	July 2008 - δ	**14**	**-130**	**-9**	**2**	**-169**	**-14**	**23**	**44**	**-28**	**7**	**59**	**-70**	**-269**	**2008: 8% reduction**
PM Peak	July 2008	206	840	197	250	1113	32	81	650	231	294	376	149	4419	
	2002	98	868	214	323	1,372	22	46	400	270	157	201	178	4,149	
	δ = 2002*Δ	102	904	223	337	1,430	23	48	417	281	164	209	185	4,323	
	July 2008 - δ	**104**	**-64**	**-26**	**-87**	**-317**	**9**	**33**	**233**	**-50**	**130**	**167**	**-36**	**96**	**2008: 2% increase**

ATTACHMENT D (CONT.)
DOUGLAS PARK
COMPARISON OF PEAK HOUR TRAFFIC VOLUMES,
2008 COUNTS VS. 2002 COUNTS GROWTH FACTORED TO 2008

10. Carson Street & Lakewood Boulevard (EIR I/S 45)

		WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND				
		L	T	R	L	T	R	L	T	R	L	T	R	TOTAL	
AM Peak	July 2008	123	660	22	66	498	246	281	498	139	56	828	100	3517	
	2002	126	895	20	58	799	276	299	675	198	80	982	115	4,523	
	δ = 2002*Δ	131	933	21	60	833	288	312	703	206	83	1,023	120	4,713	
	July 2008 - δ	**-8**	**-273**	**1**	**6**	**-335**	**-42**	**-31**	**-205**	**-67**	**-27**	**-195**	**-20**	**-1,196**	**2008: 25% reduction**
PM Peak	July 2008	124	648	65	245	1055	399	396	1240	183	113	758	105	5331	
	2002	119	735	69	250	1,315	361	374	1,260	189	137	801	84	5,694	
	δ = 2002*Δ	124	766	72	261	1,370	376	390	1,313	197	143	835	88	5,933	
	July 2008 - δ	**0**	**-118**	**-7**	**-16**	**-315**	**23**	**6**	**-73**	**-14**	**-30**	**-77**	**17**	**-602**	**2008: 10% reduction**

11. Carson Street & Bellflower Boulevard (EIR I/S 48)

		WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND				
		L	T	R	L	T	R	L	T	R	L	T	R	TOTAL	
AM Peak	July 2008	123	789	40	44	374	97	120	379	98	66	552	52	2734	
	2002	160	1,021	77	104	457	104	142	671	102	67	809	52	3,766	
	δ = 2002*Δ	167	1,064	80	108	476	108	148	699	106	70	843	54	3,924	
	July 2008 - δ	**-44**	**-275**	**-40**	**-64**	**-102**	**-11**	**-28**	**-320**	**-8**	**-4**	**-291**	**-2**	**-1,190**	**2008: 30% reduction**
PM Peak	July 2008	134	629	130	138	1122	167	196	771	188	140	592	43	4250	
	2002	110	725	90	168	1,485	204	271	1,056	217	192	686	48	5,252	
	δ = 2002*Δ	115	755	94	175	1,547	213	282	1,100	226	200	715	50	5,473	
	July 2008 - δ	**19**	**-126**	**36**	**-37**	**-425**	**-46**	**-86**	**-329**	**-38**	**-60**	**-123**	**-7**	**-1,223**	**2008: 22% reduction**

12. Carson Street & Los Coyotes Diagonal (EIR I/S 51)

		WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND				
		L	T	R	L	T	R	L	T	R	L	T	R	TOTAL	
AM Peak	July 2008	324	769	39	6	540	144	163	42	285	95	148	19	2,574	
	2002	591	925	48	11	436	223	287	145	368	78	291	41	3,444	
	δ = 2002*Δ	616	964	50	11	454	232	299	151	383	81	303	43	3,589	
	July 2008 - δ	**-292**	**-195**	**-11**	**-5**	**86**	**-88**	**-136**	**-109**	**-98**	**14**	**-155**	**-24**	**-1,015**	**2008: 28% reduction**
PM Peak	July 2008	390	998	122	18	1,040	167	248	190	574	104	120	31	4,002	
	2002	462	801	91	35	1,232	240	314	242	674	98	149	34	4,372	
	δ = 2002*Δ	481	835	95	36	1,284	250	327	252	702	102	155	35	4,556	
	July 2008 - δ	**-91**	**163**	**27**	**-18**	**-244**	**-83**	**-79**	**-62**	**-128**	**2**	**-35**	**-4**	**-554**	**2008: 12% reduction**

ATTACHMENT D (CONT.)
DOUGLAS PARK
COMPARISON OF PEAK HOUR TRAFFIC VOLUMES,
2008 COUNTS VS. 2002 COUNTS GROWTH FACTORED TO 2008

13. Cover Street & Cherry Avenue (EIR I/S 108)

		WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND				
		L	T	R	L	T	R	L	T	R	L	T	R	TOTAL	
AM Peak	July 2008	0	0	26	0	0	0	0	811	68	0	1,416	0	2,321	
	2002	0	0	16	0	0	0	0	1,181	58	0	1,819	0	3,074	
	δ = 2002*Δ	0	0	17	0	0	0	0	1,231	60	0	1,895	0	3,203	
	July 2008 - δ	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**-420**	**8**	**0**	**-479**	**0**	**-882**	**2008: 28% reduction**
PM Peak	July 2008	0	0	72	0	0	0	0	1,456	33	0	1,080	0	2,641	
	2002	0	0	73	0	0	0	0	1,901	58	0	1,336	0	3,368	
	δ = 2002*Δ	0	0	76	0	0	0	0	1,981	60	0	1,392	0	3,509	
	July 2008 - δ	**0**	**0**	**-4**	**0**	**0**	**0**	**0**	**-525**	**-27**	**0**	**-312**	**0**	**-868**	**2008: 25% reduction**

14. Bixby Road & Cherry Avenue (EIR I/S 59)

		WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND				
		L	T	R	L	T	R	L	T	R	L	T	R	TOTAL	
AM Peak	July 2008	31	21	15	41	24	57	22	793	58	40	1,361	27	2,490	
	2002	21	35	11	63	25	75	69	1,217	47	63	1,700	29	3,355	
	δ = 2002*Δ	22	36	11	66	26	78	72	1,268	49	66	1,771	30	3,496	
	July 2008 - δ	**9**	**-15**	**4**	**-25**	**-2**	**-21**	**-50**	**-475**	**9**	**-26**	**-410**	**-3**	**-1,006**	**2008: 29% reduction**
PM Peak	July 2008	57	48	59	85	35	40	38	1,326	39	21	1,037	51	2,836	
	2002	51	40	34	99	52	44	43	1,741	54	25	1,175	41	3,399	
	δ = 2002*Δ	53	42	35	103	54	46	45	1,814	56	26	1,224	43	3,542	
	July 2008 - δ	**4**	**6**	**24**	**-18**	**-19**	**-6**	**-7**	**-488**	**-17**	**-5**	**-187**	**8**	**-706**	**2008: 20% reduction**

15. Conant Street & Lakewood Boulevard (EIR I/S 60)

		WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND				
		L	T	R	L	T	R	L	T	R	L	T	R	TOTAL	
AM Peak	July 2008	22	0	35	2	1	3	7	945	73	10	1156	1	2255	
	2002	16	22	13	4	12	1	62	1,125	39	15	1,356	40	2,705	
	δ = 2002*Δ	17	23	14	4	13	1	65	1,172	41	16	1,413	42	2,819	
	July 2008 - δ	**5**	**-23**	**21**	**-2**	**-12**	**2**	**-58**	**-227**	**32**	**-6**	**-257**	**-41**	**-564**	**2008: 20% reduction**
PM Peak	July 2008	51	0	41	0	0	0	0	1726	49	32	1299	0	3198	
	2002	45	4	16	14	3	2	4	1,695	11	13	1,248	2	3,057	
	δ = 2002*Δ	47	4	17	15	3	2	4	1,766	11	14	1,300	2	3,185	
	July 2008 - δ	**4**	**-4**	**24**	**-15**	**-3**	**-2**	**-4**	**-40**	**38**	**18**	**-1**	**-2**	**13**	**2008: approx. no change**

ATTACHMENT D (CONT.)
DOUGLAS PARK
COMPARISON OF PEAK HOUR TRAFFIC VOLUMES,
2008 COUNTS VS. 2002 COUNTS GROWTH FACTORED TO 2008

16. Donald Douglas Drive-Wardlow Road & Lakewood Boulevard (EIR I/S 66)

		WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND				
		L	T	R	L	T	R	L	T	R	L	T	R	TOTAL	
AM Peak	July 2008	288	76	142	53	27	152	315	885	70	44	1029	62	3143	
	2002	418	128	234	56	28	248	402	1,050	91	84	1,201	52	3,992	
	δ = 2002*Δ	436	133	244	58	29	258	419	1,094	95	88	1,251	54	4,160	
	July 2008 - δ	**-148**	**-57**	**-102**	**-5**	**-2**	**-106**	**-104**	**-209**	**-25**	**-44**	**-222**	**8**	**-1,017**	**2008: 24% reduction**
PM Peak	July 2008	83	100	68	158	168	395	373	1476	282	153	1064	72	4392	
	2002	76	47	74	95	136	265	228	1,503	273	176	1,240	62	4,175	
	δ = 2002*Δ	79	49	77	99	142	276	238	1,566	284	183	1,292	65	4,350	
	July 2008 - δ	**4**	**51**	**-9**	**59**	**26**	**119**	**135**	**-90**	**-2**	**-30**	**-228**	**7**	**42**	**2008: 1% increase**

17. Wardlow Road & Bellflower Boulevard (EIR I/S 68)

		WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND				
		L	T	R	L	T	R	L	T	R	L	T	R	TOTAL	
AM Peak	July 2008	95	492	44	24	147	31	62	396	42	51	822	37	2243	
	2002	155	797	71	30	268	51	84	710	65	136	808	47	3,222	
	δ = 2002*Δ	162	830	74	31	279	53	88	740	68	142	842	49	3,357	
	July 2008 - δ	**-67**	**-338**	**-30**	**-7**	**-132**	**-22**	**-26**	**-344**	**-26**	**-91**	**-20**	**-12**	**-1,114**	**2008: 33% reduction**
PM Peak	July 2008	78	337	56	45	482	45	58	1002	75	73	730	39	3020	
	2002	62	545	82	139	334	74	119	823	13	57	1,313	98	3,659	
	δ = 2002*Δ	65	568	85	145	348	77	124	858	14	59	1,368	102	3,813	
	July 2008 - δ	**13**	**-231**	**-29**	**-100**	**134**	**-32**	**-66**	**144**	**61**	**14**	**-638**	**-63**	**-793**	**2008: 21% reduction**

18. Spring Street & Atlantic Avenue (EIR I/S 72)

		WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND				
		L	T	R	L	T	R	L	T	R	L	T	R	TOTAL	
AM Peak	July 2008	188	412	67	130	326	42	47	744	56	92	979	176	3,259	
	2002	170	536	70	138	365	65	28	734	30	52	1,144	135	3,467	
	δ = 2002*Δ	177	559	73	144	380	68	29	765	31	54	1,192	141	3,613	
	July 2008 - δ	**11**	**-147**	**-6**	**-14**	**-54**	**-26**	**18**	**-21**	**25**	**38**	**-213**	**35**	**-354**	**2008: 10% reduction**
PM Peak	July 2008	84	465	69	209	786	42	45	1,036	44	165	1,005	171	4,121	
	2002	56	390	83	242	546	38	33	1,217	168	89	972	123	3,957	
	δ = 2002*Δ	58	406	86	252	569	40	34	1,268	175	93	1,013	128	4,123	
	July 2008 - δ	**26**	**59**	**-17**	**-43**	**217**	**2**	**11**	**-232**	**-131**	**72**	**-8**	**43**	**-2**	**2008: approx. no change**

ATTACHMENT D (CONT.)
DOUGLAS PARK
COMPARISON OF PEAK HOUR TRAFFIC VOLUMES,
2008 COUNTS VS. 2002 COUNTS GROWTH FACTORED TO 2008

19. Spring Street & Cherry Avenue (EIR I/S 74)

		WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND				
		L	T	R	L	T	R	L	T	R	L	T	R	TOTAL	
AM Peak	July 2008	94	653	516	107	417	51	36	1,006	165	237	1,006	119	4,407	
	2002	57	478	242	99	372	52	232	1,137	41	154	960	59	3,883	
	δ = 2002*Δ	59	498	252	103	388	54	242	1,185	43	160	1,000	61	4,046	
	July 2008 - δ	**35**	**155**	**264**	**4**	**29**	**-3**	**-206**	**-179**	**122**	**77**	**6**	**58**	**361**	**2008: 9% increase**
PM Peak	July 2008	141	846	234	66	1,022	181	74	1,196	123	294	1,182	79	5,438	
	2002	104	471	380	125	704	111	206	1,209	51	321	1,229	73	4,984	
	δ = 2002*Δ	108	491	396	130	734	116	215	1,260	53	334	1,281	76	5,193	
	July 2008 - δ	**33**	**355**	**-162**	**-64**	**288**	**65**	**-141**	**-64**	**70**	**-40**	**-99**	**3**	**245**	**2008: 5% increase**

20. Spring Street & Lakewood Boulevard (EIR I/S 78)

		WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND				
		L	T	R	L	T	R	L	T	R	L	T	R	TOTAL	
AM Peak	July 2008	218	1009	112	225	350	23	172	984	269	183	906	416	4867	
	2002	306	1,551	209	234	365	28	224	934	221	235	1,064	784	6,155	
	δ = 2002*Δ	319	1,616	218	244	380	29	233	973	230	245	1,109	817	6,414	
	July 2008 - δ	**-101**	**-607**	**-106**	**-19**	**-30**	**-6**	**-61**	**11**	**39**	**-62**	**-203**	**-401**	**-1,547**	**2008: 24% reduction**
PM Peak	July 2008	218	434	124	639	1050	241	60	1294	140	182	1010	291	5683	
	2002	287	587	208	529	1,198	254	94	1,135	180	213	1,163	311	6,159	
	δ = 2002*Δ	299	612	217	551	1,248	265	98	1,183	188	222	1,212	324	6,418	
	July 2008 - δ	**-81**	**-178**	**-93**	**88**	**-198**	**-24**	**-38**	**111**	**-48**	**-40**	**-202**	**-33**	**-735**	**2008: 11% reduction**

21. Spring Street & Studebaker Road (EIR I/S 84)

		WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND				
		L	T	R	L	T	R	L	T	R	L	T	R	TOTAL	
AM Peak	July 2008	196	774	30	59	347	77	90	302	174	61	437	79	2,626	
	2002	374	1,357	86	64	527	97	110	432	290	88	610	105	4,140	
	δ = 2002*Δ	390	1,414	90	67	549	101	115	450	302	92	636	109	4,314	
	July 2008 - δ	**-194**	**-640**	**-60**	**-8**	**-202**	**-24**	**-25**	**-148**	**-128**	**-31**	**-199**	**-30**	**-1,688**	**2008: 39% reduction**
PM Peak	July 2008	207	790	109	147	899	169	134	650	240	45	371	86	3,847	
	2002	311	994	153	158	971	189	161	851	314	86	438	57	4,683	
	δ = 2002*Δ	324	1,036	159	165	1,012	197	168	887	327	90	456	59	4,880	
	July 2008 - δ	**-117**	**-246**	**-50**	**-18**	**-113**	**-28**	**-34**	**-237**	**-87**	**-45**	**-85**	**27**	**-1,033**	**2008: 21% reduction**

ATTACHMENT D (CONT.)
DOUGLAS PARK
COMPARISON OF PEAK HOUR TRAFFIC VOLUMES,
2008 COUNTS VS. 2002 COUNTS GROWTH FACTORED TO 2008

22. Willow Street & Atlantic Avenue (EIR I/S 85)

		WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND				
		L	T	R	L	T	R	L	T	R	L	T	R	TOTAL	
AM Peak	July 2008	80	885	258	121	677	56	106	522	88	113	907	118	3,931	
	2002	115	1,147	263	168	975	64	97	579	130	107	550	80	4,275	
	δ = 2002*Δ	120	1,195	274	175	1,016	67	101	603	135	111	573	83	4,455	
	July 2008 - δ	**-40**	**-310**	**-16**	**-54**	**-339**	**-11**	**5**	**-81**	**-47**	**2**	**334**	**35**	**-524**	**2008: 12% reduction**
PM Peak	July 2008	108	1,037	74	138	1,255	116	126	830	63	261	854	159	5,021	
	2002	118	1,070	165	175	1,275	136	107	716	167	289	734	183	5,135	
	δ = 2002*Δ	123	1,115	172	182	1,329	142	111	746	174	301	765	191	5,351	
	July 2008 - δ	**-15**	**-78**	**-98**	**-44**	**-74**	**-26**	**15**	**84**	**-111**	**-40**	**89**	**-32**	**-330**	**2008: 6% reduction**

23. Willow Street & Bellflower Boulevard (EIR I/S 92)

		WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND				
		L	T	R	L	T	R	L	T	R	L	T	R	TOTAL	
AM Peak	July 2008	81	1,008	355	54	376	158	129	1,040	4	35	709	142	4,091	
	2002	94	1,302	491	92	444	138	136	1,382	19	30	1,135	152	5,415	
	δ = 2002*Δ	98	1,357	512	96	463	144	142	1,440	20	31	1,183	158	5,642	
	July 2008 - δ	**-17**	**-349**	**-157**	**-42**	**-87**	**14**	**-13**	**-400**	**-16**	**4**	**-474**	**-16**	**-1,551**	**2008: 27% reduction**
PM Peak	July 2008	50	500	156	117	889	316	150	1,604	19	61	1,092	100	5,054	
	2002	65	561	192	132	1,038	278	150	2,000	26	58	1,317	96	5,913	
	δ = 2002*Δ	68	585	200	138	1,082	290	156	2,084	27	60	1,372	100	6,161	
	July 2008 - δ	**-18**	**-85**	**-44**	**-21**	**-193**	**26**	**-6**	**-480**	**-8**	**1**	**-280**	**0**	**-1,107**	**2008: 18% reduction**

24. Pacific Coast Highway & Cherry Avenue (EIR I/S 98)

		WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND				
		L	T	R	L	T	R	L	T	R	L	T	R	TOTAL	
AM Peak	July 2008	29	1,407	242	106	981	54	78	472	38	210	490	127	4,234	
	2002	38	1,733	306	119	903	53	112	460	30	106	309	105	4,274	
	δ = 2002*Δ	40	1,806	319	124	941	55	117	479	31	110	322	109	4,454	
	July 2008 - δ	**-11**	**-399**	**-77**	**-18**	**40**	**-1**	**-39**	**-7**	**7**	**100**	**168**	**18**	**-220**	**2008: 5% reduction**
PM Peak	July 2008	94	1,262	155	152	1,521	98	91	420	32	245	909	117	5,096	
	2002	76	1,076	212	217	1,926	143	91	492	40	148	530	93	5,044	
	δ = 2002*Δ	79	1,121	221	226	2,007	149	95	513	42	154	552	97	5,256	
	July 2008 - δ	**15**	**141**	**-66**	**-74**	**-486**	**-51**	**-4**	**-93**	**-10**	**91**	**357**	**20**	**-160**	**2008: 3% reduction**

ATTACHMENT E
DOUGLAS PARK REZONE ANALYSIS
COMPARISON OF PEAK HOUR TRAFFIC VOLUMES ON ITS/ATCS CORRIDORS,
2008 COUNT VOLUMES VS. ESTIMATED 2008 VOLUMES PER INTERPOLATION

ITS/ATCS Corridors	Peak Hour	Volumes Per July 2008 Counts (A)	Estimated 2008 Volumes Per Interpolation From EIR (B)	Percent Decrease (A) vs. (B)
Atlantic Blvd Corridor	AM	6,478	7,523	-14%
	PM	8,574	9,117	-6%
Cherry Ave Corridor	AM	10,171	12,799	-21%
	PM	12,072	14,530	-17%
Lakewood Blvd Corridor	AM	12,298	16,086	-24%
	PM	17,849	19,571	-9%
Bellflower Blvd Corridor	AM	5,930	8,266	-28%
	PM	8,893	9,948	-11%
Del Amo Blvd Corridor	AM	7,653	10,721	-29%
	PM	11,238	11,678	-4%
Carson St Corridor	AM	7,408	9,981	-26%
	PM	11,059	12,515	-12%
Spring St Corridor	AM	6,423	8,575	-25%
	PM	9,172	9,589	-4%
Willow St Corridor	AM	4,109	5,522	-26%
	PM	4,756	5,478	-13%