

APPENDIX L

Transportation

L-1 CEQA Thresholds Transportation Memorandum



MEMORANDUM

TO: Wes Pringle, LADOT

CC: Mike Harden, ESA

FROM: Jonathan Chambers, P.E.

DATE: March 2, 2020

RE: CEQA Thresholds Analysis for the
6220 Yucca Street Mixed-Use Project
Hollywood, California

Ref: J1372

This memorandum provides an analysis of potential transportation impacts for the 6220 Yucca Street Mixed-Use Project (Project) in the Hollywood community of the City of Los Angeles, California (City) based on the City's new *Transportation Assessment Guidelines* (Los Angeles Department of Transportation [LADOT], July 2019) (TAG). The analysis applies the California Environmental Quality Act (CEQA) thresholds identified in the TAG.

The Project was previously analyzed for potential transportation impacts using the level of service (LOS) methodology formerly required by CEQA. *Traffic Study for the 6220 Yucca Street Mixed-Use Project* (Gibson Transportation Consulting, Inc., February 2018) (LOS-Based Study) was reviewed and approved by LADOT via an inter-departmental memorandum to the City Planning Department on April 17, 2018.

PROJECT DESCRIPTION AND CONTEXT

The Project is a mixed-use development including 210 multi-family residential units, 136 hotel rooms, and approximately 12,570 square feet of commercial/restaurant uses in two buildings. Building 1, on the western portion of the Project site, would include the hotel, commercial/restaurant uses, and 197 residential units. Building 2, on the eastern portion of the Project site, would include the remaining 13 residential units. The Project site is currently developed with one single-family residence, one duplex (two multi-family units), and three two-story apartment buildings (40 residential units) for a total of 43 residential units, all of which would be removed with the Project.

The Project site is located at the southeast corner of Argyle Avenue & Yucca Street, less than 500 feet north of Hollywood Boulevard and less than 700 feet from the Los Angeles County Metropolitan Transportation Authority (Metro) Hollywood/Vine Metro B Line (formerly Red Line) subway station. Additionally, there are numerous transit buses, including Rapid buses, running along Hollywood Boulevard and several bus lines that pass adjacent to the Project site.

on Argyle Avenue and/or Yucca Street. The Project site is in a very walkable area with many nearby amenities and easy access to high-quality and high-frequency public transportation.

CEQA THRESHOLDS

The TAG identifies three CEQA thresholds applicable to the Project¹. Should a project exceed thresholds identified in the TAG, its impact would be considered significant under CEQA and thus would require any feasible mitigation measures be implemented to reduce the impact below the threshold of significance, to the extent feasible. The following CEQA thresholds identified in the TAG are consistent with City thresholds and with CEQA guidance:

- Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies
- Threshold T-2.1: Causing Substantial Vehicle Miles Traveled (VMT)
- Threshold T-3: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use

The Project meets the TAG screening criteria for analysis under each of these three thresholds.

THRESHOLD T-1: CONFLICTING WITH PLANS, PROGRAMS, ORDINANCES, OR POLICIES

Threshold T-1 states that a project would result in an impact if it conflicts with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities. Table 2.1-1 of the TAG provides the City plans, policies, programs, ordinances and standards relevant in determining project consistency. The TAG requires that a Project answer the questions from Table 2.1-2 of the TAG to help guide the consistency review. Those questions and the Project's responses are shown in Table 1.

As summarized below, the Project is consistent with the City documents listed in Table 2.1-1 of the TAG; therefore, the Project would not result in a significant impact under Threshold T-1. Detailed discussion of the plans, programs, ordinances, or policies related are provided below.

Mobility Plan 2035

Mobility Plan 2035: An Element of the General Plan (Los Angeles Department of City Planning [LADCP], January 2016) (Mobility Plan) combines "complete street" principles with the following five goals that define the City's mobility priorities:

1. Safety First
2. World Class Infrastructure
3. Access for all Angelenos
4. Collaboration, Communication, and Informed Choices

¹ A fourth threshold, Threshold T-2.2: Substantially Inducing Additional Automobile Travel, is intended for projects that increase vehicular capacity on roadways. The Project does not meet the screening criteria for Threshold T-2.2 and Threshold T-2.2 does not apply to the Project.

5. Clean Environments and Healthy Communities

The Project would not interfere with any of the safety policies enumerated in Chapter 1, Safety First, of the Mobility Plan. All three streets along the Project Site frontage are designated part of the neighborhood enhanced network (one of the modal networks identified in Chapter 2, World Class Infrastructure, of the Mobility Plan) and the Project maintains the existing character of those streets while widening the sidewalks on Yucca Street and Vista Del Mar Avenue. The surrounding streets are not part of any other modal network, despite the fact that the Project Site is located within a Transit Oriented Communities Tier 4 area, indicating the Project Site is within 750 feet of a Metro rail station (the Hollywood/Vine Station). The Project supports Policy 2.10, Loading Areas, by providing an inset curb on Yucca Street in front of the residential lobby.

The Project would comply with Policy 3.2, People with Disabilities, by implementing all applicable Americans with Disabilities Act facilities in the Project design. Additionally, the Project supports Policy 3.3, Land use Access and Mix, through the provision of high-density housing, hotel, and commercial uses in close proximity to transit and a major commercial corridor (Hollywood Boulevard). The Project would support Policy 3.8, Bicycle Parking, through the provision of secure bicycle parking for residents and additional bicycle parking for hotel guests, visitors, and employees consistent with LAMC requirements without eliminating any current similar bicycle facilities or infrastructure.

The Project supports Policies 4.8, Transportation Demand Management (TDM) Strategies, and 4.9, Transportation Management Organizations (TMO), through development of a Project TDM program and participation in the Hollywood TMO if and when it is established. The Project also supports Policy 5.2, Vehicle Miles Traveled, by producing fewer VMT per capita than the area average (as described in the discussion of Threshold T-2.1 later in this report) and providing the TDM program and participating in the TMO to reduce automobile trips.

The Project also would support various programs identified in the Mobility Plan. It would support the goals of Programs C.5, Citywide Active Transportation Map, C.7, Multi-Modal Access Campaign, and C.8, Neighborhood Network and Business District Maps, through the TDM program's education efforts. The Project would support program ENG.1, Automated Traffic Surveillance and Control (ATSAC), through replacement of fiber optic video cable near the Project Site. It would support ENG.5, Caltrans Design, by helping to fund installation of a traffic signal at the US 101 southbound off-ramp to Gower Street. It would support ENG.6, Bicycle Enhanced Network, and ENG.17, Bicycle Lane Network, through the provision of \$75,000 toward the City's bicycle plan implementation. It would support MG.7, Transportation Management Organizations, by joining the Hollywood TMO as a member if and when it is established. It would support PK.14, Unbundled Parking Options, by unbundling parking from residential leases. It would support PL.2, Local Access, and PL.3, Mixed-Use, by developing a mix of residential and hotel uses along with ground-floor retail and restaurant space.

The Project would not interfere with any other policies or programs of the Mobility Plan and would, therefore, be consistent with it.

Plan for a Healthy Los Angeles

Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan (LADCP, March 2015) (Plan for a Healthy Los Angeles) introduces guidelines for the City to follow to enhance the City's position as a regional leader in health and equity, encourage healthy design and equitable access, and increase awareness of equity and environmental issues.

The Project supports Policy 2.10, Social Connectedness, through its street-facing commercial spaces which include patio dining adjacent to sidewalks. It also supports Policy 5.7, Land Use Planning for Public Health and Greenhouse Gas (GHG) Emission Reduction, by reducing single-occupant vehicle trips by virtue of its location near to abundant high-quality and high-frequency transit options and its provision of a TDM program and participation in the Hollywood TMO, if and when it is established. The Project does not interfere with any other policies recommended by the plan. Therefore, it is consistent with Plan for a Healthy Los Angeles.

Land Use Element of the General Plan (Hollywood Community Plan)

The City General Plan's Land Use Element contains 35 Community Plans that establish specific goals and strategies for the various neighborhoods across Los Angeles. This Project falls within the boundaries of the *Hollywood Community Plan* (LADCP, December 1998) (the Community Plan).

The Project would be consistent with the objectives of this plan by furthering the development of Hollywood as a major center of population, employment, and retail services. The Project also provides appropriate transitions from the smaller Building 2 to an adjacent historic district. Building 2 also provides a transition into the larger Building 1, which provides a high-density mix of General Plan-consistent uses among adjacent, similarly scaled towers. The Project would be consistent with the Plan's objectives related to developing additional commercial uses in appropriate locations, providing adequate public services, utilities, and open space to meet anticipated demands, and coordinating land use with transportation planning through its location within a City Transit Oriented Community and other transportation-related programs, design features, and through the implementation of a TDM program. In line with these objectives, the Project would increase housing and jobs in proximity to the Metro B Line, other regional Metro bus lines, and LADOT DASH lines. Furthermore, the Project would include bicycle parking spaces for Project residents, employees, and visitors consistent with LAMC requirements, and would implement activated street frontages and sidewalk improvements that would improve and promote pedestrian travel.

Specific Plans

The Project is not located within an area currently governed by a Specific Plan and, therefore, this does not apply to the Project.

Los Angeles Municipal Code (LAMC) Section 12.21.A.16 (Bicycle Parking)

LAMC Section 12.21.A.16 details the bicycle parking requirements for new developments. As shown in Table 2, the Project would require a total of 13 short-term and 128 long-term bicycle parking spaces for residential uses and 20 short-term and 20 long-term spaces for the commercial uses (hotel, retail, and restaurant). The Project would provide these spaces and thereby meet the LAMC requirements for on-site parking supply.

LAMC Section 12.26J (TDM Ordinance)

LAMC Section 12.26J, the TDM Ordinance (1993) establishes TDM requirements for projects with at least 25,000 square feet of non-residential floor area². Since the Project only includes 12,570 sf of non-residential floor area, the TDM ordinance would not apply.

LAMC Section 12.37 (Waivers of Dedications and Improvement)

Under LAMC Section 12.37, a project must dedicate and improve adjacent streets to half-right-of-way (ROW) standards consistent with street designations from the Mobility Plan or request a waiver of dedication or improvement supported by findings. The Project's entitlement request includes a request for waiver of dedication based on the following information.

The Project site has frontage on Argyle Avenue, Yucca Street, and Vista Del Mar Avenue, all of which are designated local streets in the Mobility Plan. Local streets have a designated width of 36 feet within a total ROW of 60 feet, thereby requiring 24 feet of sidewalks in total that can be met on either or both sides of the street, which typically would result in 12-foot sidewalks on both sides of the street. Currently, Argyle Avenue exceeds the required street width and provides 12-foot sidewalks. The Project proposes a reduction in sidewalk width while maintaining the current road width along Argyle Avenue. Between public and private dedicated sidewalks, the Project would provide sidewalk widths of approximately 9'-6" to 9'-9" along Argyle Avenue, which would require the City to waive the 12-foot sidewalk requirement for the Project. In the absence of the grant of a waiver, the Project would have to provide the full 12-foot sidewalk. A narrowed sidewalk, if the waiver were approved, would not cause pedestrian capacity constraints on Argyle Avenue based on existing pedestrian volumes or future volumes after increases from the Project and other surrounding development.

Yucca Street exceeds the required street width but only provides six-foot sidewalks. The Project requests to waive the dedication that would otherwise be required on Yucca Street, but the Project would provide sidewalks exceeding 12 feet in width for the majority of the Project frontage onto Yucca Street with certain exceptions for architectural building projections in discrete locations. This additional sidewalk width, though on private property, would be made publicly accessible through an easement or license and would, thus, be functionally indistinguishable from a sidewalk fully in the public ROW. Accordingly, the Project proposes to exceed the applicable street standard relative to sidewalks for the majority of the Project site frontage on Yucca Street, only providing short sections of sidewalk with a substandard width in a manner that provides overall compliance with the standard. A waiver may also be requested for the limited substandard portion

² Hotel guest rooms are considered residential.

of the sidewalk, if determined to be necessary by the City. Because it meets the street standards for the entire Project frontage onto Yucca Street, and sidewalk standards for the majority of the Project frontage onto Yucca Street with a mix of public and private sidewalks with only a small portion of the frontage providing substandard sidewalks, the Project would not conflict with LAMC Section 12.37 and the City's applicable street standards.

Vista Del Mar Avenue has only 28 feet of ROW, including four-foot sidewalks adjacent to the Project site. However, south of the Project's frontage onto Vista Del Mar Avenue, the remainder of the block consists of contributor properties to the Vista Del Mar – Carlos Historic District. As part of a historic district, it is not reasonably foreseeable that these sites would be redeveloped and, thus, it is not foreseeable that the entire sidewalk and street would be widened to meet the applicable street standards to maintain the protection of a historic district and the maintenance of the historic streetscape. The maintenance and protection of historic resources and settings provides a basis under LAMC Section 12.37 upon which the City may grant a waiver of dedications or improvements under most recent applicable street standards that may differ from the existing historic setting, where policy considerations strongly favor the protection and maintenance of historic resources. These circumstances present a common justification for a waiver by the City. The Project also would provide a 15-foot front yard between the public ROW and the porch of Building 2, consistent with the historic setbacks on the street, and provides vehicular ingress and egress off of Yucca Street away from Vista Del Mar Avenue. Furthermore, the 20-foot road, providing 10 feet of space in each direction for cars, and historic four-foot sidewalks, provide sufficient means of vehicular and pedestrian travel and would not conflict with the City's long-term mobility planning or needs.

Considering the Project's compliance with the applicable street standard on Argyle Avenue, and the circumstances justifying the waivers of dedications on Yucca Street and Vista Del Mar Avenue, the Project would be consistent with the City's requirements and applicable street standards under LAMC Section 12.37 and the Mobility Plan. If any waiver request is denied by the City, the Project Applicant must dedicate or improve as deemed to be required to meet the applicable street standard.

Vision Zero Action Plan / Vision Zero Corridor Plans

The primary goal of Vision Zero is to eliminate traffic deaths in the City of Los Angeles by 2025. Vision Zero identifies the High Injury Network, a network of streets where strategic investments will have the biggest impact in reducing death and severe injury. Annually developed Action Plans emphasize creating safe streets for all users, developing a culture of safety, adopting policy measures to promote safety, and using data to inform the most effective solutions. The information from this review comes from *Vision Zero Los Angeles: 2018 Action Plan + Progress Report* (LADOT) and LADOT's list of active Vision Zero projects maintained at www.ladotlivablestreets.org.

In the vicinity of the Project site, the High Injury Network includes Hollywood Boulevard, Vine Street, Yucca Street west of Argyle Avenue, and Franklin Avenue east of Beachwood Drive. None of the streets adjacent to the Project Site are part of the High Injury Network. In 2019, LADOT installed continental crosswalks at several intersections along Hollywood Boulevard, including at Cahuenga Boulevard, Ivar Avenue, and El Centro Avenue near the Project site, as part of the Hollywood Boulevard Safety Improvements Project. No Vision Zero improvements are currently

planned near the Project site. The Project would not preclude future Vision Zero safety improvements by the City. Thus, the Project does not conflict with Vision Zero.

Streetscape Plans

There are no streetscape plans near the Project site and, therefore, streetscape plans do not apply to the Project.

Citywide Design Guidelines

Citywide Design Guidelines (LADCP Urban Design Studio, October 2019) (Design Guidelines) identify urban design principles to guide architects and developers in designing high-quality projects that meet the City's functional, aesthetic, and policy objectives and help foster a sense of community. The Design Guidelines are organized around three design approaches: pedestrian-first design, 360-degree design, and climate-adapted design.

The Project site promotes the safety and comfort of pedestrians by activating ground-level frontages with street-level restaurant and retail space at the corner of Argyle Avenue & Yucca Street and along the Yucca Street Project frontage (including outdoor patio dining). It also provides an inset curb pick-up / drop-off area along Yucca Street in front of the lobby and fully separates vehicular access from pedestrian access. Project driveways are far enough away from adjacent intersections to ensure safe operation. These features comply with the Design Guidelines' recommendations regarding the pedestrian experience and incorporating amenities that promote social connection.

Walkability Checklist

Walkability Checklist – Guidance for Entitlement Review (LADCP, November 2008) (Walkability Checklist) serves as a guide for enhancing pedestrian movement, access, comfort, and safety to contribute to the overall walkability of the City. Transportation-applicable topics include:

- Sidewalks
- Crosswalks/Street Crossings
- On-Street Parking
- Building Orientation
- Off-Street Parking and Driveways

The Project site promotes the safety and comfort of pedestrians by activating the sidewalk with street-level restaurant and retail space at the corner of Argyle Avenue & Yucca Street and along the Yucca Street Project frontage (including outdoor patio dining). It maintains on-street parking along Yucca Street but also provides an inset curb pick-up / drop-off area along Yucca Street in front of the lobby and fully separates vehicular access from pedestrian access. The ground level of the building steps back further from the street to provide space for wider sidewalks, patio dining, and the pick-up / drop-off inset curb. These features support the Walkability Checklist recommendations regarding the pedestrian experience.

LADOT Transportation Technology Strategy – Urban Mobility in a Digital Age

The LADOT transportation technology strategy, based on *Urban Mobility in a Digital Age: A Transportation Technology Strategy for Los Angeles* (Ashley Z. Hand, August 2016), is designed to ensure the City stays on top of emerging transportation technologies as both a regulator and a transportation service provider. This strategy document includes the following goals:

- Data as a Service: Providing and receiving real-time data to improve the City's ability to serve transportation needs
- Mobility as a Service: Improving the experience of mobility consumers by encouraging partnerships across different modes and fostering clear communication between transportation service providers
- Infrastructure as a Service: Re-thinking how the City pays for, maintains, and operates public, physical infrastructure to provide more transparency

LADOT also developed the *Technology Action Plan* (2019) to realize the vision developed in Transportation Technology Strategy. Key action steps include:

- Develop a comprehensive digital inventory of the City's signs, parking meters, curb paint, and regulatory tools
- Continue to develop and maintain the Automated Traffic Surveillance and Control system
- Use active management strategies to dynamically monitor and control things like speed limits, parking availability, detour routes, etc.
- Develop a mobility data specification around which software tools can be developed and data can be accessed
- Develop a transportation tax model that minimizes data collection and retention in favor of user privacy.

The Project does not interfere with any of the general policy recommendations, pilot proposals, or action steps set forth in these documents.

Mobility Hub Reader's Guide

Mobility Hubs: A Reader's Guide (LADCP, 2016) (Mobility Hub Guide) provides guidance for enhancing transportation connections and multi-modal improvements in proximity to new or existing transit stations. It specifically focuses on enhancing bicycle connections, providing vehicle sharing services, improving bus infrastructure, providing real-time transit and wayfinding information, and enhancing walkability and pedestrian connections.

The Project adopts several of these components, including LAMC-required short-term and long-term bicycle parking that both facilitates and encourages bicycling in and around the Project.

Additionally, the Project proposes active uses that support a vibrant and mixed-use environment including street-facing retail and restaurant land use components.

LADOT Manual of Policies and Procedures (Design Standards)

Manual of Policies and Procedures (LADOT, December 2008) provides plans and requirements for traffic infrastructure features in the City such as roadway striping and other markings, signage, on-street parking, crosswalks, and turn lanes. The Project would not interfere with any of the policies and procedures contained in this document. Additionally, the Project would comply with all applicable LADOT design standards.

Cumulative Consistency

In addition to potential Project-specific impacts, the TAG requires that the Project be reviewed in combination with nearby Related Projects to determine if there may be a cumulatively significant impact resulting from inconsistency with a particular program, plan, policy, or ordinance. In accordance with the TAG, the cumulative analysis must include consideration of any Related Projects within one quarter-mile of the Project site and any transportation system improvements in the vicinity. The LOS-Based Study considered eight Related Projects located within one quarter-mile of the Project site, as summarized in Table 3³. They consist of a mix of residential, hotel, commercial, and office uses.

Each of the Related Projects would be separately reviewed and approved by the City and would separately have to comply with City design requirements and LAMC requirements relative to street standards and improvements, bike parking, and safety, and each such approval would include an analysis of the projects' consistency with applicable plans and policies. Collectively, the Project and the Related Projects add high-density development in a major commercial area with high-quality transit options and high levels of pedestrian activity and are therefore consistent with City VMT reduction-related plans and goals. The Related Projects are also a sufficient distance apart and are served by sufficient roads, pedestrian facilities, and access to various forms of transit such that they collectively would not preclude but rather promote the City's ability to serve transportation user needs through the collective location of higher density, transit-oriented uses within a designated job and population center well-served by multiple forms of transit. Therefore, the Project, together with the Related Projects, would not create inconsistencies nor result in cumulative impacts with respect to the identified programs, plans, policies, and ordinances.

THRESHOLD T-2.1: CAUSING SUBSTANTIAL VEHICLE MILES TRAVELED

Threshold T-2.1 seeks to reduce VMT to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. It thereby encourages development that shortens the distance between housing, jobs, and services, increases the availability of affordable housing options proximal to public transit, offers attractive

³ Based on Table 6 on page 43 of the LOS-Based Study

non-vehicular transportation alternatives, provides strong transportation demand management programs, and promotes walking and bicycling trips.

VMT Impact Thresholds

The TAG identifies significance thresholds to apply to development projects when evaluating potential VMT impacts. Consistent with CEQA guidance, the TAG in Threshold T-2.1 states that a residential project would result in a significant VMT impact if it would generate household VMT per capita more than 15% below the existing average household VMT per capita for the Area Planning Commission (APC) area in which it's located. Similarly, an office project would result in a significant VMT impact if it would generate work VMT per employee more than 15% below the existing average work VMT per employee for the APC area in which it's located.

Residents contribute to household VMT while employees (including hotel, retail, and restaurant employees) contribute to work VMT. The TAG identifies a daily household VMT per capita impact criteria of 6.0 and a daily work VMT per employee impact criteria of 7.6 for the Central APC, in which the Project is located. Therefore, should the Project's average household VMT per capita be equal to or lower than 6.0 and average work VMT per employee be equal to or lower than 7.6, the Project's overall VMT impact would be less than significant.

It is important to note that these thresholds – and the VMT analysis to which the thresholds apply – are based on specific types of one-way trips, including:

- Home-Based Work Production: trips to a workplace destination originating from a residential use at the Project site
- Home-Based Other Production: trips to a non-workplace destination (e.g., retail, restaurant, etc.) originating from a residential use at the Project site
- Home-Based Work Attraction: trips to a workplace destination at the Project site originating from a residential use

The location and characteristics of residences and workplaces are often the main drivers of VMT, as detailed in Appendix 1 of *Technical Advisory on Evaluating Transportation Impacts in CEQA* (California Governor's Office of Planning and Research, December 2018). Therefore, as detailed in *City of Los Angeles VMT Calculator Documentation* (LADOT and LADCP, February 2019) (VMT Calculator Documentation), the City's household VMT per capita threshold applies to Home-Based Work Production and Home-Based Other Production trips and the work VMT per employee threshold applies to Home-Based Work Attraction trips.

Other types of trips generated by the Project, including Non-Home-Based Other Production (trips to a non-residential destination originating from a non-residential use at the Project site), Home-Based Other Attraction (trips to a non-workplace destination at the Project site originating from a residential use), and Non-Home-Based Other Attraction (trips to a non-residential destination at the Project site originating from a non-residential use), are not factored into the household VMT per capita and work VMT per employee thresholds as those trips are typically localized and are assumed to have a negligible effect on the VMT impact assessment.

VMT Analysis Methodology

LADOT prepared a tool (VMT Calculator) designed to estimate project-specific daily household VMT per capita and daily work VMT per employee for developments within City limits. The VMT Calculator accounts for a variety of sociodemographic, land use, and built environment factors estimated for each census tract within the City as well as the interaction of land uses within a mixed-use development. Some of the key factors built into the VMT Calculator include travel behavior zones, mixed-use development methodology, population and employment assumptions, and TDM measures.

Travel Behavior Zones (TBZs). The City developed TBZs as part of a framework for determining the magnitude of VMT and vehicle trip reductions that could be achieved through TDM strategies. As detailed in the VMT Calculator Documentation, TBZs were designated in each Census tract throughout the City considering population density, land use density, intersection density, and proximity to transit. They are categorized as follows:

- **Suburban (Zone 1)**: Very low-density primarily centered around single-family homes and minimally connected street network.
- **Suburban Center (Zone 2)**: Low-density developments with a mix of residential and commercial uses with larger blocks and lower intersection density.
- **Compact Infill (Zone 3)**: Higher density neighborhoods that include multi-story buildings and well-connected streets.
- **Urban (Zone 4)**: High-density neighborhoods characterized by multi-story buildings with a dense road network.

The VMT Calculator determines a project's TBZ based on the latitude and longitude of a project address.

Mixed-Use Development Methodology. As detailed in the VMT Calculator Documentation, the VMT Calculator accounts for the interaction of land uses within a mixed-use development and considers the following sociodemographic, land use, and built environment factors for a project area:

- The project location's jobs/housing balance, which factors into how many trips are local or internal to a mixed-use project
- Land use density where the project is located, which factors into the likelihood of short trips as well as walking and bicycling
- Transportation network density, which affects the circuitry of travel (whether driving, walking, or bicycling) and, therefore, affects both trip length and the likelihood of choosing non-automobile modes of travel
- Proximity to transit, which affects the likelihood that residents or employees will travel via transit rather than automobile

- Proximity to retail and other destinations, affecting the likelihood that residents or employees will take short trips or non-automobile modes for routine commercial activities
- Vehicle ownership rates, with higher levels of vehicle ownership leading to a higher rate of automobile trips
- Household size, which affects both the number of trips made by a given residential unit (increasing or decreasing overall VMT) but also affects the number of people when calculating the daily VMT per capita

Trip Lengths. The VMT Calculator estimates trip lengths to and from a Project site based on information from the City's Travel Demand Forecasting Model. The model considers the traffic analysis zone where a project is located to determine the trip length and trip type, both of which factor into the calculation of a project's VMT.

Population and Employment Assumptions. The VMT Calculator contains population assumptions based on Census data and employment assumptions derived from multiple data sources, including *2012 Developer Fee Justification Study* (Los Angeles Unified School District, 2012), *Trip Generation, 9th Edition* (Institute of Transportation Engineers, 2012), the San Diego Association of Governments Activity-Based Model, the United States Department of Energy, and other modeling resources. A summary of population and employment assumptions for various land uses is provided in Table 1 of the VMT Calculator Documentation.

TDM Measures. The VMT Calculator measures the reduction in VMT resulting from a project's incorporation of TDM strategies as project design features or mitigation measures. The following seven categories of TDM strategies are included in the VMT Calculator:

1. Parking
2. Transit
3. Education and Encouragement
4. Commute Trip Reductions
5. Shared Mobility
6. Bicycle Infrastructure
7. Neighborhood Enhancement

TDM strategies within each of these categories have been empirically demonstrated to reduce trip-making or mode choice in such a way as to reduce VMT, as documented in *Quantifying Greenhouse Gas Mitigation Measures* (California Air Pollution Control Officers Association, August 2010).

Project VMT Analysis

The VMT Calculator was used to evaluate Project VMT and compare it to the VMT impact criteria. The VMT Calculator was set up with the Project's four land uses and their respective relevant size and intensity criteria as the primary input. Additionally, the analysis included the Project's provision of bicycle parking required by the Los Angeles Municipal Code as a feature of the Project which encourages the use of non-automobile modes of travel to and from the Project site and reduces VMT. The VMT analysis results are shown in Table 4, before and after implementation

of the Project's TDM program as mitigation, and the detailed output from the VMT Calculator is provided in the Attachment.

Project VMT, before Mitigation. As shown in Table 4, based on the VMT Calculator, the Project is estimated to generate 12,607 daily VMT prior to incorporation of TDM measures as part of the Project's mitigation program. Based on the estimate of 473 residents, the Project would generate average household VMT per capita of 7.4, which exceeds the Central APC impact threshold of 6.0 and, therefore, would result in a significant household VMT impact, prior to mitigation. Based on the estimate of 111 employees, the Project would generate average work VMT per employee of 7.2, which is less than the Central APC impact threshold of 7.6 and, therefore, would not result in a significant work VMT impact.

Project Mitigation Measures. The LOS-Based Study identified a TDM program as part of mitigation required to reduce significant impacts it identified using the LOS methodology. The TDM program would also reduce VMT. The TDM program is consistent with City policies on sustainability and smart growth and with LADOT's trip reduction and multi-modal transportation program. Among the strategies contained in the TDM program, two key measures described in the LOS-Based Study were assumed for the purposes of this VMT analysis, including:

- **Unbundled Parking:** Parking spaces for residents would be leased separately from dwelling units, thereby explicitly exposing residents to the cost of parking and giving them the option not to pay for parking. This measure is designed to reduce auto ownership and encourage the use of alternative modes of transportation.
- **Promotions & Marketing:** Employees and residents would be provided with materials and promotions encouraging use of alternative modes of transportation. This type of campaign helps to raise awareness of the options available to people who may never consider any alternatives to driving.

These two features were incorporated into the VMT Calculator as mitigation measures.

Project VMT, with Mitigation. As Table 4 shows, with the TDM measures incorporated, the Project is estimated to generate 11,929 daily VMT (a reduction of 678 daily VMT). The Project would generate average household VMT per capita of 6.0 (1.4 less than prior to mitigation), which does not exceed the impact threshold of 6.0 and, therefore, the household VMT impact would be considered less than significant, as the figure meets the threshold criteria of being 15% less than the existing average household VMT per capita for the Central APC area. Though the impact for work VMT for the Project is less than significant without mitigation, the same TDM program would further reduce the average work VMT per employee of 7.1. Therefore, with mitigation, the VMT impact would be reduced to less than significant levels.

Cumulative VMT Analysis

A development project would have a cumulative VMT impact if it were deemed inconsistent with *The 2016-2040 Regional Transportation Plan / Sustainable Communities Strategy* (Southern California Association of Governments, April 2016) (RTP / SCS), the regional plan to reach state air quality and greenhouse gas reduction targets. However, based on the TAG, a project that does not result in a significant VMT impact using the City's methodology described above would be in

alignment with the RTP / SCS and, therefore, would also have no cumulative VMT impact. Therefore, the Project would have no cumulatively significant VMT impact.

Notwithstanding, the Project's environmental impact report provides a detailed review of the Project's consistency with the RTP / SCS in Section IV.F, Greenhouse Gas Emissions. As described therein, the Project is located within a Transit Priority Area as defined by the City and a High-Quality Transit Area as defined by the RTP / SCS. The Project's specific location and intense mixed-use design in close proximity to high-quality transit and other off-site retail, restaurant, entertainment, commercial, and job destinations, along with its highly walkable environment, support the conclusion that the Project would achieve a VMT reduction greater than the average for the area, as concluded in the Project VMT analysis provided above.

THRESHOLD T-3: SUBSTANTIALLY INCREASING HAZARDS DUE TO A GEOMETRIC DESIGN FEATURE OR INCOMPATIBLE USE

Threshold T-3 requires that a Project undergo further evaluation if it proposes new access points or modifications along the public right-of-way (i.e., street dedications). A review of Project access points, internal circulation, and parking access would determine if the Project would substantially increase hazards due to geometric design features, including safety, operational, or capacity impacts.

Vehicular access to the Project site would be provided via three full-access driveways: one on Yucca Street to the ground level of Building 1, one on Argyle Avenue to the P1 level of Building 1 (due to the lower grade of the street at that location), and one on Vista Del Mar Avenue to the self-contained parking structure for Building 2. No unusual obstacles are presented in the design that would be considered hazardous to motorized vehicles, non-motorized vehicles, or pedestrians. The driveway designs do not present significant safety issues regarding traffic / pedestrian conflicts. The driveways and internal circulation of parking areas are, and, upon further refinement of plans during the building permit application process, will be designed according to building code and other LADOT standards to be reviewed by the City Department of Building and Safety, Bureau of Engineering, and, where appropriate, LADOT during site plan review to ensure code compliance and safe pedestrian and vehicular design.

Pedestrian access to Building 1 would be provided to the resident and hotel lobby on Yucca Street and directly into the various retail and restaurant storefronts from the sidewalks. Pedestrian access to Building 2 would be provided to the lobby at the corner of Vista Del Mar Avenue & Yucca Street. Bicycle access to the Project site would be shared with the vehicular access, other than some short-term bicycle parking along the sidewalk on Yucca Street.

As stated above, dedications on Yucca Street and Vista Del Mar Avenue along the Project frontage would be required to meet City standards for roadway and/or sidewalk widths. However, the Project is requesting a waiver of the dedication requirement on both streets, as discussed previously with regard to Project consistency with LAMC Section 12.37. On Yucca Street, the Project would provide sufficient sidewalk width on private property to comply with the standard width. Vista Del Mar Avenue is part of a historic district and cannot be widened to local street standards. If the City does not approve these waivers due to the inability to make applicable findings, the Project would be required to provide dedications consistent with the prevailing street standards.

Based on the Project site plan review and design assumptions, the Project does not present any geometric design hazards related to traffic movement, mobility, or pedestrian accessibility, and no significant impact would occur with respect to Threshold T-3.

TABLE 1
QUESTIONS TO DETERMINE PROJECT APPLICABILITY TO PLANS, POLICIES, AND PROGRAMS

No.	Guiding Question	Project Response
<i>Existing Plan Applicability</i>		
1.	Does the project include additions or new construction along a street designated as a Boulevard I or II, and/or Avenue I, II, or III, on property zoned for R3 or less restrictive zone?	No
2.	Is the project site along any Network identified in Mobility Plan 2035?	Yes
3.	Are dedications or improvements needed to serve long-term mobility needs as identified Mobility Plan 2035?	Yes
4.	Does the project require placement of transit furniture in accordance with City's Coordinated Street Furniture and Bus Bench Program?	No
5.	Is the project site in an identified Transit Oriented Community?	Yes
6.	Is the project site on a roadway identified in the City's High-Injury Network?	Yes
7.	Does the project propose repurposing existing curb space? (Bike corral, car-sharing, parklet, electric vehicle charging, loading zone, curb extension, etc.)	Yes
8.	Does the project propose narrowing or shifting existing sidewalk placement?	Yes
9.	Does the project propose paving, narrowing, shifting, or removing an existing parkway?	No
10.	Does the project propose modifying, removing, or otherwise affect existing bicycle infrastructure? (ex: driveway proposed along street with bicycle facility)	No
11.	Is the project site adjacent to an alley? If yes, will project make use of, modify, or restrict alley access?	No
12.	Does project create a cul-de-sac or is the project site located adjacent to an existing cul-de-sac? If yes, is the cul-de-sac consistent with the design goal in Mobility Plan 2035 (maintain through bicycle and pedestrian access)?	No

Notes:

Questions from Table 2.1-2 of *Transportation Assessment Guidelines* (LADOT, July 2019).

TABLE 1 (CONTINUED)
QUESTIONS TO DETERMINE PROJECT APPLICABILITY TO PLANS, POLICIES, AND PROGRAMS

No.	Guiding Question	Project Response
<i>Access: Driveways and Loading</i>		
13.	Does the project site introduce a new driveway or loading access along an arterial (Avenue or Boulevard)?	No
14.	If yes to 13, is a non-arterial frontage or alley access available to serve the driveway or loading access needs?	n/a
15.	Does the project site include a corner lot? (Avoid driveways too close to intersections.)	Yes
16.	Does the project propose a driveway width in excess of City standard?	No
17.	Does the project propose more driveways than required by City maximum standard?	No
18.	Are loading zones proposed as part of the project?	Yes
19.	Does the project include "drop-off" zones or areas? If yes, are such areas located to the side or rear of the building?	Yes / No
20.	Does the project propose modifying, limiting/restricting, or removing public access to a public right-of-way (e.g., vacating public right-of-way?)	No

Notes:

Questions from Table 2.1-2 of *Transportation Assessment Guidelines* (LADOT, July 2019).

TABLE 2
LOS ANGELES MUNICIPAL CODE BICYCLE PARKING REQUIREMENT

Type of Room or Land Use	Units or Size	Long-Term Spaces	Short-Term Spaces
<i>Los Angeles Municipal Code Bicycle Parking Rates [a]</i>			
Apartment			
<i>First 25 units</i>		1 space per unit	1 space per 10 units
<i>Units 26-100</i>		1 space per 1.5 units	1 space per 15 units
<i>Units 101-200</i>		1 space per 2 units	1 space per 20 units
<i>Additional Units</i>		1 space per 4 units	1 space per 40 units
Hotel		1 space per 10 rooms	1 space per 10 rooms
Retail and Restaurant		1 space per 2,000 sf	1 space per 2,000 sf
<i>Project Bicycle Parking Requirement</i>			
Apartment	210 units	128	13
Hotel	136 rooms	14	14
Retail and Restaurant	12,570 sf	6	6
TOTAL CODE REQUIREMENT		148	33

Notes:

sf = square feet

[a] Bicycle parking requirements from Los Angeles Municipal Code Section 12.21.A.16.

TABLE 3
RELATED PROJECTS WITHIN ONE QUARTER MILE OF PROJECT SITE

No.	Name	Address	Description
2	BLVD 6200 Mixed-Use	6200 W Hollywood Bl	952 apartment units and 190,000 sf retail (Phase 1 Complete)
5	Yucca Street Condos	6230 W Yucca St	85 condominium units and 13,890 sf commercial
12	Hollywood Gower Mixed-Use	6100 W Hollywood Bl	220 apartment units and 4,580 sf retail
14	Pantages Theater Office	6225 W Hollywood Bl	214,000 sf office
16	Argyle Hotel Project	1800 N Argyle Ave	225 room hotel
29	Millennium Hollywood Mixed-Use Project	1740 N Vine St	492 apartment units, 200 hotel rooms, 100,000 sf office, 35,000 sf fitness club, 15,000 sf retail, 34,000 sf restaurant
69	citizenM Hotel	1718 Vine St	216 hotel rooms and 4,354 sf restaurant
128	6140 Hollywood	6140 Hollywood Bl	102-room hotel, 27 condominium units, and 11,460 sf restaurant

Notes:

Related Project information from Table 6 on page 43 of the LOS-Based Study.

TABLE 4
VMT ANALYSIS SUMMARY

Land Use Information		
Multi-Family Housing	210 units	
Hotel	136 rooms	
Retail	3,450 sf	
Restaurant	9,120 sf	
VMT Analysis [a]		
Resident Population	473	
Employee Population	111	
Project Area Planning Commission	Central	
Project Travel Behavior Zone	Compact Infill (Zone 3)	
	Project before Mitigation	Project with Mitigation
Total Daily VMT [b]	12,607	11,929
Home-Based Production VMT [c]	3,504	2,862
Home-Based Work Attraction VMT [c]	799	796
Household VMT per Capita	7.4	6.0
Impact Threshold	6.0	6.0
Significant Impact	YES	NO
Work VMT per Employee	7.2	7.1
Impact Threshold	7.6	7.6
Significant Impact	NO	NO

Notes:

[a] Project Analysis is from VMT Calculator output reports provided in the Attachment.

[b] See Attachment, Report 1.

[c] See Attachment, Report 4.

Attachment

VMT Calculator Output

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 28, 2020

Project Name: 6220 W. Yucca St

Project Scenario:

Project Address: 6220 W YUCCA ST, 90028



Version 1.2

Project Information			
Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	210	DU
	Townhouse	0	DU
	Hotel	136	Rooms
	Motel	0	Rooms
Affordable Housing	Family	0	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	3.450	ksf
	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.000	ksf
	Supermarket	0.000	ksf
	Bank	0.000	ksf
	Health Club	0.000	ksf
	High-Turnover Sit-Down Restaurant	9.120	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
Office	General Office	0.000	ksf
	Medical Office	0.000	ksf
Industrial	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
School	University	0	Students
	High School	0	Students
	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students
Other		0	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 28, 2020

Project Name: 6220 W. Yucca St

Project Scenario:

Project Address: 6220 W YUCCA ST, 90028



Version 1.2

Analysis Results			
Total Employees: 111			
Total Population: 473			
Proposed Project		With Mitigation	
1,979	Daily Vehicle Trips	1,869	Daily Vehicle Trips
12,607	Daily VMT	11,929	Daily VMT
7.4	Household VMT per Capita	6	Household VMT per Capita
7.2	Work VMT per Employee	7.1	Work VMT per Employee
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 7.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	Yes	Household > 6.0	No
Work > 7.6	No	Work > 7.6	No

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: January 28, 2020

Project Name: 6220 W. Yucca St

Project Scenario:

Project Address: 6220 W YUCCA ST, 90028



Version 1.2

TDM Strategy Inputs				
Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	0	0
		Actual parking provision (spaces)	0	0
	Unbundle parking	Monthly cost for parking (\$)	\$0	\$150
	Parking cash-out	Employees eligible (%)	0%	0%
	Price workplace parking	Daily parking charge (\$)	\$0.00	\$0.00
		Employees subject to priced parking (%)	0%	0%
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: January 28, 2020

Project Name: 6220 W. Yucca St

Project Scenario:

Project Address: 6220 W YUCCA ST, 90028



Version 1.2

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Transit	Reduce transit headways	Reduction in headways (increase in frequency) (%)	0%	0%
		Existing transit mode share (as a percent of total daily trips) (%)	0%	0%
		Lines within project site improved (<50%, >=50%)	0	0
	Implement neighborhood shuttle	Degree of implementation (low, medium, high)	0	0
		Employees and residents eligible (%)	0%	0%
	Transit subsidies	Employees and residents eligible (%)	0%	0%
		Amount of transit subsidy per passenger (daily equivalent) (\$)	\$0.00	\$0.00
Education & Encouragement	Voluntary travel behavior change program	Employees and residents participating (%)	0%	0%
	Promotions and marketing	Employees and residents participating (%)	0%	10%
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: January 28, 2020

Project Name: 6220 W. Yucca St

Project Scenario:

Project Address: 6220 W YUCCA ST, 90028



Version 1.2

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	Required commute trip reduction program	Employees participating (%)	0%	0%
	Alternative Work Schedules and Telecommute	Employees participating (%)	0%	0%
		Type of program	0	0
		Degree of implementation (low, medium, high)	0	0
	Employer sponsored vanpool or shuttle	Employees eligible (%)	0%	0%
		Employer size (small, medium, large)	0	0
	Ride-share program	Employees eligible (%)	0%	0%
Shared Mobility	Car share	Car share project setting (Urban, Suburban, All Other)	0	0
	Bike share	Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)	0	0
	School carpool program	Level of implementation (Low, Medium, High)	0	0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: January 28, 2020

Project Name: 6220 W. Yucca St

Project Scenario:

Project Address: 6220 W YUCCA ST, 90028



Version 1.2

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: January 28, 2020
 Project Name: 6220 W. Yucca St
 Project Scenario:
 Project Address: 6220 W YUCCA ST, 90028



Version 1.2

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	18%	0%	0%	0%	18%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: January 28, 2020
 Project Name: 6220 W. Yucca St
 Project Scenario:
 Project Address: 6220 W YUCCA ST, 90028



Version 1.2

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

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

Final Combined & Maximum TDM Effect

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction	
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL		1%	19%	1%	1%	1%	19%	1%	1%	1%	1%	1%	1%
MAX. TDM EFFECT		1%	19%	1%	1%	1%	19%	1%	1%	1%	1%	1%	1%

$$= \text{Minimum}(X\%, 1 - [(1-A) * (1-B) \dots])$$

where X%=

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: January 28, 2020

Project Name: 6220 W. Yucca St

Project Scenario:

Project Address: 6220 W YUCCA ST, 90028



Version 1.2

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	284	-36.3%	181	8.0	2,272	1,448
Home Based Other Production	762	-48.6%	392	5.3	4,039	2,078
Non-Home Based Other Production	302	-13.9%	260	7.3	2,205	1,898
Home-Based Work Attraction	162	-39.5%	98	8.2	1,328	804
Home-Based Other Attraction	1,409	-48.0%	732	6.0	8,454	4,392
Non-Home Based Other Attraction	379	-13.5%	328	6.3	2,388	2,066

MXD Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-0.6%	180	1,439	-18.8%	147	1,175
Home Based Other Production	-0.6%	390	2,065	-18.8%	318	1,687
Non-Home Based Other Production	-0.6%	258	1,886	-1.0%	257	1,879
Home-Based Work Attraction	-0.6%	97	799	-1.0%	97	796
Home-Based Other Attraction	-0.6%	728	4,365	-1.0%	725	4,347
Non-Home Based Other Attraction	-0.6%	326	2,053	-1.0%	325	2,045

MXD VMT Methodology Per Capita & Per Employee

Total Population: 473

Total Employees: 111

APC: Central

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	3,504	2,862
<i>Total Home Based Work Attraction VMT</i>	799	796
<i>Total Home Based VMT Per Capita</i>	7.4	6.0
<i>Total Work Based VMT Per Employee</i>	7.2	7.1

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

6220 W. Yucca St
DOT Case No. Cen 18-46907

Date: March 3, 2020

To: Debbie Lawrence, City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION IMPACT ASSESSMENT FOR THE PROPOSED
MIXED-USE DEVELOPMENT PROJECT LOCATED AT 6220 WEST YUCCA
STREET**

On April 17, 2018, the Department of Transportation (DOT) issued an updated traffic assessment report to the Department of City Planning regarding the proposed mixed-use project located at 6220 West Yucca Street in which 24 signalized intersections and five unsignalized intersections were evaluated. Based on this evaluation, it was concluded that one of the studied signalized intersections would be significantly impacted. However, subsequent to the releasing of the report, pursuant to the Senate Bill (SB 743) and the recent changes to the Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as the criteria by which to determine transportation impacts under CEQA. Therefore, in response to this action, the applicant submitted a VMT analysis for the proposed project on February 7, 2020, with an update with minor changes dated March 2, 2020, in addition to the previously updated analysis submitted in March 2018. Therefore, please replace the previous April 17, 2018 DOT assessment, in its entirety, with this report which addresses the totality of the transportation analysis.

The Department of Transportation (DOT) has reviewed the transportation analysis prepared by Gibson Transportation Consulting, Inc., for the proposed mixed-use project located at 6220 West Yucca Street. In compliance with Senate Bill 743 and the California Environmental Quality Act (CEQA), a reduction of green-house gas emissions, access to diverse land-uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

The Project is a mixed-use development including 210 multi-family residential units, 136 hotel rooms, and approximately 12,570 square feet of commercial/restaurant uses in two buildings. Building 1 will include the hotel, commercial/restaurant uses, and 197 residential units while Building 2 will include the remaining 13 residential units. Building 1 will be located on the western portion of the Project site while Building 2 will be located on the eastern portion of the Project site as shown in **Attachment A**. Currently, the project site is currently developed with one single-family residence, one duplex (two multi-family units), and three two-story apartment buildings (40 residential units) for a total of 43 residential units, all of which would be removed with the proposed Project.

The project will provide 436 automobile parking spaces and 232 bicycle parking spaces. Vehicular access to Building 1 will be accommodated via one full access driveway on Yucca Street and one full access driveway on Argyle Avenue. A curbside porte-cochere with valet access will be provided on Yucca Street. Vehicular access to Building 2 will be via one full access driveway on Vista Del Mar Avenue. The project is expected to be completed by 2022.

B. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, a trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers' (ITE's) Trip Generation, 9th Edition manual as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project does exceed the net 250 daily vehicle trips threshold. A copy of the VMT calculator screening page, with the corresponding net daily trips estimate, is provided as **Attachment B** to this report.

C. Transportation Impacts

On July 30, 2019, pursuant to Senate Bill (SB) 743 and the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as a criteria in determining transportation impacts under CEQA. The new DOT Transportation Assessment Guidelines (TAG) provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

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

- Household VMT per Capita: 6.0
- Work VMT per Employee: 7.6

As cited in the VMT Analysis report, prepared by Gibson Transportation Consulting, Inc., the VMT projections for the proposed project before mitigation are 7.4 and 7.2 for the Household and Work VMT's respectively. Therefore, the project would result in a Household VMT impact.

To mitigate this impact, the project proposes to implement the TDM strategies of unbundling parking and Promotions and Marketing. By implementing these strategies, the Household VMT per Capita becomes 6.0 and the Work VMT per Employee becomes 7. A copy of the VMT Calculator summary report is provided as **Attachment B** to this report.

D. Access and Circulation

During the preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the Los Angeles Municipal Code (LAMC), Section 16.05. Therefore, DOT continues to require and review a project's site access, circulation, and operational plan to determine if any safety and access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the project has completed a circulation analysis using a "level of service" screening methodology that indicates that the trips generated by the proposed development will likely result in adverse circulation conditions at one location. DOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment C** to this report.

PROJECT REQUIREMENTS

A. CEQA-Related Mitigation

To off-set the expected significant impacts identified in the project's transportation impact study, LADOT recommends that the applicant be required to implement the following transportation demand management (TDM) mitigation measures:

1. Transportation Demand Management (TDM) Program

The purpose of a TDM plan is to reduce the use of single occupant vehicles (SOV) by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. A TDM plan should include design features, transportation services, education, and incentives intended to reduce the amount of SOV during commute hours. Through strategic building design and orientation, this project can facilitate access to transit, can provide a pedestrian-friendly environment, can promote non-automobile travel and can support the goals of a trip-reduction program.

A preliminary TDM program shall be prepared and provided for DOT review prior to the issuance of the first building permit for this project and a final TDM

program approved by DOT is required prior to the issuance of the first certificate of occupancy for the project. The TDM program should include the following strategies:

- Provide unbundled parking that separates the cost of obtaining assigned parking spaces from the cost of purchasing or renting residential units;
- Promotions and Marketing. Employees and residents would be provided with materials and promotions encouraging use of alternative modes of transportation. This type of campaign helps to raise awareness of the options available to people who may never consider any alternatives to driving

Additional TDM Measures may include:

- Provide an internal Transportation Management Coordination Program with an on-site transportation coordinator;
- Participate as a member of future Hollywood Transportation Management Organization, when operational (described in detail below);
- Design the project to ensure a bicycle, transit, and pedestrian friendly environment;
- Accommodate flexible/alternative work schedules and telecommuting programs;
- A provision requiring compliance with the State Parking Cash-out Law in all leases;
- Coordinate with DOT to determine if the project location is eligible for a future Integrated Mobility Hub (which can include space for a bike share kiosk, and/or parking spaces on-site for car-share vehicles);
- Provide on-site transit routing and schedule information;
- Provide a program to discount transit passes for residents/employees possibly through negotiated bulk purchasing of passes with transit providers;
- Provide rideshare matching services;
- Preferential rideshare loading/unloading or parking location;
- Contribute a one-time fixed fee contribution of **\$75,000** to be deposited into the City's Bicycle Plan Trust Fund to implement bicycle improvements in the vicinity of the project.

In addition to these TDM measures, DOT also recommends that the applicant explore the implementation of an on-demand van, shuttle or tram service that connects the project employees to off-site transit stops (such as the Metro Red Line stations) based on the transportation needs of the project's employees. Such a service can be included as an additional measure in the TDM program if it is deemed feasible and effective by the applicant.

If a proposed traffic mitigation measure does not receive the required approval during plan review, a substitute mitigation measure may be provided subject to the approval of LADOT or other governing agency with jurisdiction over the mitigation location, upon demonstration that the substitute measure is environmentally equivalent or superior to the original measure in mitigating the project's significant traffic impact. To the extent that a mitigation measure

proves to be infeasible and no substitute mitigation is available, then a significant traffic impact would remain.

B. Additional LADOT Requirements

1. Hollywood Transportation Management Organization

The project should join a Transportation Management Organization (TMO) serving the Hollywood area once it is created. DOT is currently working with other major employers in the Hollywood area to develop a TMO that would be available to the general public and employees of participating companies within the Hollywood area. The TMO would offer similar services to those described above but would have a much wider reach than the project's local TDM plan and can result in much greater trip reduction benefits. TMO's in other major employment centers of Los Angeles County have proved beneficial in reducing traffic and improving air quality. A TMO in Hollywood can be instrumental in promoting the use of transit and the City's bike share and car share programs that will be installed in the coming years within the Hollywood community. The TMO's activities would help augment or implement some of the strategies described above for the project-specific TDM plan. TMO's typically implement and promote TDM strategies such as the following:

- employee flex time and modified work schedules;
- vanpool and carpool programs;
- provide information on rail, bus and shuttle services;
- satellite parking;
- non-vehicular commuting;
- parking management strategies;
- telecommuting programs;
- matching services for multi-employer carpools,
- multi-employer vanpools (to serve areas that are identified as under-served by transit);
- promotion and implementation of pedestrian, bicycle and transit stop enhancements (such as transit/bicycle lanes).

2. Transportation Systems Management (TSM) Improvements

LADOT's ATSAC Section has identified the need to replace the existing video fiber/fiber optic cables with the high-capacity data cables in the Hollywood area. The new cables would be installed from an ATSAC hub located at Wilcox Avenue & De Longpre Avenue to Franklin Avenue/Highland Avenue, to Hollywood Boulevard/Highland Avenue, and to Hollywood Boulevard/Vine Street. These cables would provide the network capacity for additional closed circuit television (CCTV) cameras to real-time video monitoring of intersection, corridor, transit, and pedestrian operations in Hollywood.

Should the project be approved, then a final determination on how to implement these video fiber/fiber optic upgrades will be made by DOT prior to the issuance of the first building permit. These video fiber/fiber optic upgrades will be implemented **either** by the applicant through the B-Permit process of the Bureau of Engineering (BOE), **or** through payment of a one-time fixed fee of

\$175,000 to DOT to fund the cost of the upgrades. If DOT selects the payment option, then the applicant would be required to pay **\$175,000** to DOT, and DOT shall design and construct the upgrades.

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

C. New Traffic Signal

In the preparation of traffic studies, DOT guidelines indicate that unsignalized intersections should be evaluated solely to determine the need for the installation of a traffic signal or other traffic control device. When choosing which unsignalized intersections to evaluate in the study, intersections that are adjacent to the project or that are integral to the project's site access and circulation plan should be identified. The traffic study included traffic signal warrant analyses for the following three intersections:

- Gower Street and US-101 Freeway Northbound on-ramp
- Gower Street and US-101 Freeway Southbound off-ramp/Yucca Street
- Gower Street/Yucca Street

Based on the warrant analyses results, warrants for a new traffic signal will be satisfied for each of these intersections for future 2022 with project traffic conditions. However, the satisfaction of a traffic signal warrant does not in itself require the installation of a signal. Other factors relative to safety, traffic flow, signal spacing, coordination, etc. should be considered. The two intersections at Gower Street and US-101 Freeway ramps are within the jurisdiction of Caltrans and are subject to review and co-approval by that agency and by DOT's Hollywood-Wilshire District Office. The traffic signal warrant analysis shall be prepared pursuant to Section 353 of DOT's Manual of Policies and Procedures and submitted by the applicant to DOT for review. Furthermore, it is the responsibility of the applicant to secure approval and any necessary permits by Caltrans for the traffic signal proposed at freeway ramps. An officially approved TCR does not remove the responsibility of the applicant from securing the acceptance and/or approval by Caltrans where State right-of-way is involved.

D. Implementation of Improvements and Mitigation Measures

For all of the proposed intersection improvements, the final determination on the feasibility of street widening shall be made by BOE. The applicant should be responsible for the cost and implementation of any necessary traffic signal equipment modifications, bus stop relocations and lost parking meter revenues associated with the proposed transportation improvements described above. All proposed street improvements and associated traffic signal work within the City of Los Angeles must be guaranteed through BOE's B-Permit process, prior to the issuance of any building permit and completed prior to the issuance of any certificate of occupancy. Prior to

setting the bond amount, BOE shall require that the developer's engineer or contractor contact DOT's B-Permit Coordinator, at (213) 972-8687, to arrange a pre-design meeting to finalize the proposed design. Costs related to any relocation of bus zones and shelters, and to modifying or upgrading traffic signal equipment and that are necessary to implement the proposed mitigations shall be incurred by the applicant. In the event the originally proposed mitigation measures become infeasible, substitute mitigation measures of an equivalent cost may be provided subject to approval by DOT, upon demonstration that the substitute measure is equivalent or superior to the original measure in mitigating the project's significant impact.

E. Highway Dedication And Street Widening Requirements

On August 11, 2015, the City Council adopted the Mobility Plan 2035 which represents the new Mobility Element of the General Plan. A key feature of the updated plan is to revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. Per the new Mobility Element, **Yucca Street, Vista Del Mar, and Argyle Avenue** have been designated a Local Street- Standard which would require an 18-foot half-width roadway within a 30-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

F. Construction Impacts

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

G. Parking Requirements

The project will provide 436 automobile parking spaces and 232 bicycle parking spaces. Vehicular access to Building 1 will be accommodated via one full access driveway on Yucca Street and one full access driveway on Argyle Avenue. A curbside porte-cochere with valet access will be provided on Yucca Street. Vehicular access to Building 2 will be via one full access driveway on Vista Del Mar Avenue.

H. Driveway Access and Circulation

The proposed site plan illustrated in **Attachment A** is acceptable to DOT; however, review of the study does not constitute approval of the driveway dimensions and internal circulation schemes. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 5th Floor, Room 550, at 213-482-7024). In order to minimize potential building design changes, the applicant should contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. All new driveways should be Case 2 driveways and any security gates should be a minimum 20 feet from the property line. All truck loading and unloading should take place on site with no vehicles backing into the project via any of the project driveways.

† Development Review Fees

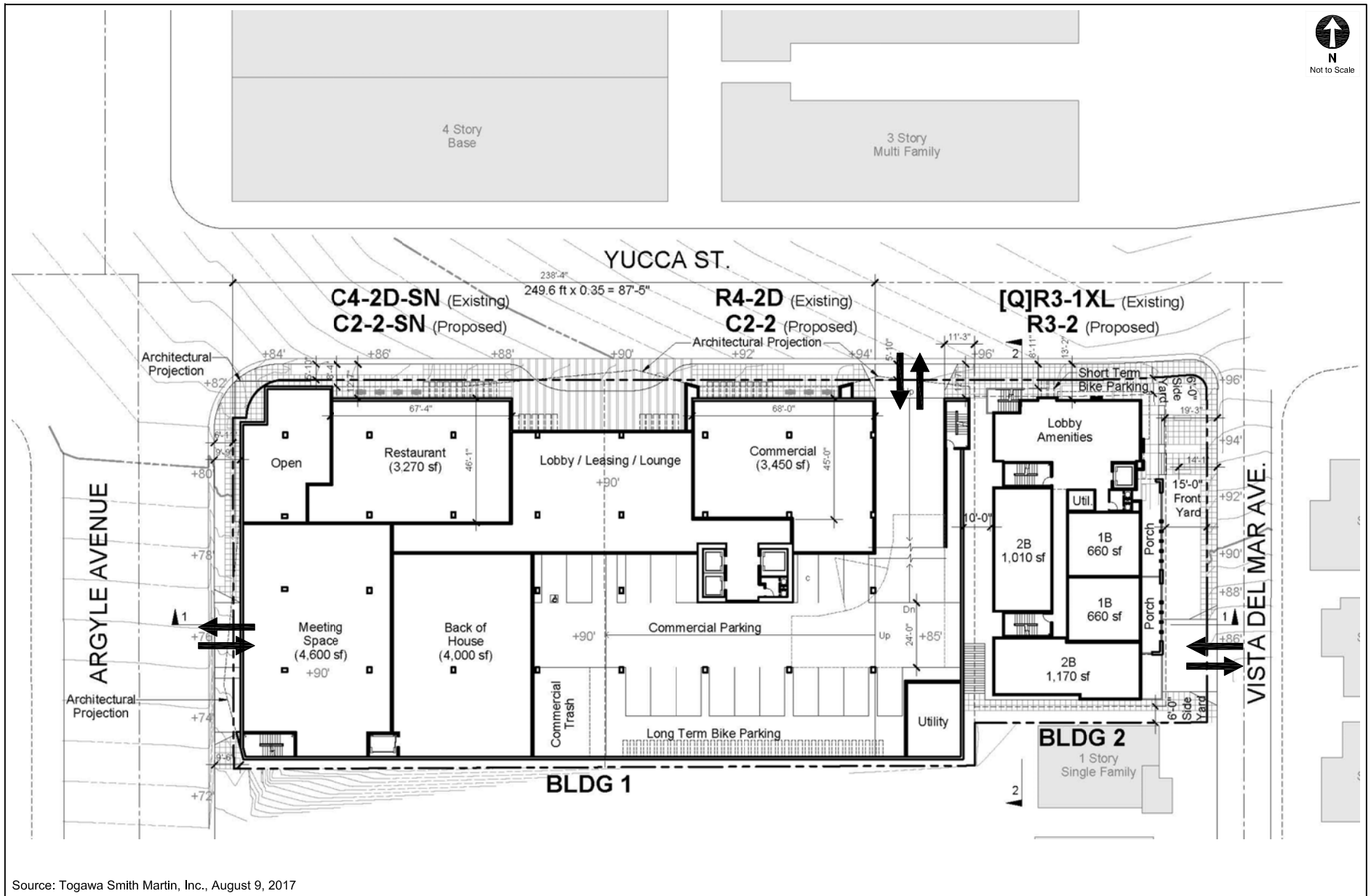
An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009. This ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance.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

If you have any questions, please contact Kevin Arucan of my staff at (213) 972-4970.

Attachments

J:\Letters\2020\CEN18-46907_6220 Yucca_updated MU_vmt_ltr.docx

c: Craig Bullock, Council District 13
Bhuvan Bajaj, Hollywood-Wilshire District Office, DOT
Taimour Tanavoli, Case Management Office, DOT
Matthew Masuda, Central District, BOE
Jonathan Chambers, Gibson Transportation Consulting, Inc.



PROJECT SITE PLAN

FIGURE
1

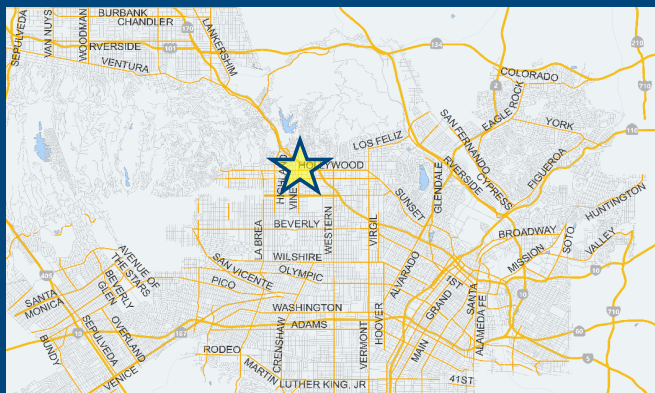
CITY OF LOS ANGELES VMT CALCULATOR Version 1.2



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

Project Information

Project: 6220 W. Yucca St
Scenario: Project
Address: 6220 W YUCCA ST, 90028



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

☒ Yes ☐ No

Existing Land Use

Land Use Type	Value	Unit
Housing Multi-Family		DU
Housing Single Family	1	DU
Housing Multi-Family	42	DU

[Click here to add a single custom land use type \(will be included in the above list\)](#)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail High-Turnover Sit-Down Restaurant	9.12	ksf
Housing Multi-Family	210	DU
Housing Hotel	136	Rooms
Retail General Retail	3.45	ksf
Retail High-Turnover Sit-Down Restaurant	9.12	ksf

[Click here to add a single custom land use type \(will be included in the above list\)](#)

Project Screening Summary

Existing Land Use	Proposed Project
150 Daily Vehicle Trips	1,991 Daily Vehicle Trips
927 Daily VMT	12,686 Daily VMT

Tier 1 Screening Criteria

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

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips 1,841
Net Daily Trips

The net increase in daily VMT ≤ 0 11,759
Net Daily VMT

The proposed project consists of only retail land uses ≤ 50,000 square feet total. 12.570
ksf

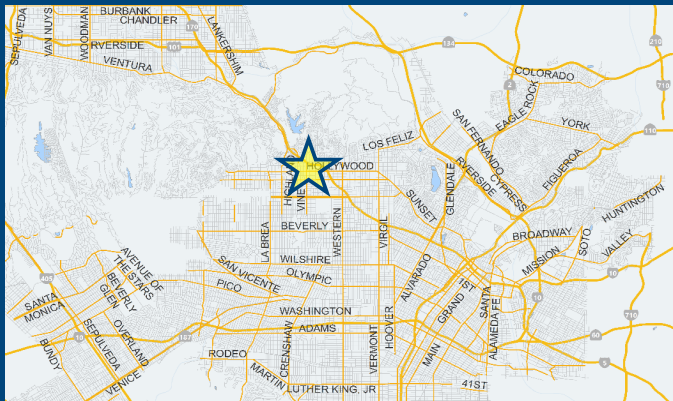
The proposed project is required to perform VMT analysis.

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2



Project Information

Project: 6220 W. Yucca St
 Scenario: Project
 Address: 6220 W YUCCA ST, 90028



Proposed Project Land Use Type	Value	Unit
Housing Multi-Family	210	DU
Housing Hotel	136	Rooms
Retail General Retail	3.45	ksf
Retail High-Turnover Sit-Down Restaurant	9.12	ksf

TDM Strategies

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

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	No	No
Max Work Based TDM Achieved?	No	No
A Parking		
B Transit		
C Education & Encouragement		
D Commute Trip Reductions		
E Shared Mobility		
F Bicycle Infrastructure		
Implement/Improve On-street Bicycle Facility	Select Proposed Prj or Mitigation to include this strategy	
<input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation		
Include Bike Parking Per LAMC	Select Proposed Prj or Mitigation to include this strategy	
<input checked="" type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation		
Include Secure Bike Parking and Showers	Select Proposed Prj or Mitigation to include this strategy	
<input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation		
G Neighborhood Enhancement		

Analysis Results

Proposed Project	With Mitigation
1,979 Daily Vehicle Trips	1,869 Daily Vehicle Trips
12,607 Daily VMT	11,929 Daily VMT
7.4 Household VMT per Capita	6.0 Household VMT per Capita
7.2 Work VMT per Employee	7.1 Work VMT per Employee

Significant VMT Impact?

Household: Yes Threshold = 6.0 15% Below APC	Household: No Threshold = 6.0 15% Below APC
Work: No Threshold = 7.6 15% Below APC	Work: No Threshold = 7.6 15% Below APC

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 24, 2020

Project Name: 6220 W. Yucca St

Project Scenario: Project

Project Address: 6220 W YUCCA ST, 90028



Version 1.2

Project Information			
Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	210	DU
	Townhouse	0	DU
	Hotel	136	Rooms
	Motel	0	Rooms
Affordable Housing	Family	0	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	3.450	ksf
	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.000	ksf
	Supermarket	0.000	ksf
	Bank	0.000	ksf
	Health Club	0.000	ksf
	High-Turnover Sit-Down Restaurant	9.120	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
Office	General Office	0.000	ksf
	Medical Office	0.000	ksf
Industrial	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
School	University	0	Students
	High School	0	Students
	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students
Other		0	Trips

Project and Analysis Overview

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 24, 2020

Project Name: 6220 W. Yucca St

Project Scenario: Project

Project Address: 6220 W YUCCA ST, 90028



Version 1.2

Analysis Results			
Total Employees: 111			
Total Population: 473			
Proposed Project		With Mitigation	
1,979	Daily Vehicle Trips	1,869	Daily Vehicle Trips
12,607	Daily VMT	11,929	Daily VMT
7.4	Household VMT per Capita	6	Household VMT per Capita
7.2	Work VMT per Employee	7.1	Work VMT per Employee
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 7.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	Yes	Household > 6.0	No
Work > 7.6	No	Work > 7.6	No

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: February 24, 2020

Project Name: 6220 W. Yucca St

Project Scenario: Project

Project Address: 6220 W YUCCA ST, 90028



Version 1.2

TDM Strategy Inputs				
Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	0	0
		Actual parking provision (spaces)	0	0
	Unbundle parking	Monthly cost for parking (\$)	\$0	\$150
	Parking cash-out	Employees eligible (%)	0%	0%
	Price workplace parking	Daily parking charge (\$)	\$0.00	\$0.00
		Employees subject to priced parking (%)	0%	0%
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: February 24, 2020

Project Name: 6220 W. Yucca St

Project Scenario: Project

Project Address: 6220 W YUCCA ST, 90028



Version 1.2

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Transit	Reduce transit headways	Reduction in headways (increase in frequency) (%)	0%	0%
		Existing transit mode share (as a percent of total daily trips) (%)	0%	0%
		Lines within project site improved (<50%, >=50%)	0	0
	Implement neighborhood shuttle	Degree of implementation (low, medium, high)	0	0
		Employees and residents eligible (%)	0%	0%
	Transit subsidies	Employees and residents eligible (%)	0%	0%
		Amount of transit subsidy per passenger (daily equivalent) (\$)	\$0.00	\$0.00
Education & Encouragement	Voluntary travel behavior change program	Employees and residents participating (%)	0%	0%
	Promotions and marketing	Employees and residents participating (%)	0%	10%
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: February 24, 2020

Project Name: 6220 W. Yucca St

Project Scenario: Project

Project Address: 6220 W YUCCA ST, 90028



Version 1.2

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	Required commute trip reduction program	Employees participating (%)	0%	0%
	Alternative Work Schedules and Telecommute	Employees participating (%)	0%	0%
		Type of program	0	0
		Degree of implementation (low, medium, high)	0	0
	Employer sponsored vanpool or shuttle	Employees eligible (%)	0%	0%
		Employer size (small, medium, large)	0	0
	Ride-share program	Employees eligible (%)	0%	0%
Shared Mobility	Car share	Car share project setting (Urban, Suburban, All Other)	0	0
	Bike share	Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)	0	0
	School carpool program	Level of implementation (Low, Medium, High)	0	0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: February 24, 2020

Project Name: 6220 W. Yucca St

Project Scenario: Project

Project Address: 6220 W YUCCA ST, 90028



Version 1.2

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: February 24, 2020
 Project Name: 6220 W. Yucca St
 Project Scenario: Project
 Project Address: 6220 W YUCCA ST, 90028



Version 1.2

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	18%	0%	0%	0%	18%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: February 24, 2020
 Project Name: 6220 W. Yucca St
 Project Scenario: Project
 Project Address: 6220 W YUCCA ST, 90028



Version 1.2

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

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

Final Combined & Maximum TDM Effect

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction	
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL		1%	19%	1%	1%	1%	19%	1%	1%	1%	1%	1%	1%
MAX. TDM EFFECT		1%	19%	1%	1%	1%	19%	1%	1%	1%	1%	1%	1%

$$= \text{Minimum}(X\%, 1 - [(1-A) * (1-B) \dots])$$

where X%=

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: February 24, 2020

Project Name: 6220 W. Yucca St

Project Scenario: Project

Project Address: 6220 W YUCCA ST, 90028



Version 1.2

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	284	-36.3%	181	8.0	2,272	1,448
Home Based Other Production	762	-48.6%	392	5.3	4,039	2,078
Non-Home Based Other Production	302	-13.9%	260	7.3	2,205	1,898
Home-Based Work Attraction	162	-39.5%	98	8.2	1,328	804
Home-Based Other Attraction	1,409	-48.0%	732	6.0	8,454	4,392
Non-Home Based Other Attraction	379	-13.5%	328	6.3	2,388	2,066

MXD Methodology with TDM Measures

	Proposed Project			Project with Mitigation Measures		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-0.6%	180	1,439	-18.8%	147	1,175
Home Based Other Production	-0.6%	390	2,065	-18.8%	318	1,687
Non-Home Based Other Production	-0.6%	258	1,886	-1.0%	257	1,879
Home-Based Work Attraction	-0.6%	97	799	-1.0%	97	796
Home-Based Other Attraction	-0.6%	728	4,365	-1.0%	725	4,347
Non-Home Based Other Attraction	-0.6%	326	2,053	-1.0%	325	2,045

MXD VMT Methodology Per Capita & Per Employee

Total Population: 473

Total Employees: 111

APC: Central

	Proposed Project	Project with Mitigation Measures
Total Home Based Production VMT	3,504	2,862
Total Home Based Work Attraction VMT	799	796
Total Home Based VMT Per Capita	7.4	6.0
Total Work Based VMT Per Employee	7.2	7.1

TABLE 10
FUTURE WITH PROJECT CONDITIONS (YEAR 2022)
INTERSECTION LEVELS OF SERVICE AND SIGNIFICANT IMPACTS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions			
			V/C	LOS	V/C	LOS	Δ V/C	Adverse Queuing Condition
1.	Cahuenga Blvd & Franklin Ave	A.M.	1.115	F	1.116	F	0.001	NO
		P.M.	1.033	F	1.034	F	0.001	NO
2.	Vine St & Franklin Ave / US 101 SB Off-ramp	A.M.	0.384	A	0.384	A	0.000	NO
		P.M.	0.468	A	0.468	A	0.000	NO
3.	Argyle Ave / US 101 NB On-ramp & Franklin Ave	A.M.	0.943	E	0.955	E	0.012	YES
		P.M.	0.995	E	1.005	F	0.010	YES
4.	Gower St & Franklin Ave	A.M.	0.684	B	0.688	B	0.004	NO
		P.M.	0.775	C	0.779	C	0.004	NO
5.	Beachwood Dr & Franklin Ave	A.M.	0.701	C	0.703	C	0.002	NO
		P.M.	0.685	B	0.687	B	0.002	NO
6.	Bronson Ave & Franklin Ave	A.M.	0.666	B	0.667	B	0.001	NO
		P.M.	0.791	C	0.795	C	0.004	NO
7.	Cahuenga Blvd & Yucca St	A.M.	0.625	B	0.628	B	0.003	NO
		P.M.	0.739	C	0.743	C	0.004	NO
8.	Ivar Ave & Yucca St	A.M.	0.259	A	0.265	A	0.006	NO
		P.M.	0.322	A	0.327	A	0.005	NO
9.	Vine St & Yucca St	A.M.	0.621	B	0.632	B	0.011	NO
		P.M.	0.620	B	0.631	B	0.011	NO
10.	Argyle Ave & Yucca St	A.M.	0.267	A	0.310	A	0.043	NO
		P.M.	0.441	A	0.481	A	0.040	NO
11.	Gower St & Carlos Ave	A.M.	0.379	A	0.391	A	0.012	NO
		P.M.	0.310	A	0.325	A	0.015	NO
12.	Cahuenga Blvd & Hollywood Blvd	A.M.	1.042	F	1.047	F	0.005	NO
		P.M.	0.744	C	0.747	C	0.003	NO
13.	Ivar Ave & Hollywood Blvd	A.M.	0.646	B	0.648	B	0.002	NO
		P.M.	0.618	B	0.621	B	0.003	NO
14.	Vine St & Hollywood Blvd	A.M.	0.939	E	0.943	E	0.004	NO
		P.M.	0.938	E	0.944	E	0.006	NO
15.	Argyle Ave & Hollywood Blvd	A.M.	0.632	B	0.641	B	0.009	NO
		P.M.	0.712	C	0.722	C	0.010	NO
16.	Gower St & Hollywood Blvd	A.M.	0.811	D	0.821	D	0.010	NO
		P.M.	0.847	D	0.851	D	0.004	NO
17.	Bronson Ave & Hollywood Blvd	A.M.	0.785	C	0.792	C	0.007	NO
		P.M.	0.942	E	0.947	E	0.005	NO
18.	US 101 SB Ramps & Hollywood Blvd	A.M.	0.774	C	0.780	C	0.006	NO
		P.M.	0.674	B	0.682	B	0.008	NO
19.	US 101 NB Ramps / Van Ness Ave & Hollywood Blvd	A.M.	0.986	E	0.989	E	0.003	NO
		P.M.	0.725	C	0.733	C	0.008	NO
20.	Vine St & Selma Ave	A.M.	0.499	A	0.502	A	0.003	NO
		P.M.	0.637	B	0.640	B	0.003	NO
21.	Argyle Ave & Selma Ave	A.M.	0.264	A	0.269	A	0.005	NO
		P.M.	0.295	A	0.300	A	0.005	NO
22.	Vine St & Sunset Blvd	A.M.	1.046	F	1.050	F	0.004	NO
		P.M.	1.156	F	1.159	F	0.003	NO
23.	Argyle Ave & Sunset Blvd	A.M.	0.519	A	0.523	A	0.004	NO
		P.M.	0.494	A	0.497	A	0.003	NO
24.	Gower St & Sunset Blvd	A.M.	0.932	E	0.935	E	0.003	NO
		P.M.	1.052	F	1.056	F	0.004	NO