

## **Appendix R**

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### Transportation Assessment

# 1360 North Vine Street Project

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## Transportation Assessment

Prepared for:

Onni Group

November 2021

LA16-2875

FEHR  PEERS



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## 1. INTRODUCTION

This report documents the assumptions, methodologies, and findings of a study conducted by Fehr & Peers to evaluate the potential transportation impacts of the proposed project located at 1360 North Vine Street, north of Afton Place and south of De Longpre Avenue in the City of Los Angeles (the Project). The Project is located on Lots 11-22 (Block A) of Tract No. 1210 in City Council District 13. The Project is within the Hollywood Community Plan area and the Hollywood Redevelopment Plan area of the City of Los Angeles. This study was conducted as part of an environmental impact report being prepared for the proposed Project.

### 1.1 Project Description

The proposed Project is on Vine Street between De Longpre Avenue and Afton Place. The adjacent land uses include a church to the north; apartments to the south; retail, a school, and parking to the east; and office and retail to the west. **Figure 1** illustrates the location of the proposed Project in relation to the surrounding street system. Regional access to the Project site is provided by the Hollywood Freeway US 101 (US-101) with access ramps approximately 0.6 miles to the north and 1 mile to the east. The Project is located within ½ mile of the Metro Red Line Hollywood/Vine Station.

The Project site is currently a mix of commercial, office, and residential. The commercial space is made up of 8,044 square feet of small shops, including a pawn shop, convenience store, two restaurants, and an auto insurance business. The office building contains 17,100 square feet of post-production studios. The existing residential units are a mix of six bungalows that comprise approximately 8,988 square feet of floor area (of which three are occupied by office/post-production uses and three are unoccupied) and an eight-unit multi-family building comprised of approximately 7,700 square feet of floor area (none are occupied). The six bungalows are part of the Afton Square Historic District and would be relocated within the Project site to be adapted for reuse pursuant to a preservation plan. There are four existing driveways on Afton Place and four existing driveways on De Longpre Avenue that facilitate vehicular access for the existing uses. Approximately 60 parking spaces are provided on site.

The Project as analyzed in this study involves two different buildout options:

- The Residential Option consists of the construction of 429 new residential units (including 36 units designated for Very Low Income households), 55,000 square feet of grocery store space, 5,000 square feet of neighborhood-serving retail space, and 8,988 square feet of adaptive reuse in the bungalows. The bungalows would be rehabilitated for adaptive reuse as either high-turnover restaurant or 12 residential units, which would be part of the 429 residential unit count<sup>1</sup>. Whether the bungalows are rehabilitated for high-turnover restaurant or residential units, the Residential Option would provide 764 parking stalls in four levels of subterranean parking.

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<sup>1</sup> The Residential Option is analyzed with both bungalow uses (residential units or high-turnover restaurant) for the CEQA analysis and as high-turnover restaurant for the Non-CEQA analysis as the most conservative scenario.



- The Office Option consists of the construction of 463,521 square feet of office space, 11,914 square feet of quality restaurant, and 8,988 square feet of adaptive reuse in the bungalows. The bungalows would be rehabilitated for adaptive reuse as either quality restaurant or 9 residential units<sup>2</sup>. If the bungalows are rehabilitated as quality restaurant, the Office Option would provide 1,693 parking stalls in eight levels of subterranean parking. If the bungalows are rehabilitated as residential units, the Office Option would provide 1,705 parking stalls in eight levels of subterranean parking.

This study analyzes three different vehicular access scenarios. The three driveway scenarios are summarized below:

- The Vine & De Longpre Driveways Scenario would provide vehicle access with a right-in/right-out driveway on Vine Street and an all-way access driveway on De Longpre Avenue. This driveways scenario is analyzed for the Residential Option and Office Option.
- The Afton & De Longpre Driveways Scenario would provide vehicle access with all-access driveways on Afton Place and De Longpre Avenue. This driveways scenario is analyzed for the Office Option.
- The Afton Cul-de-sac & De Longpre Driveways Scenario would provide vehicle access with all-access driveways on Afton Place and De Longpre Avenue with a cul-de-sac, or street closure to through traffic, directly east of the driveway on Afton Place. This driveways scenario is analyzed for the Office Option.

All driveways scenarios would provide access to the subterranean parking garage. Under the Residential Option, pedestrian access to the ground floor retail would be from Vine Street and Afton Place. Project residents would access the building and lobbies from entrances located on De Longpre Avenue. Under the Office Option, pedestrian access to the ground floor retail would be from Vine Street, De Longpre Avenue, and Afton Place. Office tenants would access the office lobby from an entrance on Vine Street and from stairs/elevators accessible from Afton Place. Residents, visitors, patrons, and employees arriving to the Project Site by bicycle would have the same access opportunities as pedestrians and would be able to utilize on-site bicycle parking facilities. The loading areas for the commercial and residential Project uses will be located on the ground floor level, with trucks entering and exiting to/from a loading dock off De Longpre Avenue.

A site plan for the Residential Option with the Vine & De Longpre Driveways Scenario is presented in **Figure 2A**. Site plans for the Office Option with the Vine & De Longpre, Afton & De Longpre Driveways Scenarios, and Afton Cul-de-sac & De Longpre Driveways Scenarios are presented in **Figures 2B, 2C, and 2D**, respectively.

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<sup>2</sup> The Office Option is analyzed with both bungalow uses (residential units or high-turnover restaurant) for the CEQA analysis and as quality restaurant for the Non-CEQA analysis as the most conservative scenario.

## 1.2 Study Scope

The scope of work for this study was determined in consultation with the Los Angeles Department of Transportation (LADOT) and is in accordance with the City's CEQA transportation thresholds of significance and LADOT's *Transportation Assessment Guidelines* (TAG) adopted in July 2019<sup>3</sup>. The base assumptions and technical methodologies were discussed with LADOT as part of the study approach and agreed to in a transportation assessment memorandum of understanding (MOU) dated November 2019 (LADOT Project Case Number CEN19-49004). The MOU is included in **Appendix A** to this document.

The TAG establishes an updated set of guidelines, methods, and impact criteria for CEQA considerations that focus on vehicle miles traveled (VMT), geometric design features, and policy conflicts. The TAG also establishes a framework for various non-CEQA analyses including a pedestrian, bicycle, and transit access assessment, a project access, safety, and circulation assessment, project construction, and residential street cut-through analysis. Each area of analysis is described in the TAG with a discussion of screening criteria, the methodology for analysis, impact criteria, and potential mitigation options when appropriate. Based on the screening criteria set forth in the TAG, the following issue areas described in the TAG are evaluated in this report (the screening analysis is available in **Appendix B**):

<i><b>TAG Issue Area</b></i>	<i><b>Analysis Required?</b></i>
<i><b>CEQA Analyses:</b></i>	
Conflicts with Plans, Programs, Ordinances, and Policies	Yes
Causing Substantial Additional Vehicle Miles Traveled	Yes
Substantially Inducing Additional Automobile Travel	No
Geometric Design Features	Yes
<i><b>Non-CEQA Analyses:</b></i>	
Pedestrian, Bicycle, and Transit Access	Yes
Project Access, Safety, and Circulation	Yes
Project Construction	Yes
Residential Street Cut-Through	Yes

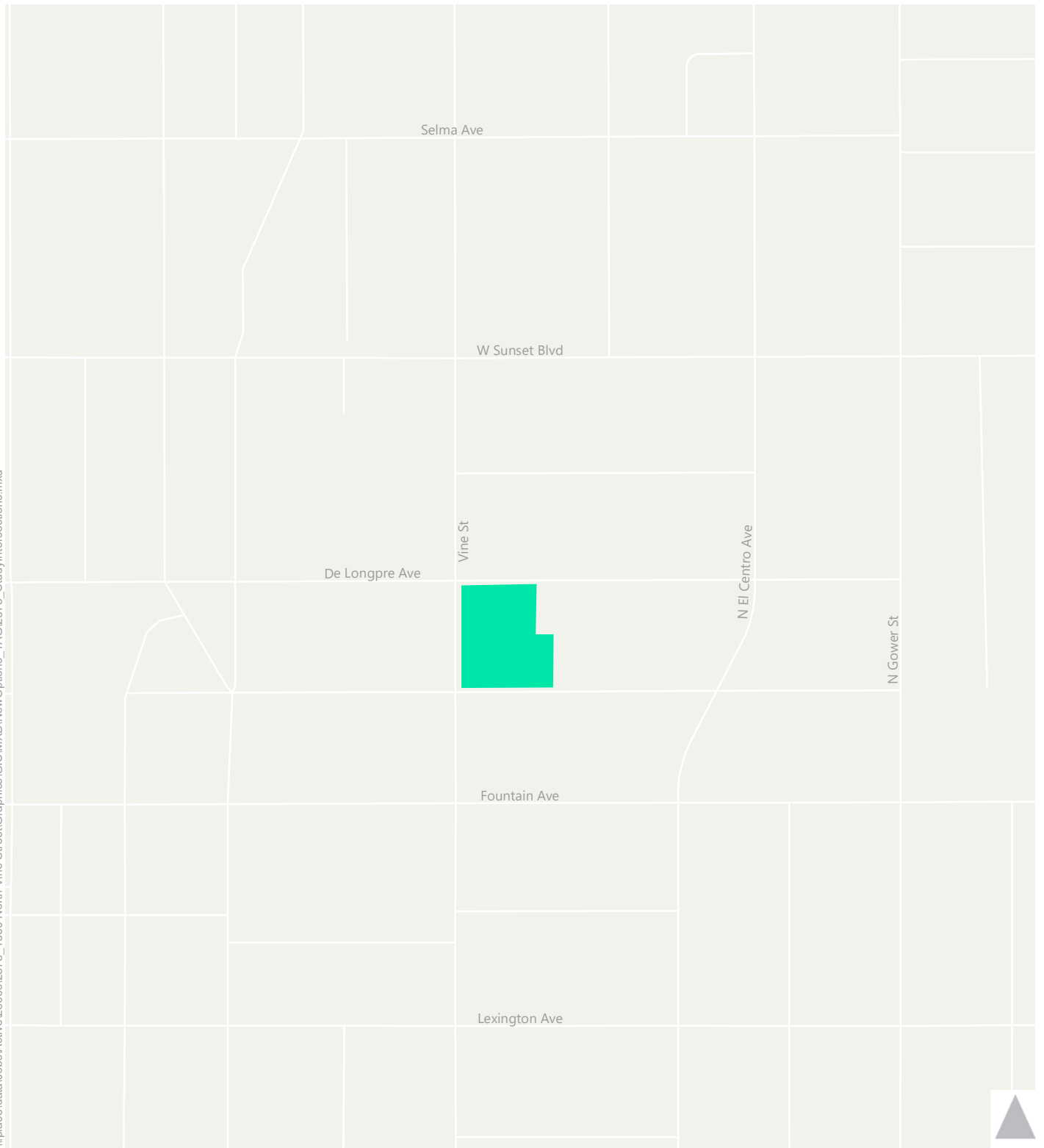
In addition, in accordance with LADOT's interim guidance on freeway safety analysis issued in May 2020<sup>4</sup>, a freeway safety analysis was conducted to evaluate whether the addition of Project traffic could cause or lengthen an off-ramp queue onto the freeway mainline that could constitute a potential safety impact under CEQA.

<sup>3</sup> On July 30, 2019, the Los Angeles City Council adopted a resolution formally implementing the City's updated transportation thresholds of significance for CEQA analyses. The TAG is the document providing the guidance for conducting both CEQA and non-CEQA transportation analyses. LADOT released an updated TAG in July 2020.

<sup>4</sup> Los Angeles Department of Transportation, *LADOT Transportation Assessments – Interim Guidance for Freeway Safety Analysis* (May 2020).



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 Project Site



Figure 1

## 1360 N Vine Street: Project Location and Study Area



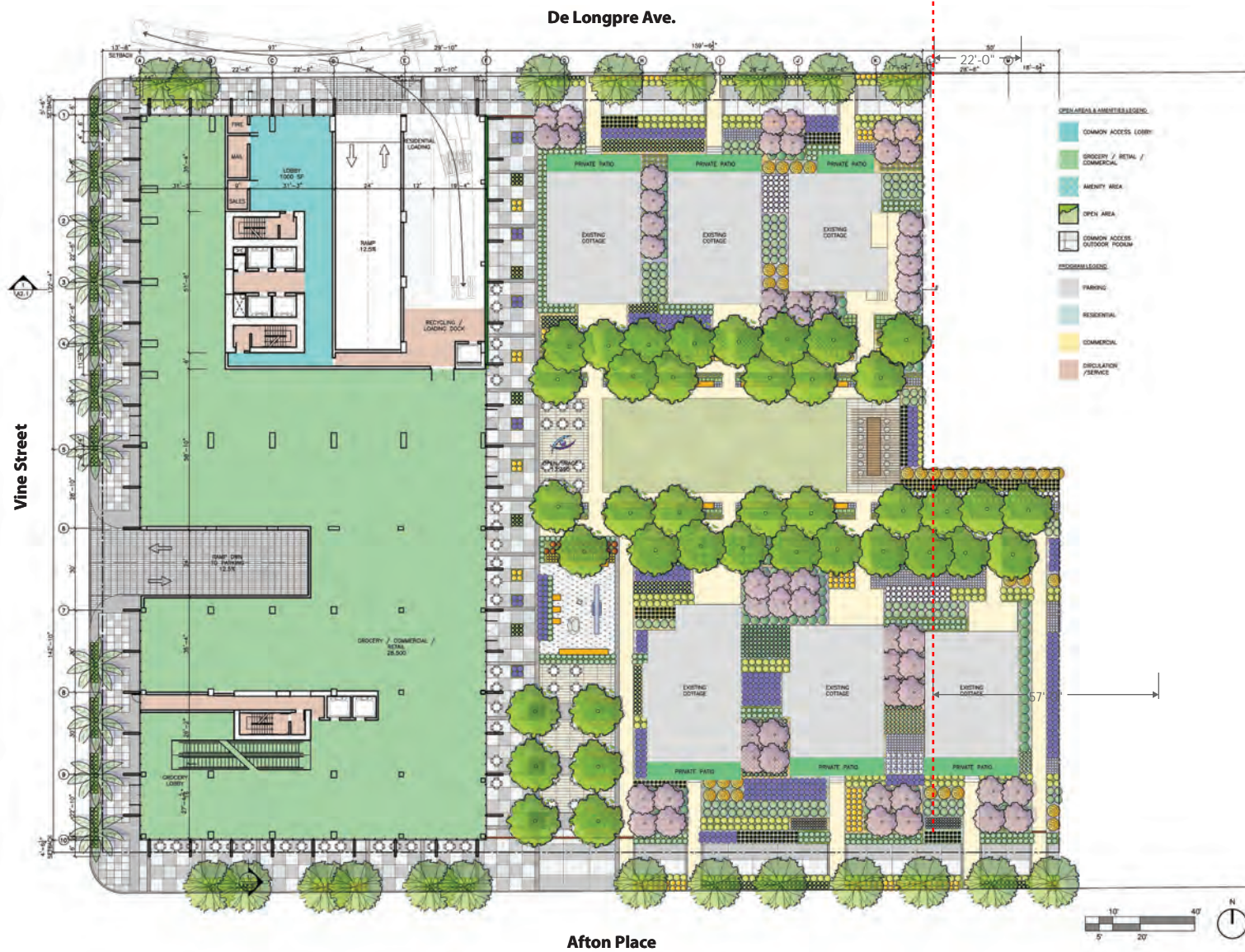


Figure 2A

## Site Plan: Residential Option



Figure 2B

Site Plan: Office Option - Vine & De Longpre Driveways Scenario



The site plan for the Afton Community Center illustrates the building's footprint and its integration with the surrounding site. The building is divided into several functional zones: a large central lobby, two retail/restaurant spaces, and various utility and support areas. The site is bordered by a large parking lot to the north and a landscaped area with trees to the south. Key features include:

- Building Layout:**
  - Retail/Restaurant (3291 sf):** Located in the top left corner.
  - Retail/Restaurant (3731 sf):** Located in the bottom left corner.
  - Lobby:** A large central area with a green grid pattern.
  - Utility and Support Areas:** Including a generator, transformers, main electrical room, storage, and a dock.
  - Classrooms:** Labeled P1 through P9, arranged in a row along the right side of the lobby.
  - Other Rooms:** FSAE, FSAE LOBBY, FOC, and a control room.
- Parking and Access:**
  - A large parking lot is situated to the north of the building, with a 22'-0" dimension indicated.
  - A 57'-0" dimension is shown for the landscaped area to the south of the building.
  - Access points are marked with arrows, including a "LARGE ENTRY" and "DOCK" area.
- Landscaping:** A large, irregularly shaped landscaped area with a hatched pattern and numerous trees is located to the south of the building.
- Orientation and Scale:** A north arrow is located in the top right corner. A scale bar at the bottom indicates distances in feet.

### Site Plan: Office Option - Afton & De Longpre Driveways Scenario





Figure 2D

Site Plan: Office Option - Afton Cul-de-sac & De Longpre Driveways Scenario



### 1.3 Organization of Report

This report is divided into five chapters, including this introduction as Chapter 1. Chapter 2 describes the existing transportation system in the study area, including an inventory of the streets, highways, bicycle & pedestrian networks, and transit service. The required CEQA analyses are summarized in Chapter 3 and includes a review of the City's plans, programs, ordinances, and policies, a VMT analysis, a geometric design hazards evaluation, and a freeway off-ramp analysis. Chapter 4 includes the required non-CEQA transportation analyses, and contains a pedestrian, bicycle, and transit access assessment, a Project access, safety and circulation evaluation, Project construction analysis, and residential street cut-through analysis. Chapter 5 contains the study summary and conclusions.

Appendices to this report include details of the technical analysis, as follows:

- A. Appendix A includes a copy of the Memorandum of Understanding approved by LADOT that describes study parameters and assumptions.
- B. Appendix B includes responses to the TAG screening criteria.
- C. Appendix C provides back-up for the plans, programs, ordinances, and policies review and geometric design hazards review.
- D. Appendix D contains the detailed information pertaining the VMT analysis, including transportation demand strategies, trip estimates, and trip length information.
- E. Appendix E contains the vehicle intersection turning movement and segment counts for analysis locations.
- F. Appendix F contains the analysis volumes and lane configurations that are inputs to the intersection level of service analysis.
- G. Appendix G includes level of service (LOS) analysis worksheets for analysis conducted at four intersections in accordance with the TAG sections associated with access and circulation review.
- H. Appendix H provides the level of service analysis worksheets for driveway locations.
- I. Appendix I provides the signal warrant analysis worksheets for the unsignalized intersection.
- J. Appendix J provides the off-ramp queue analysis worksheets for the freeway safety analysis.





## 2. EXISTING CONDITIONS

A comprehensive data collection effort was undertaken to develop a detailed description of the existing transportation system in the study area. The assessment of conditions relevant to this study includes a description of the study area, an inventory of the local street system near the Project site, the existing and planned bicycle & pedestrian facilities, and the current transit service in the study area.

### 2.1 Study Area

The Project site is within the City of Los Angeles and access will be provided via three streets: Vine Street, De Longpre Avenue, and Afton Place. The study area selected for analysis extends to Gower Street to the east, Selma Avenue to the north, Wilcox Avenue to the west, and Banner Avenue to the south. The study area bounds (1/4 mile radius from the Project Site) were selected for analysis based on guidance in the LADOT TAG. The streets in the study area are under the jurisdiction of the City of Los Angeles. The study area is an urban setting located near transit with a variety of land uses and densities. The Project is considered infill development, as it proposes to build on previously developed parcels.

### 2.2 Existing Street System

Major streets serving the study area include Sunset Boulevard in the east-west direction and Wilcox Avenue, Cole Avenue, Cahuenga Boulevard, Vine Street, and Gower Street in the north-south direction. Regional access to and from the study area is provided by Interstate 10 approximately 4.5 miles south of the Project site and US-101 less than a mile north and east of the Project site. The characteristics of analyzed streets serving the study area are listed below. The street descriptions include the designation of the roadway under the City of Los Angeles *Complete Streets Design Guide* (Los Angeles Department of Planning) approved by the Los Angeles City Council in August 2015. The roadways in the study area are defined as follows in the *Complete Streets Design Guide*:

- Freeways – High-volume, high-speed roadways with limited access provided by interchanges that carry regional traffic through and do not provide local access to adjacent land uses.
- Arterial Streets – Major streets that serve through traffic and provide access to major commercial activity centers. Arterials are divided into two categories:
  - Boulevards represent the widest streets that typically provide regional access to major destinations and include two categories:
    - Boulevard I provides up to four travel lanes in each direction with a target operating speed of 40 mph.
    - Boulevard II provides up to three travel lanes in each direction with a target operating speed of 35 mph.
  - Avenues pass through both residential and commercial areas and include three categories:



- Avenue I provides up to two travel lanes in each direction with a target operating speed of 35 mph.
- Avenue II provides up to two travel lanes in each direction with a target operating speed of 30 mph.
- Avenue III provides up to two travel lanes in each direction with a target operating speed of 25 mph.
- Collector Streets – Generally located in residential neighborhoods and provide access to and from arterial streets for local traffic and are not intended for cut-through traffic. Collector Streets provide one travel lane in each direction with a target operating speed of 25 mph.
- Local Streets – Intended to accommodate lower volumes of vehicle traffic and provide parking on both sides of the street. Local Streets provide one travel lane in each direction with a target operating speed of 15 to 20 mph. Local Streets can be:
  - Continuous local streets that connect to other streets at both ends
  - Non-Continuous local streets that lead to a dead-end

In addition, the *Mobility Plan 2035* identifies corridors proposed to prioritize bicycle, pedestrian, transit, and vehicle infrastructure improvements. Each of the networks are defined as the following:

- The Neighborhood-Enhanced Network (NEN) is a selection of streets that provide comfortable and safe routes for localized travel of slower-moving modes such as walking, bicycling, or other slow speed motorized means of travel.
- The Transit-Enhanced Network (TEN) is the network of arterial streets prioritized to improve existing and future bus service for transit riders.
- The Bicycle-Enhanced Network (BEN) is a network of streets to receive treatments that prioritize bicyclists. Tier 1 Protected Bicycle Lanes are bicycle facilities that are separated from vehicular traffic. Tier 2 and Tier 3 Bicycle Lanes are facilities on roadways with striped separation. Tier 2 Bicycle Lanes are those more likely to be built by 2035.
- The Vehicle-Enhanced Network (VEN) identifies streets that prioritize vehicular movement and offer safe, consistent travel speeds and reliable travel times.
- The Pedestrian-Enhanced Districts (PEDs) identify where pedestrian improvements on arterial streets could be prioritized to provide better walking connections to and from the major destinations within communities.

Listed below are the primary freeway and roadways that provide regional and local access to the study area.

#### Freeways

- **Interstate 10** runs in an east-west direction south of the Project site and extends from Santa Monica to east of Los Angeles County. South of the study area, I-10 provides five lanes in each direction.



- **US-101** runs in a north-south direction east and north of the Project site and extends from the Los Angeles County border to downtown Los Angeles. In the vicinity of the study area, US 101 provides four lanes in each direction. Interchanges are provided at Cahuenga Boulevard, Vine Street, Gower Street, Hollywood Boulevard, and Sunset Boulevard in the study area.

#### East – West Streets

- **Fountain Avenue** is designated as a Collector Street and runs south of the Project site. Fountain Avenue provides one lane in each direction with parking except during street cleaning periods. Fountain Avenue is part of the Neighborhood Enhanced Network in the *Mobility Plan 2035*.
- **Sunset Boulevard** is designated as an Avenue I and runs north of the Project site. Sunset Boulevard provides two through lanes in each direction. Parking is permitted during off-peak periods, however, during peak periods, parking is restricted on Sunset Boulevard so that additional lanes may be provided, changing the number of lanes from two to three. Left-turn channelization is provided at most intersections. Sunset Boulevard is included in the Vehicle Enhanced Network in the *Mobility Plan 2035*.
- **De Longpre Avenue** is a local street in the study area and runs directly north of the Project site. De Longpre Avenue provides one lane in each direction with parking permitted on the north side of the street.
- **Afton Place** is a local street in the study area and runs directly south of the Project site. Afton Place provides one lane in each direction with parking permitted on both sides of the street.

#### North – South Streets

- **Wilcox Avenue** is designated as an Avenue III and runs west of the study area. Wilcox Avenue provides two lanes in each direction with parking permitted on both sides of the street. Two-way left-turn lanes are provided along portions of Wilcox Avenue, and left-turn channelization is provided at most intersections.
- **Cahuenga Boulevard** is designated as an Avenue II and runs to the west of the Project site. Cahuenga Boulevard provides two lanes in each direction with parking permitted on both sides of the street. The portion of Cahuenga Boulevard north of Hollywood Boulevard is included in the Bicycle Enhanced Network in the *Mobility Plan 2035*.
- **Vine Street** is designated as an Avenue II in the study area and runs directly west of the Project site. Vine Street provides two lanes in each direction with parking permitted on both sides of the street. Left-turn channelization is provided at most intersections. Vine Street is included in the Bicycle and Pedestrian Enhanced Networks in the *Mobility Plan 2035*.
- **Gower Street** is designated as an Avenue III in the study area. Gower Street provides between one and two lanes in the northbound direction and one lane of travel in the southbound direction. Parking is permitted on both sides of the street. Left-turn channelization is provided at most intersections. Gower Street is included in the Neighborhood Enhanced Network in the *Mobility Plan 2035*.



- **North El Centro Avenue** is a local street and runs east of the Project site. El Centro Avenue provides one lane in each direction with parking permitted on both sides of the street.

## 2.3 Transit Lines

The Project site is served by a high level of public transit. **Figure 3** shows the various Metro bus routes, Metro Rapid bus routes, and Metro Rail lines providing service in the study area. The Project is located south of the Metro Red Line Hollywood/Vine Station. Seven local Metro (Route 2/302, 4, 180, 210, 212/312, 217, and 222), two Metro Rapid (Route 780 and 704), and three LADOT Downtown Area Short Hop (DASH) lines (Hollywood, Beachwood Canyon, and Hollywood/Wilshire) serve the area. **Table 1** details the transit service near the Project site.

The transit lines in the vicinity of the Project site include:

- Metro Red Line – The Red Line is a subway that provides service between North Hollywood and Downtown Los Angeles. This line runs north of the Project site along Hollywood Boulevard. The Red Line has average headways of 10 minutes during the weekday AM and PM peak periods. The Red Line Hollywood/Vine station is less than ½ mile from the Project site.
- Metro Line 2/302 – Line 2 provides local service between downtown Los Angeles and the Pacific Palisades neighborhood in Los Angeles. These lines run north of the Project site along Hollywood Boulevard and Sunset Boulevard. Line 302 follows the same route along Sunset Boulevard as Line 2 but with limited stops. Each line has average headways of 10-15 minutes during the weekday AM and PM peak periods.
- Metro Line 217 – Line 217 provides local service between the Westchester neighborhood in Los Angeles and the Hollywood neighborhood in Los Angeles. This line runs north of the Project site along Hollywood Boulevard. Line 217 has average headways of 15 minutes during the weekday AM and PM peak periods.
- Metro Line 210 – Line 210 provides local service between the Hollywood neighborhood in Los Angeles and Redondo Beach. This line runs west of the Project site along Vine Street. Line 210 has average headways of 15 minutes during the weekday AM and PM peak periods.
- Metro Line 4 – Line 4 provides local service between Downtown Los Angeles and West Los Angeles, with early morning and late evening service to Santa Monica. The line runs south of the Project site along Santa Monica Boulevard. Line 4 has average headways of 10-15 minutes.
- Metro Line 180/181 – Line 180/181 provides local service between Altadena and Hollywood. This line runs north of the Project site along Hollywood Boulevard. Headways average 15 minutes during peak periods.
- Metro Line 212/312 – Lines 212/312 run from Hawthorne to Hollywood. These lines travel on La Brea Avenue, west of the Project and along Hollywood Boulevard, north of the site. Lines 212/312 have headways of approximately 10 minutes during peak periods.



- Metro Line 222 – Line 222 provides local service between Sunland and Hollywood. This line runs north of the Project site along Hollywood Boulevard, and west of the Project along Orange Drive and Highland Avenue. Headways average 60 minutes during peak periods.
- Metro Rapid Line 780 – Metro Rapid Line 780 provides express service between Pasadena and the Mid-City neighborhood in Los Angeles. This line runs north of the Project site along Hollywood Boulevard. Line 780 has average headways of 10-15 minutes during the weekday AM and PM peak periods.
- Metro Rapid 704 – Metro Rapid 704 provides express service through Santa Monica and Downtown Los Angeles. The line runs south of the Project site along Santa Monica Boulevard. Line 704 has headways of 15 minutes during weekday AM and PM peak periods.
- LADOT DASH Hollywood/Wilshire – The Hollywood/Wilshire DASH provides circulator service in the Hollywood neighborhood in Los Angeles. There are several stops near the Project site on Sunset Boulevard. The Hollywood/Wilshire DASH has average headways of 25-30 minutes during the weekday AM and PM peak periods.
- LADOT DASH Hollywood – The Hollywood DASH provides circulator service in the Hollywood neighborhood in Los Angeles. There are several stops near the Project site on Hollywood Boulevard, Argyle Avenue (north of Hollywood Boulevard), Gower Street (south of Sunset Boulevard) and Fountain Avenue. The Hollywood DASH has average headways of 30 minutes during the weekday AM and PM peak periods.
- LADOT DASH Beachwood Canyon – The Beachwood Canyon DASH provides circulator service in Hollywood's Beachwood Canyon neighborhood. There are several stops near the Project site on Vine Street and Sunset Boulevard. The Beachwood Canyon DASH has average headways of 25 minutes during the weekday AM and PM peak periods.





**TABLE 1**  
**1360 N VINE STREET PROJECT**  
**EXISTING TRANSIT SERVICE**

Transit Route	Operator	Service Type	Service From	Via	Weekday Headways	
					AM	PM
2/302	Metro	Local	Downtown to Pacific Palisades	Sunset Blvd	10-15 mins.	10-15 mins.
4	Metro	Local	Santa Monica to Downtown LA	Santa Monica Blvd	10-15 mins.	10-15 mins.
180/181	Metro	Local	Pasadena to Hollywood	Hollywood Blvd	15 mins.	15 mins.
210	Metro	Local	Redondo Beach to Hollywood	Vine St	15 mins.	15 mins.
212/312	Metro	Local	Hawthorne to Hollywood	Hollywood Blvd	10 mins.	10 mins.
217	Metro	Local	Los Feliz to Fox Hills	Hollywood Blvd	15 mins.	15 mins.
222	Metro	Local	Hollywood to Sunland	Hollywood Blvd	60 mins.	60 mins.
704	Metro	Rapid	Santa Monica to Downtown LA	Santa Monica Blvd	15 mins.	15 mins.
780	Metro	Rapid	Pasadena to Washington/Fairfax	Hollywood Blvd	10-15 mins.	10-15 mins.
Red Line	Metro	Heavy Rail	North Hollywood to Union Station	Hollywood Blvd	10 mins.	10 mins.
Beachwood Canyon	LADOT	Shuttle	Hollywood to Beachwood Canyon	Beachwood Dr	25 mins.	25 mins.
Hollywood	LADOT	Shuttle	Hollywood to Wilshire	Gower St/Western Ave	30 mins.	30 mins.
Hollywood/Wilshire	LADOT	Shuttle	Hollywood to Wilshire	Gower St/Western Ave	25-30 mins.	25-30 mins.
Hollywood Clockwise/Counterclockwise	LADOT	Shuttle	Hollywood (Vermont Ave to Highland Ave)	Hollywood Blvd	30 mins.	30 mins.

## 2.4 Existing Bicycle and Pedestrian Facilities

### Bicycle Facilities

**Figure 4** shows existing and planned citywide designated bicycle facilities in the Project area. Wilcox Avenue, Selma Avenue, Argyle Avenue, and Fountain Avenue are designated as roadways intended to share the road with bicyclists and provide shared lane markings, these roads are also known as bicycle routes.

The *Mobility Plan 2035* identifies corridors proposed to receive improved bicycle, pedestrian and vehicle infrastructure improvements. Tier 1 Protected Bicycle Lanes are bicycle facilities that are separated from vehicular traffic. Tier 2 and Tier 3 Bicycle Lanes are facilities on roadways with striped separation. Tier 2 Bicycle Lanes are those which are more likely to be built by 2035. The Neighborhood Enhanced Network is the network of locally-serving streets planned to contain traffic-calming measures that close the gaps between streets containing bicycle facilities.

- Planned Tier 1 facilities in the study area include Hollywood Boulevard
- Planned Tier 2 facilities in the study area include Vine Street
- Planned Tier 3 facilities in the study area include Cahuenga Boulevard, Sunset Boulevard, and Santa Monica Boulevard

### Pedestrian Facilities

The study area generally has a mature network of pedestrian facilities including sidewalks, crosswalks, and pedestrian safety features. Approximately 8- to 18-foot sidewalks are provided throughout the study area.

### High-Injury Network

The City of Los Angeles' High Injury Network (HIN) spotlights streets with a high concentration of traffic collisions that result in severe injuries and deaths, with an emphasis on those involving people walking and bicycling. The Project study area has two streets that have been identified by the City as part of the HIN. These include:

- Sunset Boulevard
- Vine Street

One Project driveway is proposed on a HIN roadway, Vine Street.



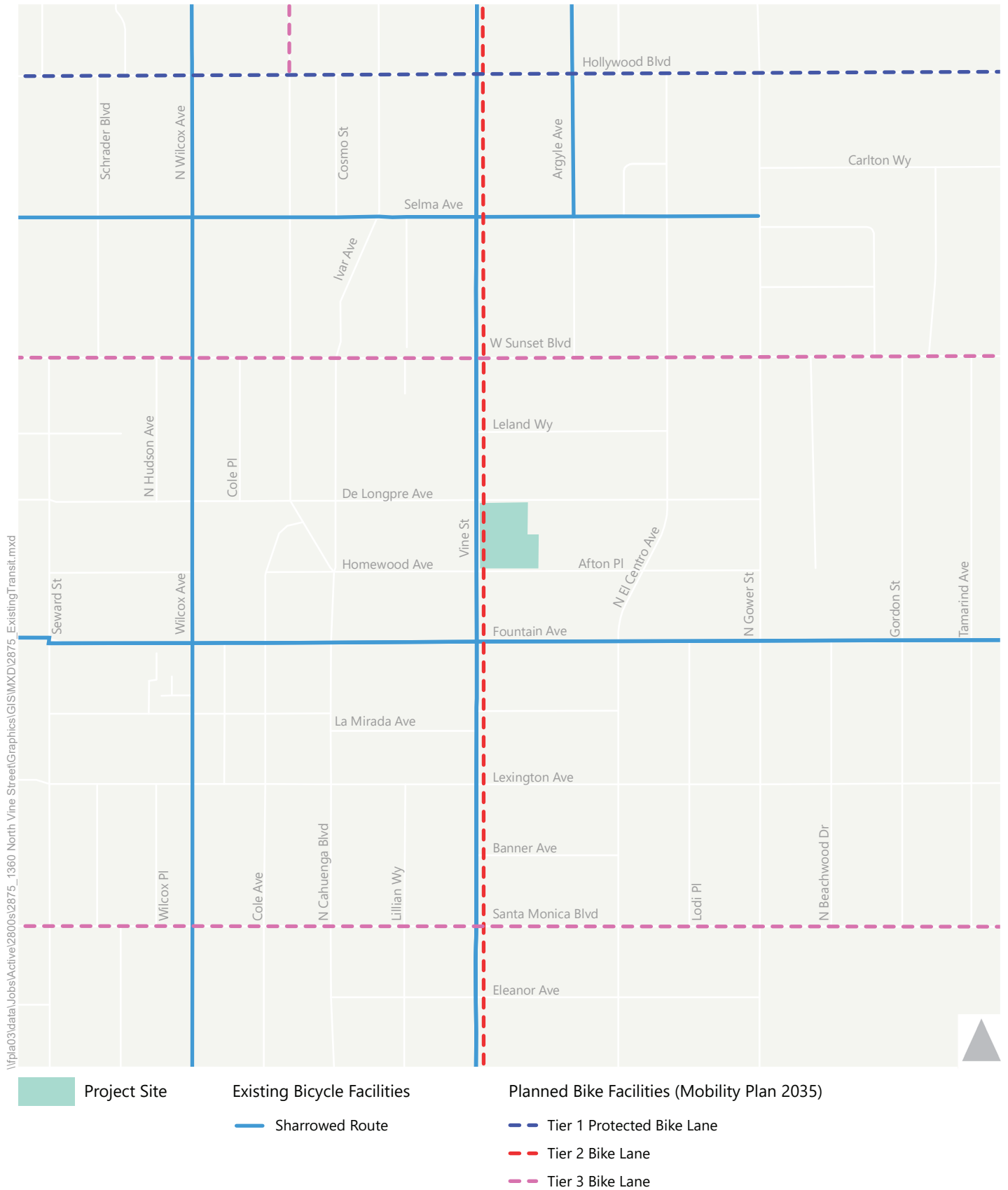


Figure 4  
Existing and Planned Bicycle Facilities

### 3. CEQA TRANSPORTATION ANALYSES

#### 3.1 Plans, Programs, Ordinances, or Policies Conflict Review

The City's TAG includes a review for conflicts with transportation-related plans, programs, ordinances, or policies. Based on applying the screening criteria, the threshold test is to assess whether a project would conflict with an adopted program, policy, plan, or ordinance that is adopted to protect the environment. A project would not be shown to result in an impact merely based on whether a project would not implement a particular program, policy, plan or ordinance. Rather, it is the intention of this threshold test to ensure that the proposed development does not conflict with nor preclude the City from implementing adopted programs, plans, and policies. Furthermore, under CEQA, a project is considered consistent with an applicable plan if it is consistent with the overall intent of the plan and would not preclude the attainment of its primary goals. A project does not need to be in perfect conformity with each and every policy. Finally, any inconsistency with an applicable policy, plan, or regulation is only a significant impact under CEQA if the policy, plan, or regulation was adopted for the purpose of avoiding or mitigating an environmental effect and if the inconsistency itself would result in a direct physical impact on the environment.

This evaluation was conducted by reviewing City documents, such as:

- *Mobility Plan 2035* is the City's document to guide the operation and design of streets and other public rights of way. It lays out a vision for designing safer, more vibrant streets that are accessible to people, no matter how they travel. The street standards and policies were reviewed and compared to existing and future conditions resulting from the Project, and it was determined the Project is compliant with Mobility Plan 2035. See **Appendix C** for a detailed review of consistency with relevant policies in *Mobility Plan 2035*.
- Community Plans make up the land use element of the City's General Plan and guide the physical development of neighborhoods by providing neighborhood level detail for land uses, the transportation network, policies, and implementation strategies. The Project is consistent with the transportation components of the Hollywood Community Plan. See **Appendix C** for a detailed review of consistency with relevant policies in the Hollywood Community Plan.
- The *Hollywood Redevelopment Plan* (HRP) sets forth the re-planning, redesign, and rehabilitation and/or development of areas which are stagnant or improperly utilized and could not be accomplished by private enterprise acting alone. Transportation-related guidelines for the City, including parking and loading facilities, are described in Section 518 of the HRP. Consistent with the HRP, the Project recognizes that the transportation system in Hollywood serves regional and local needs by locating the Project within 0.5-miles from high-capacity transit, will implement transportation demand management measures, and will provide sufficient vehicle and bicycle parking. The Project is consistent with the HRP and does not conflict with the overall intent of the HRP to promote a balanced community and a safe and positive environment. See **Appendix C** for further determination support.



- *Vision Zero* is a plan that strives to eliminate traffic related deaths in Los Angeles by 2025 through strategies, such as modifying streets to better serve vulnerable road users. Projects located on the HIN should make improvements or fund them. The Project has proposed a right-in/right-out driveway under the Vine & De Longpre Driveways Scenario to reduce conflicts between left-turning vehicles and pedestrians, bicyclists, and vehicles traveling on Vine Street; to provide bicycle parking; and to integrate the adjacent pedestrian network to maintain connections with multimodal facilities. See **Appendix C** for a detailed review of consistency with relevant policies in *Vision Zero*.

Vine Street is part of the Pedestrian Enhanced District (PED) and the Bicycle Enhanced Network (BEN). Vine Street is also on the City's HIN, and the Project proposes a right-in/right-out driveway to reduce conflicts between left-turning vehicles and pedestrians, bicyclists, and vehicles traveling on Vine Street and would not preclude the City from implementing changes associated with *Vision Zero*. The Project proposes to dedicate five feet of right-of-way along the De Longpre Avenue and Afton Place frontages as the current widths are narrower than their classifications specified in the *Mobility Plan 2035*.

The Project features, location, and design generally support multimodal transportation options and would be consistent with policies, plans, and programs that support alternative transportation, including the *Mobility Plan 2035*, the *Hollywood Community Plan*, and the *Hollywood Redevelopment Plan*. The Project features are intended to minimize impacts to the public right-of-way and enhance the user experience by integrating multimodal transportation options. The Project would encourage bicycle use to and from the Project site by providing long-term and short-term bicycle parking in accordance with the LAMC requirements and in proximity to existing bicycle facilities along Wilcox Avenue, Vine Street, Selma Avenue, Argyle Avenue, and Fountain Avenue as well as future planned protected bicycle lanes within the vicinity of the Project, including along Vine Street. The Project would encourage pedestrian activity because it does not propose to narrow sidewalks or remove streetscape amenities and concentrates mixed-use development near public transit, which provides residents, visitors, and employees access to restaurant, retail, recreation, and entertainment activities that can be conveniently accessed by walking, biking, or taking transit. The Project would also accommodate pedestrian activity with its access locations, which would be designed to meet City standards that provide adequate sight distance and pedestrian movement controls for pedestrian safety. The Project design and features would not substantially increase geometric design hazards, conflicts, or preclude City action to fulfill or implement projects associated with these networks and will contribute to overall walkability through enhancements to the Project site and streetscape.

The nearest related project to the Project site is the mixed-use office, residential, and retail project ("On Vine") at 1340 Vine Street across Vine Street to the west. The On Vine project, currently under construction, encompasses the entire block bounded by Vine Street, De Longpre Avenue, Ivar Avenue, and Homewood Avenue will enhance the pedestrian environment by providing publicly-accessible, landscaped outdoor space in street-level courtyards and paseos and landscaped sidewalks along the project frontages, will provide the City-required bicycle parking, and will not conflict with adjacent street designations. The EIR for the On Vine project (Draft Environmental Impact Report, Academy Square Project, March 2016) determined that the project would not conflict with adopted policies, plans, or programs that support public transit,



bicycle, or pedestrian performance or safety. Other related projects located farther from the Project site would not share adjacent street frontages with the Project site. Accordingly, no significant cumulative impacts are anticipated to which both the Project and other nearby related projects would contribute in regard to City transportation policies or standards adopted to protect the environment and support multimodal transportation options.

**Appendix C** provides additional detail regarding the Project's plans, programs, ordinances, and policies conflict review conducted per Attachment D of the City's TAG.

### 3.2 Vehicle Miles Traveled Analysis

As part of new CEQA guidelines, proposed land use projects need to assess whether they cause a substantial vehicle miles traveled impact.

The follow section summarizes an assessment of VMT generated by the Residential Option and the Office Option.

LADOT developed a VMT Calculator tool to be used to assess the VMT impacts of proposed development projects within the city. The VMT Calculator also assesses the effectiveness of selected TDM measures proposed for a project based on available research. Analysis was conducted for the Project using the City's VMT analysis procedures and VMT Calculator. This analysis considered the Project's proposed land uses.

#### VMT Impact Criteria

The City's VMT impact criteria for development projects are specified in the TAG. Per the criteria, a development project would have a potential significant impact if the project meets one or more of the following:

- For residential projects, a development project may have a potential significant impact if it generates daily household VMT per capita exceeding 15% below the existing average daily household VMT per capita for the Area Planning Commission (APC) area in which the project is located (see the table below). This criterion was used for the residential housing components of the Residential Option and the residential component of the Office Option.
- For office projects, a development project may have a potential significant impact if it generates daily work VMT per employee exceeding 15% below the existing average daily work VMT per employee for the APC in which the project is located (see the table below). This criterion was used for the Office Option.
- Local-serving retail development tends to shorten trips and reduce VMT whereas regional-serving retail development can lead to substitution of longer trips for shorter ones and could increase VMT. In the latter case, any net increase in VMT is considered to be significant. Local-serving is defined as retail uses less than 50,000 square feet. This criterion was used for the retail components of the Residential Option and Office Option. For the Office Option, the restaurant component of the Project is considered to be local serving and to not have a significant VMT impact. The proposed

retail and restaurant uses in the Residential Option total more than 50,000 square feet and therefore could be considered to be regional-serving. Per the City's proposed procedures, the City of Los Angeles' citywide travel demand forecasting model was run to evaluate the potential for the proposed retail uses in the Residential Option to result in a net increase in VMT. The methodology for the regional-serving retail uses is further detailed in the next section.

- For mixed-use projects, evaluate each component separately and apply the impact criteria above for each individual land use.

**VMT Impact Criteria (15% Below APC Average)**

<b>Area Planning Commission</b>	<b>Daily Household VMT per Capita</b>	<b>Daily Work VMT per Employee</b>
Central	6.0	7.6
East LA	7.2	12.7
Harbor	9.2	12.3
North Valley	9.2	15.0
South LA	6.0	11.6
South Valley	9.4	11.6
West LA	7.4	11.1

The Project is located within the Central APC.

Per the TAG, a project could have a significant cumulative impact on VMT if the project has both a significant project-level impact as determined above and is not consistent with the Southern California Association of Governments' Regional Transportation Plan/Sustainable Communities Strategy (SCAG RTP/SCS) in terms of development location, density, and intensity.

## Impact Analysis

Per the City's procedures, daily household VMT per capita and daily work VMT per employee were estimated using the City's VMT Calculator tool for both Project options<sup>5</sup>. The VMT Calculator starts with Institute of Transportation Engineers (ITE, 9<sup>th</sup> Edition) trip generation rates<sup>6</sup>, implements the MXD (mixed-use) methodology from the U.S. EPA, and utilizes socioeconomic, transit, and trip length data from the Los

<sup>5</sup> The VMT estimates for the Residential Option and Office Option with bungalows rehabilitated as residential are conservative as the bungalows are analyzed as single-family housing but would be rehabilitated as duplexes.

<sup>6</sup> The LA VMT Calculator was under development prior to release of the 10<sup>th</sup> Edition of ITE's trip generation manual in late 2017. The VMT Calculator was validated to LA conditions based on the empirical counts conducted at market rate residential, affordable housing, office, and mixed-use sites in the City, regardless of the source of the rates used as a starting point.





Angeles citywide travel demand model (calibrated to Los Angeles conditions) to adjust the trips for internalization, transit, and walkability. The VMT Calculator was calibrated based on local count data collected in the City of Los Angeles. The VMT Calculator allows for the selection of a wide variety of potential land uses including the multi-family housing, single-family housing, office, retail and restaurant uses proposed as part of the Residential and Office Option.

In addition to the VMT calculator, the City of Los Angeles' citywide travel demand forecasting model was run for the Residential Option because the proposed retail and restaurant uses in that Project Option total more than 50,000 square feet and therefore could be considered regional serving. Since the overall number of trips in the citywide model is based on trips originating in residences (home-based trips), the total number of trips across the entire model network will not be influenced materially by the introduction of the additional retail space. Rather the model will redistribute home-shopping trips from other retail destinations to the proposed retail destination. The retail trips distributed to the Project are considered to be Project-related trips because they are drawn to the Project but are not new from a regional standpoint. Per the City's procedures, retail VMT was estimated through the following steps:

- The model traffic analysis zone (TAZ) in which the Project is located was determined.
- The Residential Option land uses were converted into the appropriate socioeconomic categories utilized in the model. The socioeconomic parameters in the TAZ were adjusted appropriately to reflect removal of the existing land uses and addition of the Residential Option land uses.
- The model process was run for the model existing base year for the four time periods in the model (AM peak period, midday period, PM peak period, nighttime period) for the following scenarios:
  - "Without Project retail" scenario, including all the Project Residential Option's non-retail land uses
  - "With Project retail" scenario, adding the Residential Option's proposed retail and restaurant uses
- All VMT on the model network within a 15-mile radius of the Project TAZ was calculated for each of the four time periods and summed to determine the estimated daily VMT for each scenario. The daily VMT for the "without Project retail" scenario was subtracted from the daily VMT for the "with Project retail" scenario to determine the net change in daily VMT caused by the Project retail uses.

The restaurant use in the Office Option totals less than 50,000 square feet and therefore is considered to be a local-serving use. As a result, the restaurant use in the Office Option is not considered to have a significant impact and is screened out from further VMT analysis. The methodology described above was used to analyze the VMT impacts of the retail space contained in the Residential Option.



### *Residential Option*

**Figures 5A** and **5B** present the City's VMT Calculator dashboard as analyzed for the Residential Option with bungalows as high-turnover restaurant and as residential units, respectively. With the bungalows rehabilitated as high-turnover restaurant, the Residential Option is estimated to produce a total of 5,371 daily vehicle trips and a total daily VMT of 34,090. With the bungalows rehabilitated as residential units, the Residential Option is estimated to produce a total of 4,911 daily vehicle trips and a total daily VMT of 31,026. Additional details regarding the analysis are available in **Appendix D**.

### *Residential VMT*

The Residential Option, whether the bungalows are rehabilitated as high-turnover restaurant or as residential units, is estimated to generate 5.6 daily household VMT per capita, which is below the threshold of significance proposed for the Central APC of 6.0 daily household VMT per capita. Therefore, the Residential Option is not projected to have a significant impact on household VMT per capita.

### *Work VMT*

The daily work VMT per employee metric is not applicable to the Residential Alternatives as no office uses are proposed.

### *Regional-Serving Retail VMT*

Since the retail and restaurant components of the Residential Option are greater than 50,000 square feet, they were evaluated using the City's travel demand forecasting model. The Residential Option with bungalows rehabilitated as high-turnover restaurant was analyzed because the bungalows as high-turnover restaurant generates higher VMT than the bungalows as residential units. The City's model estimated a total daily VMT of 174,569,000 miles within a 15-mile radius of the Project TAZ when run without the retail and restaurant components of the Residential Option. With the Residential Option retail and restaurant uses included, the model estimated a total daily VMT of 174,557,000 miles within a 15-mile radius of the Project TAZ. This is a net decrease of 12,000 daily miles from the network before the Residential Option retail components were added. This decrease in VMT suggests that the addition of the proposed retail uses in the Residential Option would shorten trips and thus the retail impact on VMT would not be significant.



### *Office Option*

**Figures 6A** and **6B** present the City's VMT Calculator dashboard as analyzed for the Office Option with bungalows as quality restaurant and as residential units, respectively. With the bungalows rehabilitated as quality restaurant, the Office Option is estimated to produce a total of 3,534 daily vehicle trips and a total daily VMT of 25,389. With the bungalows rehabilitated as residential units, the Office Option is estimated to produce a total of 2,972 daily vehicle trips and a total daily VMT of 21,539. Additional details regarding the analysis are available in **Appendix D**.

### *Residential VMT*

The Office Option with the bungalows rehabilitated as quality restaurant does not generate any daily household VMT per capita as there are no residential uses proposed. The Office Option with bungalows rehabilitated as residential units is estimated to generate 3.0 daily household VMT per capita, which is below the threshold of significance proposed for the Central APC of 6.0 daily household VMT per capita. Therefore, the Office Option is not projected to have a significant impact on household VMT per capita as estimated by the VMT Calculator.

### *Work VMT*

With the bungalows rehabilitated as quality restaurant, the Office Option is estimated to generate 5.2 daily work VMT per employee. With the bungalows rehabilitated as residential units, the Office Option is estimated to generate 4.9 daily work VMT per employee. The Office Option, whether the bungalows are rehabilitated as quality restaurant or as residential units, is estimated to generate daily work VMT per employee that is below the threshold of significance for the Central APC of 7.6 work VMT per employee. Thus, the Office Option is not projected to have a significant impact on daily work VMT per employee as estimated by the VMT Calculator. Additional details regarding the analysis are available in **Appendix D**.

### *Regional-Serving Retail VMT*

The Office Option was screened out from regional-serving retail VMT analysis because the retail and restaurant uses total less than 50,000 square feet and are considered local-serving uses with no significant impact on VMT.

### *Cumulative VMT*

As noted above, the Project is not projected to have a significant impact on residential, office, or retail VMT. Furthermore, given its location in the dense Hollywood area of the City of Los Angeles served by public transit, the mixed-use nature of the Project, its provision of features to encourage walking and bicycling, and its proposed implementation of transportation demand management (TDM) measures in accordance with the City's current TDM ordinance, however, the Project would be consistent with the applicable goals and objectives of the SCAG 2020-2045 RTP/SCS (SCAG, September 2020) to locate jobs and housing in infill locations served by public transportation and facilitating active transportation and TDM. Therefore, the Project's cumulative impact on VMT would not be significant.

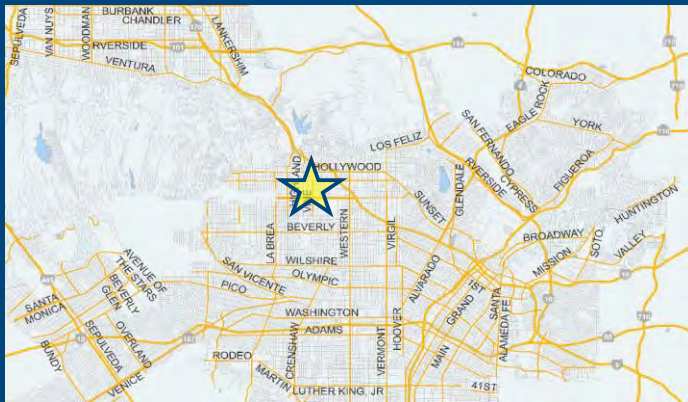


# CITY OF LOS ANGELES VMT CALCULATOR Version 1.2



## Project Information

**Project:** 1360 N Vine  
**Scenario:** Residential Option: Bungalows as Restaurant  
**Address:** 1360 N VINE ST, 90028



## 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

Reduce Parking Supply

☐ Proposed Prj
 ☐ Mitigation

100

city code parking provision for the project site

689

actual parking provision for the project site

Unbundle Parking

☐ Proposed Prj
 ☐ Mitigation

150

monthly parking cost (dollar) for the project site

Parking Cash-Out

☐ Proposed Prj
 ☐ Mitigation

50

percent of employees eligible

Price Workplace Parking

☐ Proposed Prj
 ☐ Mitigation

6.00

daily parking charge (dollar)

25

percent of employees subject to priced parking

Residential Area Parking Permits

☐ Proposed Prj
 ☐ Mitigation

200

cost (dollar) of annual permit

- B Transit
- C Education & Encouragement
- D Commute Trip Reductions
- E Shared Mobility
- F Bicycle Infrastructure
- G Neighborhood Enhancement

## Analysis Results

Proposed Project	With Mitigation
<b>5,371</b> Daily Vehicle Trips	<b>5,371</b> Daily Vehicle Trips
<b>34,090</b> Daily VMT	<b>34,090</b> Daily VMT
<b>5.6</b> Household VMT per Capita	<b>5.6</b> Household VMT per Capita
<b>N/A</b> Work VMT per Employee	<b>N/A</b> Work VMT per Employee

### Significant VMT Impact?

<b>Household: No</b> Threshold = 6.0 15% Below APC	<b>Household: No</b> Threshold = 6.0 15% Below APC
<b>Work: N/A</b> Threshold = 7.6 15% Below APC	<b>Work: N/A</b> Threshold = 7.6 15% Below APC



Figure 5A  
 VMT Calculator Results: Residential Option with Bungalows as Restaurant



# CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

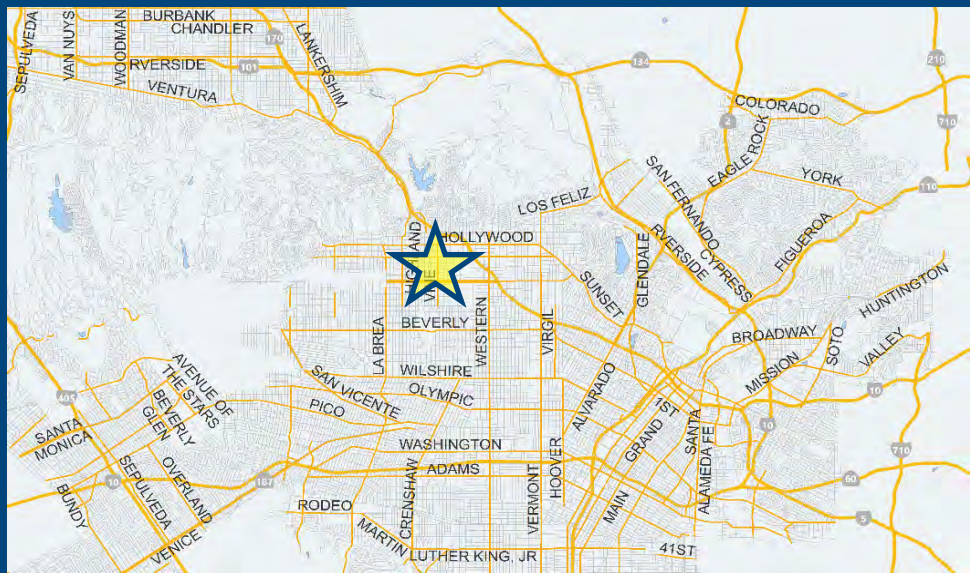


## Project Information

Project: 1360 N Vine

Scenario: Residential Option: Bungalows as Residential

Address: 1360 N VINE ST, 90028



Proposed Project Land Use Type	Value	Unit
Retail   General Retail	5	ksf
Retail   Supermarket	55	ksf
Housing   Multi-Family	417	DU
Housing   Single Family	12	DU

## 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

Max Home Based TDM Achieved?	Proposed Project	With Mitigation
Max Work Based TDM Achieved?	No	No

A

Parking

Reduce Parking Supply

☐ Proposed Prj

☐ Mitigation

100

city code parking provision for the project site

689

actual parking provision for the project site

Unbundle Parking

☐ Proposed Prj

☐ Mitigation

150

monthly parking cost (dollar) for the project site

Parking Cash-Out

☐ Proposed Prj

☐ Mitigation

50

percent of employees eligible

Price Workplace Parking

☐ Proposed Prj

☐ Mitigation

6.00

daily parking charge (dollar)

25

percent of employees subject to priced parking

Residential Area Parking Permits

☐ Proposed Prj

☐ Mitigation

200

cost (dollar) of annual permit

B

Transit

C

Education & Encouragement

D

Commute Trip Reductions

E

Shared Mobility

F

Bicycle Infrastructure

G

Neighborhood Enhancement

## Analysis Results

Proposed Project	With Mitigation
4,911 Daily Vehicle Trips	4,911 Daily Vehicle Trips
31,026 Daily VMT	31,026 Daily VMT
5.6 Household VMT per Capita	5.6 Household VMT per Capita
N/A Work VMT per Employee	N/A Work VMT per Employee

Significant VMT Impact?	
Household: No Threshold = 6.0 15% Below APC	Household: No Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	Work: N/A Threshold = 7.6 15% Below APC



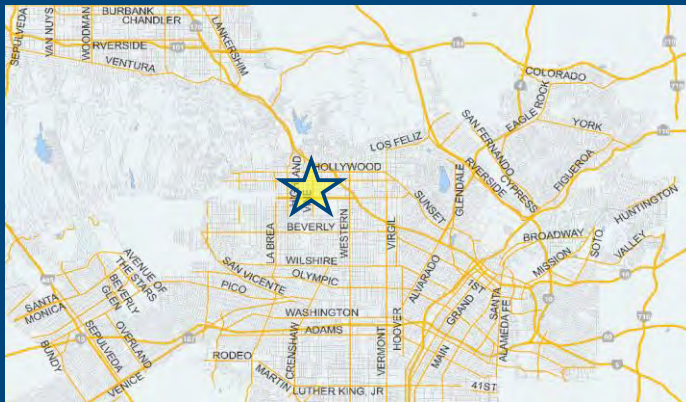
Figure 5B  
VMT Calculator Results: Residential Option with Bungalows as Residential

# CITY OF LOS ANGELES VMT CALCULATOR Version 1.2



## Project Information

**Project:** 1360 N Vine  
**Scenario:** Office Option with Bungalows as Restaurant  
**Address:** 1360 N VINE ST, 90028



## 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

Reduce Parking Supply
  city code parking provision for the project site  
☐ Proposed Prj ☐ Mitigation
  actual parking provision for the project site

Unbundle Parking
 ☐ Proposed Prj ☐ Mitigation
  monthly parking cost (dollar) for the project site

Parking Cash-Out
 ☐ Proposed Prj ☐ Mitigation
  percent of employees eligible

Price Workplace Parking
 ☐ Proposed Prj ☐ Mitigation
  daily parking charge (dollar)  
 percent of employees subject to priced parking

Residential Area Parking Permits
 ☐ Proposed Prj ☐ Mitigation
  cost (dollar) of annual permit

- B** Transit
- C** Education & Encouragement
- D** Commute Trip Reductions
- E** Shared Mobility
- F** Bicycle Infrastructure
- G** Neighborhood Enhancement

## Analysis Results

Proposed Project	With Mitigation
<b>3,534</b> Daily Vehicle Trips	<b>3,534</b> Daily Vehicle Trips
<b>25,389</b> Daily VMT	<b>25,389</b> Daily VMT
<b>0.0</b> Household VMT per Capita	<b>0.0</b> Household VMT per Capita
<b>5.2</b> Work VMT per Employee	<b>5.2</b> Work VMT per Employee

### Significant VMT Impact?

<b>Household: No</b> Threshold = 6.0 15% Below APC	<b>Household: No</b> Threshold = 6.0 15% Below APC
<b>Work: No</b> Threshold = 7.6 15% Below APC	<b>Work: No</b> Threshold = 7.6 15% Below APC



Figure 6A

VMT Calculator Results: Office Option with Bungalows as Restaurant

# CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

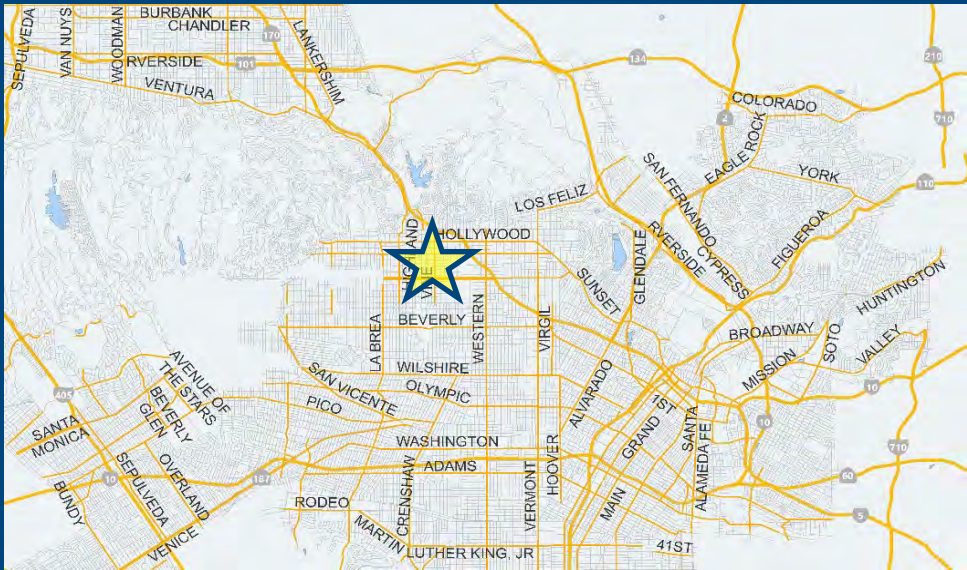


## Project Information

Project: 1360 N Vine

Scenario: Office Option with Bungalows as Residential

Address: 1360 N VINE ST, 90028



Proposed Project Land Use Type	Value	Unit
Housing   Single Family	9	DU
Retail   Quality Restaurant	11.914	ksf
Office   General Office	463.521	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

Max Home Based TDM Achieved?	Proposed Project	With Mitigation
Max Work Based TDM Achieved?	No	No

A

Parking

Reduce Parking Supply

☐ Proposed Prj

☐ Mitigation

100

city code parking provision for the project site

1600

actual parking provision for the project site

Unbundle Parking

☐ Proposed Prj

☐ Mitigation

150

monthly parking cost (dollar) for the project site

Parking Cash-Out

☐ Proposed Prj

☐ Mitigation

50

percent of employees eligible

Price Workplace Parking

☐ Proposed Prj

☐ Mitigation

6.00

daily parking charge (dollar)

25

percent of employees subject to priced parking

Residential Area Parking Permits

☐ Proposed Prj

☐ Mitigation

200

cost (dollar) of annual permit

B

Transit

C

Education & Encouragement

D

Commute Trip Reductions

E

Shared Mobility

F

Bicycle Infrastructure

G

Neighborhood Enhancement

## Analysis Results

Proposed Project	With Mitigation
2,972 Daily Vehicle Trips	2,972 Daily Vehicle Trips
21,539 Daily VMT	21,539 Daily VMT
3.0 Household VMT per Capita	3.0 Household VMT per Capita
4.9 Work VMT per Employee	4.9 Work VMT per Employee

Significant VMT Impact?	
Household: No 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

Figure 6B  
VMT Calculator Results: Office Option with Bungalows as Residential



## Transportation Demand Management Plan

A TDM program consists of strategies that are aimed at discouraging single-occupancy vehicle trips and encouraging alternative modes of transportation, such as carpooling, taking transit, walking, and biking. Strategies included in a typical TDM program address a wide range of transportation factors, including parking, transit, commute trips, shared mobility, bicycle infrastructure, site design, education and encouragement, and management. Given that the Residential Option and Office Option are not projected to have a significant impact on VMT, the Project does not propose a TDM plan as a mitigation measure. However, the Project's location and provision of short-term and long-term on-site bicycle parking contribute to encouraging alternative modes of transportation and the City will require implementation of additional TDM measures in accordance with the City's current TDM ordinance.

### Summary

The analysis conducted demonstrates that under the current City VMT methodology, the Residential and Office Options would result in less than significant impacts on VMT. This conclusion is based on the ample research and substantial evidence that mixed use infill developments with this level of transit proximity and accessibility tend to generate fewer overall vehicle trips and those vehicle trips tend to be shorter than if the Project was built in a less dense area with less access to multi-modal travel options. See **Appendix D** for additional information about the inputs and supporting documentation for the VMT analysis.

## 3.3 Geometric Design Hazards

This section discusses impacts regarding the potential increase of hazards due to a geometric design feature that generally relates to the geometric design of access points to and from the Project site and may include safety, operational, or capacity impacts.

Pedestrian access to the Project site would be provided via sidewalks around the perimeter of the Project site and through pedestrian plazas/paseos accessible to the neighborhood. Residents, visitors, patrons, and employees arriving to the Project site by bicycle would have the same access opportunities as pedestrians and would be able to utilize on-site bicycle parking facilities. The Project's access locations would be designed to City standards and would provide adequate sight distance, sidewalks, crosswalks, and pedestrian movement controls that meet the City's requirements to protect pedestrian safety. All roadways and driveways will intersect at right angles. Street trees and other potential impediments to adequate driver and pedestrian visibility would be minimal. Pedestrian entrances separated from vehicular driveways would provide access from the adjacent streets, parking facilities, and transit stops.

This study analyzes three different vehicular access scenarios. The three driveway scenarios are summarized below:

- The Vine & De Longpre Driveways Scenario would provide vehicle access with a right-in/right-out driveway on Vine Street and an all-way access driveway on De Longpre Avenue. This driveways scenario is analyzed for the Residential Option and the Office Option.





- The Afton & De Longpre Driveways Scenario would provide vehicle access with all-access driveways on Afton Place and De Longpre Avenue. This driveways scenario is analyzed for the Office Option.
- The Afton Cul-de-sac & De Longpre Driveways Scenario would provide vehicle access with all-access driveways on Afton Place and De Longpre Avenue with a cul-de-sac, or street closure to through traffic, directly east of the driveway on Afton Place. This driveways scenario is analyzed for the Office Option.

While there are currently four driveways on Afton Place and four driveways on De Longpre Avenue (eight total), each of the three driveway scenarios would reduce the number of driveways to two driveways. For all the driveways scenarios, the loading areas for the commercial and residential Project uses will be located on the ground floor level, with trucks entering and exiting to/from a loading dock off De Longpre Avenue.

The driveways would be designed to comply with LADOT standards. The driveways would not require the removal or relocation of existing passenger transit stops and would be designed and configured to avoid or minimize potential conflicts with transit services and pedestrian traffic. Vine Street adjacent to the Project is part of the designated HIN, but the Vine Street driveway in the Vine & De Longpre Driveways Scenario would be limited to right-in/right-out access. The Afton Place and De Longpre Avenue driveways are not along the HIN. As a result, the Project would not substantially increase hazards, conflicts, and would contribute to overall walkability through enhancements to the Project site. **Appendix C** contains more detailed responses to the TAG evaluation questions that support this conclusion.

### 3.4 Freeway Safety Analysis

In May 2020, LADOT provided interim guidance on freeway safety analysis for land use proposals that are required to prepare a Transportation Assessment<sup>7</sup>. The freeway safety analysis evaluates a proposed project's effects to cause or lengthen a forecasted off-ramp queue onto the freeway mainline and create speed differentials between vehicles exiting the freeway off-ramps and vehicles operating on the freeway mainline that could constitute a potential safety impact under CEQA.

The interim guidance on freeway safety analysis requires analysis of freeway off-ramps where a proposed project adds 25 or more trips in either the morning or afternoon peak hour to be studied for potential queuing impacts. If the proposed project is not projected to add 25 or more peak hour trips at any freeway off-ramps, then a freeway ramp analysis is not required. The Office Option is projected to add 25 or more trips to the following freeway off-ramps:

- US-101 Southbound Off-ramp & Vine Street (AM peak hour)
- US-101 Northbound Off-ramp & Sunset Boulevard (AM peak hour)

The Residential Option is not projected to add 25 or more trips to any freeway off-ramp in either peak hour.

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<sup>7</sup> Los Angeles Department of Transportation, *LADOT Transportation Assessments – Interim Guidance for Freeway Safety Analysis* (May 2020).

## Methodology

If a freeway ramp analysis is required, the interim guidance provides the following steps to determine if a project may constitute a potential safety impact under CEQA.

- For the identified freeway off-ramps, prepare a queuing study for the “Future with Project” conditions for the proposed project build-out year. Evaluate the adequacy of the existing and future storage lengths with the 95<sup>th</sup> percentile queue and 100% of the storage length on each lane of the ramp from the stop line to the gore point. When an auxiliary lane is present, add 50% of the length of the auxiliary lane to the ramp storage area.
- If the proposed project traffic is expected to cause or add to a queue extending onto the freeway mainline by less than two car lengths, the proposed project would cause a less-than-significant safety impact. If the queue is already extending or projected to extend onto the freeway mainline, and the addition of traffic generated by the proposed project would increase the overflow onto the mainline lanes by less than two car lengths, the project would cause a less-than-significant safety impact
- If a proposed project adds two or more car lengths to the ramp backup that extends to the freeway mainline, then the location must be tested for safety issues which include a test for speed differential between the off-ramp queue and the mainline of the freeway during the particular peak hour. If the speed differential between the mainline lane speeds and the ramp traffic is below 30 mph, the project would be considered to cause a less-than-significant safety impact. If the speed differential is 30 mph or more, then there is a potential safety issue. The Caltrans Performance Measurement System (PeMS) data should be used to identify freeway operating speed(s) during the peak hour being analyzed. If reliable PeMS data are not available at the subject location, other sources of speed data including location-based services data from available sources could be used.
- If the speed differential is 30 mph or more, which may result in a potential safety issue, the guidance suggests a proposed project should consider the following preferred corrective measures to offset a potential safety issue:
  - Transportation demand management program(s) to reduce the project’s trip generation,
  - Investments to active transportation infrastructure, or transit system amenities (or expansion) to reduce the project’s trip generation, and/or
  - Potential operational change(s) to the ramp terminal operations including, but not limited to, lane reassignment, traffic signalization, signal phasing or timing modifications, etc. This option requires coordination with Caltrans and LADOT to assess feasibility and for approval of the proposed measure(s).

A physical change to the ramp itself (addition of auxiliary lane, ramp widening, etc.) may be considered. However, this change would have to demonstrate substantial safety benefits, not be a VMT-inducing improvement, and not result in other environmental issues. If the cost of the physical change to the ramp is substantial, then a fair-share contribution to the improvement may be required if necessary requirements are met, including, but not limited to, Caltrans defining the improvement cost, and opening a Project File/Project Account to accept a financial contribution for the improvement.



## Analysis

As noted, the Office Option is projected to add 25 or more trips to the US-101 Southbound Off-ramp to Vine Street and US-101 Northbound Off-ramp to Sunset Boulevard during the AM peak hour. The Residential Option is not projected to add 25 or more trips to any freeway off-ramp in either peak hour. A queuing study for the "Future with Project" conditions for the Office Option, which generates the greatest number of peak hour trips, was conducted for the Project buildout year (2027) using trip generation and future traffic volumes detailed in Section 4.2<sup>8</sup>. Per the guidance, the adequacy of the existing and future storage lengths was evaluated with the 95<sup>th</sup> percentile queue where 100% of the storage length on each lane of the ramp from the stop line to the gore point was used. For the US-101 Southbound Off-ramp to Vine Street, where an auxiliary lane is present, 50% of the length of the auxiliary lane was added to the ramp storage area. **Table 2** shows the queue lengths and analysis results for both freeway off-ramps in the Future Base and Future plus Project scenarios.

Project traffic volumes for the Office Option and future background traffic volumes at the two analyzed off-ramps were estimated using the methodologies described in Section 4.2 of this report.

### *US-101 Southbound Off-ramp & Vine Street*

Analysis of the US-101 Southbound Off-ramp to Vine Street was conducted using the Synchro software and HCM 2016.

The queue length on the US-101 Southbound Off-ramp to Vine Street is not projected to exceed ramp capacity in the Future Base or Future plus Project Office Option scenarios during the AM peak hour. The Office Option is projected to add two cars (assuming an average queue storage length of 25 feet per car) to the queue in the AM peak hour, and the addition would not exceed the ramp storage capacity. Therefore, the Office Option is not projected to have a significant safety impact for the US-101 Southbound off-ramp to Vine Street and no further analysis is required for this off-ramp.

### *US-101 Northbound Off-ramp & Sunset Boulevard*

Given congested conditions on Sunset Boulevard at the US-101 Northbound Off-ramp which affect the off-ramp, analysis of this ramp required microsimulation analysis of the Sunset Boulevard corridor in the vicinity of the off-ramp using the Synchro/SimTraffic simulation software package.

The queue length of the US-101 Northbound Off-ramp to Sunset Boulevard is projected to exceed ramp capacity in the AM peak hour in the Future Base scenario and the Future plus Project Office Option Scenario. The Office Option is projected to add three cars to the queue in the AM peak hour. Since the Office Option is projected to increase the overflow onto the mainline lanes by more than two car lengths, this location required further analysis.

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<sup>8</sup> The Office Option is estimated to generate the same number of inbound trips in the AM peak hour whether the bungalows are developed as 9 residential units or 8,988 square feet of quality restaurant.



The US-101 Northbound off-ramp to Sunset Boulevard was tested for safety issues by assessing the speed differential between the off-ramp queue and the mainline of the freeway during the AM peak hour. Per the guidance, Caltrans PeMS data were used to identify freeway operating speeds during the AM peak hour. The PeMS data showed that the average mainline speed on the US-101 northbound near the Sunset Boulevard off-ramp during the AM peak hour is approximately 59 mph. Assuming that the traffic queued on the ramp is traveling at zero miles per hour since the vehicles extend past the ramp length, this constitutes a potential safety issue at the US-101 Northbound Off-ramp to Sunset Boulevard.

Per the guidance, operational changes have been explored to mitigate the potential safety issue at the US-101 Northbound Off-ramp to Sunset Boulevard. The following mitigation measure was identified:

- Addition of a protected/permitted left-turn phase with reoptimized signal timing for westbound Sunset Boulevard at Van Ness Avenue.

As shown in **Table 3**, this mitigation measure would address the identified safety issue by partially alleviating congestion on Sunset Boulevard that in turn affects the off-ramp, reducing the off-ramp queue onto the freeway mainline and fully mitigating the Office Option impact. Detailed queue calculations are provided in **Appendix J**.



**Table 2**  
**1360 N Vine Street Project**  
**Office Option - Vine & De Longpre Driveways Scenario**  
**Freeway Off-Ramp Queuing Analysis**  
**Future Base (2027) and Future Year (2027) plus Project Scenarios**

Ramp	Cross Street	Max Ramp Length (ft) [a]	Ramp Capacity by Movement at Off-Ramp Terminus Intersection			Ramp Terminus Control	Future Base Conditions			Future Plus Project			
							AM 95th Percentile Queue		Queue Exceeds Storage?	AM 95th Percentile Queue		Queue Length Increase (car lengths) [b]	Potential Safety Issue? [c]
			Lanes	Movement	Length [a]		Queue (ft)	Max (ft)	AM	Queue (ft)	Max (ft)	AM Peak Hour	
US-101 SB Off-Ramp	Vine Street/Franklin Avenue	1,900	2	Through Right	950 1,900	Signal	72 1,452	1,452	No	72 1,494	1,494	2	No
US-101 NB Off-Ramp	Sunset Boulevard	950	3	Through Right	310 950	Uncontrolled & Stop [d]	1,688 [e] 1,688 [e]	1,688	Yes	1,750 [e] 1,750 [e]	1,750	3	Yes

[a]: Ramp lengths determined based on scaled distances from on-line aerial photographs. Per LADOT guidance, max length is measured from the terminal intersection to the gore point.

When an auxiliary lane is present, the maximum length includes one half of the length of the auxiliary lane to the gore point of the preceding on-ramp.

[b]: Assumes an average storage length per car of 25 feet.

[c]: If a proposed project adds two or more car lengths to a ramp queue that extends to the freeway mainline, then the location must be tested for safety issues.

[d]: The loop ramp to westbound Sunset Boulevard enters Sunset Boulevard as its own uncontrolled lane. The ramp to Wilton Place is stop-controlled.

[e]: Due to the configuration of this off-ramp, the queue lengths cannot be attributed to individual turning movements. Therefore, the queue lengths for the off-ramp are analyzed as one movement.

**Table 3**  
**1360 N Vine Street Project**  
**Office Option - Vine & De Longpre Driveways Scenario**  
**Freeway Off-Ramp Queuing Analysis**  
**Future Base (2027) and Future Year (2027) plus Project with Mitigation Scenarios**

Ramp	Cross Street	Max Ramp Length (ft) [a]	Ramp Capacity by Movement at Off-Ramp Terminus Intersection			Ramp Terminus Control	Future Base Conditions			Future Plus Project with Mitigation			
							AM 95th Percentile Queue		Queue Exceeds Storage?	AM 95th Percentile Queue		Queue Length Change (car lengths) [b]	Project Impact Mitigated?
			Lanes	Movement	Length [a]		Queue (ft)	Max (ft)	AM	Queue (ft)	Max (ft)	AM Peak Hour	
US-101 NB Off-Ramp	Sunset Boulevard	950	3	Through Right	310 950	Uncontrolled & Stop [c]	1,688 [d] 1,688 [d]	1,688	Yes	955 [d] 955 [d]	955	-30	Yes

[a]: Ramp lengths determined based on scaled distances from on-line aerial photographs. Per LADOT guidance, max length is measured from the intersection to the gore point.

When an auxiliary lane is present, the maximum length includes one half of the length of the auxiliary lane to the gore point of the preceding on-ramp.

[b]: Assumes an average storage length per car of 25 feet.

[c]: The loop ramp to westbound Sunset Boulevard enters Sunset Boulevard as its own uncontrolled lane. The ramp to Wilton Place is stop-controlled.

[d]: Due to the configuration of this off-ramp, the queue lengths cannot be attributed to individual turning movements. Therefore, the queue lengths for the off-ramp are analyzed as one movement.

## 4. NON-CEQA TRANSPORTATION ANALYSES

The purpose of the non-CEQA transportation analyses required in LADOT's TAG are to promote orderly development, evaluate and address transportation-system deficiencies, and promote public safety and the general welfare by ensuring that development projects are properly related to their sites, surrounding properties, and traffic circulation.

### 4.1 Pedestrian, Bicycle, and Transit Access

The pedestrian, bicycle, and transit facilities assessment is intended to determine a project's potential effects on pedestrian, bicycle, and transit facilities in the vicinity of the proposed project based on an evaluation of physical or demand-based considerations that would affect the experience of people utilizing the multimodal transportation network.

The pedestrian, bicycle, and transit facilities surrounding the Project site were assessed to determine potential Project effects on pedestrian, bicycle, and transit facilities in the vicinity of the Project. **Figure 7** provides a map of pedestrian destinations within 1,320 feet of the edge of the Project site. For the purposes of this analysis, all adjacent streets providing access to non-residential uses were included in the figure, as is an inventory of the pedestrian facilities (i.e., crosswalks and curb ramps). The general assessment of the quality of these facilities is that they are in adequate condition and will not be negatively impacted by the Project. **Table 4** also provides a table identifying locations of missing pedestrian push buttons, other pedestrian facilities, such as street trees and bus benches, and typical sidewalk width ranges. Pedestrian facilities were generally found to be in adequate condition. Several intersections do not provide push buttons as the intersections are pretimed to provide walk phases for every signal cycle.

The pedestrian, bicycle, and transit facilities surrounding the Project site were assessed to determine potential Project effects on pedestrian, bicycle, and transit facilities in the vicinity of the Project. The following checklist from the TAG was reviewed to evaluate whether direct or indirect Project effects would lead to removal, modification, or degradation of pedestrian, bicycle, or transit facilities, such as:

- Removal or degradation of existing sidewalks, crosswalks, pedestrian refuge islands, and/or curb extensions/bulbouts
  - No, the Project would not remove or degrade existing pedestrian facilities in the pedestrian environment because the Project would retain the existing 8- to 18-foot-wide sidewalks surrounding the project. The Project proposes a north-south pedestrian paseo that would connect De Longpre Avenue and Afton Place and exterior pedestrian-scale (i.e., lower to the ground, spaced closer together) lighting.
- Removal or degradation of existing bikeways and/or supporting facilities (e.g., bikeshare stations, on-street bike racks/parking, bike corrals, etc.)



- No, the Project would not remove or degrade the existing bikeways and/or supporting facilities because Vine Street is already a bike route. The Vine Street driveway in the Vine & De Longpre Driveways Scenario would be limited to right-in/right-out movements and loading zones would be accessed along the De Longpre Avenue driveway to reduce conflicts. The Project proposes to provide on-site bike parking. Short-term bike parking would be provided outside the building near the Project's entrances and long-term bike parking would be provided inside the subterranean parking in secured areas.
- Removal or degradation of existing transit and/or local circulator facilities including stop, bench, shelter, concrete pad, bus lane, or other amenities
  - No, the Project would not remove or degrade existing transit and/or local circulator facilities.
- Removal of other existing transportation system elements supporting sustainable mobility
  - No, the Project does not propose to remove sustainable transportation elements.
- Increase street crossing distance for pedestrians; increase in number of travel/turning lanes; increase in turning radius or turning speeds
  - No, the Project does not propose to widen streets or add travel lanes. The Project proposes to dedicate five feet of right-of-way along the De Longpre Avenue and Afton Place frontages to comply with the street classifications in *Mobility Plan 2035* but will not be widening these streets.
- Removal, degradation, or narrowing of an existing sidewalk, path, crossing, or pedestrian access way
  - No, the Project does not propose to remove, degrade, or narrow sidewalks or limit pedestrian access paths. The Project would improve pedestrian access around the site by decreasing the number of driveways from eight to two.
- Removal or narrowing of existing sidewalk-street buffering elements (e.g., curb extension, parkway, planting strip, street trees, etc.)
  - No, the Project does not propose a net reduction of street trees. There are currently six street trees located along Afton Place and Vine Street. The Project proposes to remove one street tree which would be replaced on a minimum 2:1 basis with a minimum of 24-inch box trees or as determined by the Department of Public Works.
- Increase in pedestrian or vehicle volume, and thereby increase the need or attraction to cross a street at unmarked pedestrian crossings or unsignalized or uncontrolled intersections where a crossing is not available without significant rerouting.
  - No, although there will be an increase in pedestrian volumes around the Project site there are marked crosswalks at the signalized intersection of De Longpre Avenue and Vine Street.





The Afton Place and Vine Street intersection is stop-controlled; existing and future volumes for both Project options and driveway scenarios do not warrant a signal.

- Result in new pedestrian demand between Project site entries/exits and major destinations or transit stops expected to serve the development where there are missing pedestrian facilities (e.g., gaps in the sidewalk network) or substandard pedestrian facilities (e.g., narrow or uneven sidewalks, no crosswalks at intersections or mid-block, no marked crossing, or push button crossing rather than actuated, etc.).
  - No, although the Project will generate an increase in pedestrian volumes, there are no missing pedestrian facilities (or substandard) conditions between the Project and nearby major destinations.
- Increase transit demand at bus stops that lack marked crossings, with insufficient sidewalks, or are in isolated, unshaded, or unlit areas.
  - All bus stops near the Project site are accessible by crosswalks and sidewalks. The bus stop for Metro Route 210 on the east side of Vine Street north of De Longpre Avenue has two bus benches, adjacent lighting, and a shelter. The bus stop for Metro Route 210 on the west side of Vine Street south of De Longpre Avenue (across from the Project site) has two bus benches and adjacent lighting but lacks a shelter that provides shade.

The responses provided above reflect conditions upon Project completion. During construction there may be temporary closures that result in temporary impacts.

While the Project does have frontage along Vine Street that is part of the HIN, the Project has proposed a right-in/right-out driveway to minimize conflicts on Vine Street. Residents, visitors, and employees walking or biking to the Project site can access the building on Vine Street, and residents who walk or bike can access the building on Vine Street and De Longpre Avenue. The on-site bicycle parking facilities contribute to multimodal integration.



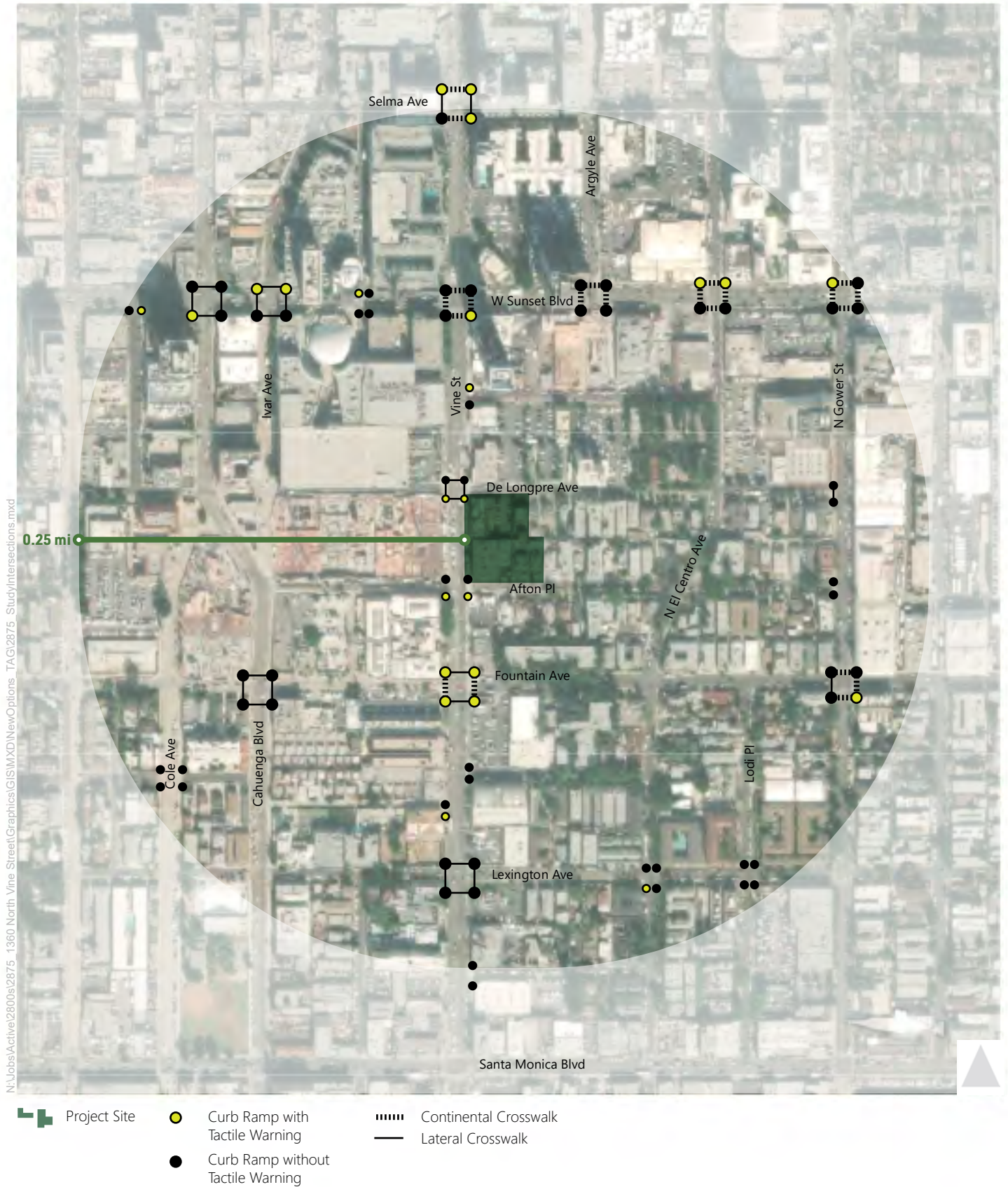


Figure 7

## 1360 N Vine Street: Pedestrian Destinations and Infrastructure Inventory



**Table 4: Pedestrian Facilities Summary**  
**1360 N VINE STREET PROJECT**

Street	Widest Sidewalk (Fieldwork Observation)	Narrowest Sidewalk (Fieldwork Observation)	Intersection	Missing Ped Button	Missing Ped Signals	Identified Facilities: Bus benches/shelters and street trees
Sunset Blvd	NW Sunset/Ivar: 14' Constraint Section (Tree): 10'	SW Sunset/Gower: 9.5' Constraint Section (Bench): 4'	Cole Pl	N/A (not signalized)		Street trees
			Cahuenga Blvd	All*		
			Ivar Ave	NW to NE, SW to SE*		
			Morningside Ct	N/A (not signalized)		
			Vine St			
			Argyle Ave	NW to NE*		
			N El Centro Ave			
			N Gower St			
Gower St	NW Gower/De Longpre: 17' Constraint Section (Tree): 5.5'	NW Fountain/Gower: 5'	De Longpre Ave	N/A (not signalized)		Street trees
			Afton Pl	N/A (not signalized)		
			Fountain Ave	All*		Bus bench and street trees
Lexington Ave	SE Vine/Lexington: 10' Constraint Section (Utility box): 5'	NW Lexington/Lodi: 5'	Lodi Pl	N/A (not signalized)		Street trees
			El Centro	N/A (not signalized)		

\*Push buttons are not provided as the intersections are pretimed to provide walk phases for every signal cycle.



TABLE 4 (continued) 1360 N VINE STREET PROJECT PEDESTRIAN AMENITIES SUMMARY						
Street	Widest Sidewalk (Fieldwork Observation)	Narrowest Sidewalk (Fieldwork Observation)	Intersection	Missing Ped Button	Missing Ped Signals	Identified Facilities: Bus benches/shelters and street trees
Vine St	SE Vine/Selma: 15' Constraint Section (Tree): 10'	NW Vine/Afton: 7'	Banner Ave	N/A (not signalized)		Bus bench and street trees
			Lexington Ave	NW to SW, NE to SE*		
			La Mirada Ave	N/A (not signalized)		
			Fountain Ave	All*		
			De Longpre Ave	NE to SE, NW to SW*		Street trees
			Afton Pl	N/A (not signalized)		
			Selma Ave	NW to SW, NE to SE*		
			Leland Way	N/A (not signalized)		
Fountain Ave	SW Fountain/Vine: 10' Constraint Section (Tree): 5'	SW Fountain/Cahuenga: 7.5' Constrain Section (Grass): 4.5'	Cahuenga Blvd	All*		Bus bench
			Cole Ave	All*		Street trees
Cole Ave	12' on Cole	6.5' on La Mirada	La Mirada Ave	N/A (not signalized)		

\*Push buttons are not provided as the intersections are pretimed to provide walk phases for every signal cycle.



## 4.2 Project Access, Safety, and Circulation Evaluation

This section documents the peak hour intersection operational analysis conducted based on the screening criteria and trip threshold for intersection analysis provided in the TAG.

### Study Analysis Locations

The scope and selection of study intersections was developed in conjunction with LADOT staff. Four study intersections have been analyzed. The study locations were selected for analysis based on guidance from LADOT's TAG, which indicates that intersections immediately adjacent to the site and in proximity to the site through which 100 or more project-generated trips would travel should be analyzed. The study intersections and street segments are illustrated in **Figure 8** and listed in **Tables 5A and 5B**.

### Level of Service Methodology

#### *Signalized Intersection Level of Service – Critical Movement Analysis*

A variety of standard methodologies are available to analyze intersection LOS. Because much of this analysis was conducted prior to the City's adoption of the new TAG, and per the direction of LADOT, this analysis uses the Critical Movement Analysis (CMA) method of intersection capacity calculation (Transportation Research Board, 1980) at signalized study intersections. The V/C ratio is then used to find the corresponding LOS based on the definitions in **Table 6A**. Under the CMA methodology, a V/C ratio is generated for each study intersection based on factors such as the volume of traffic and the number of lanes providing for such vehicle movement and a LOS grade.

The City of Los Angeles' Automated Traffic Surveillance and Control (ATSAC) system is a computer-based traffic signal control system that monitors traffic conditions and system performance to allow ATSAC operations to manage signal timing to improve traffic flow conditions. The Adaptive Traffic Control System (ATCS) is an enhancement to ATSAC and provides fully traffic-adaptive signal control based on real-time traffic conditions. All the study intersections located in the City of Los Angeles are currently operating under the City's ATSAC system and ATCS control. ATSAC and ATCS provide improved operating conditions. Therefore, in accordance with City of Los Angeles procedures, a credit of 0.07 V/C reduction was applied at each intersection where ATSAC is implemented and an additional 0.03 V/C reduction was applied at each intersection where ATCS is implemented.





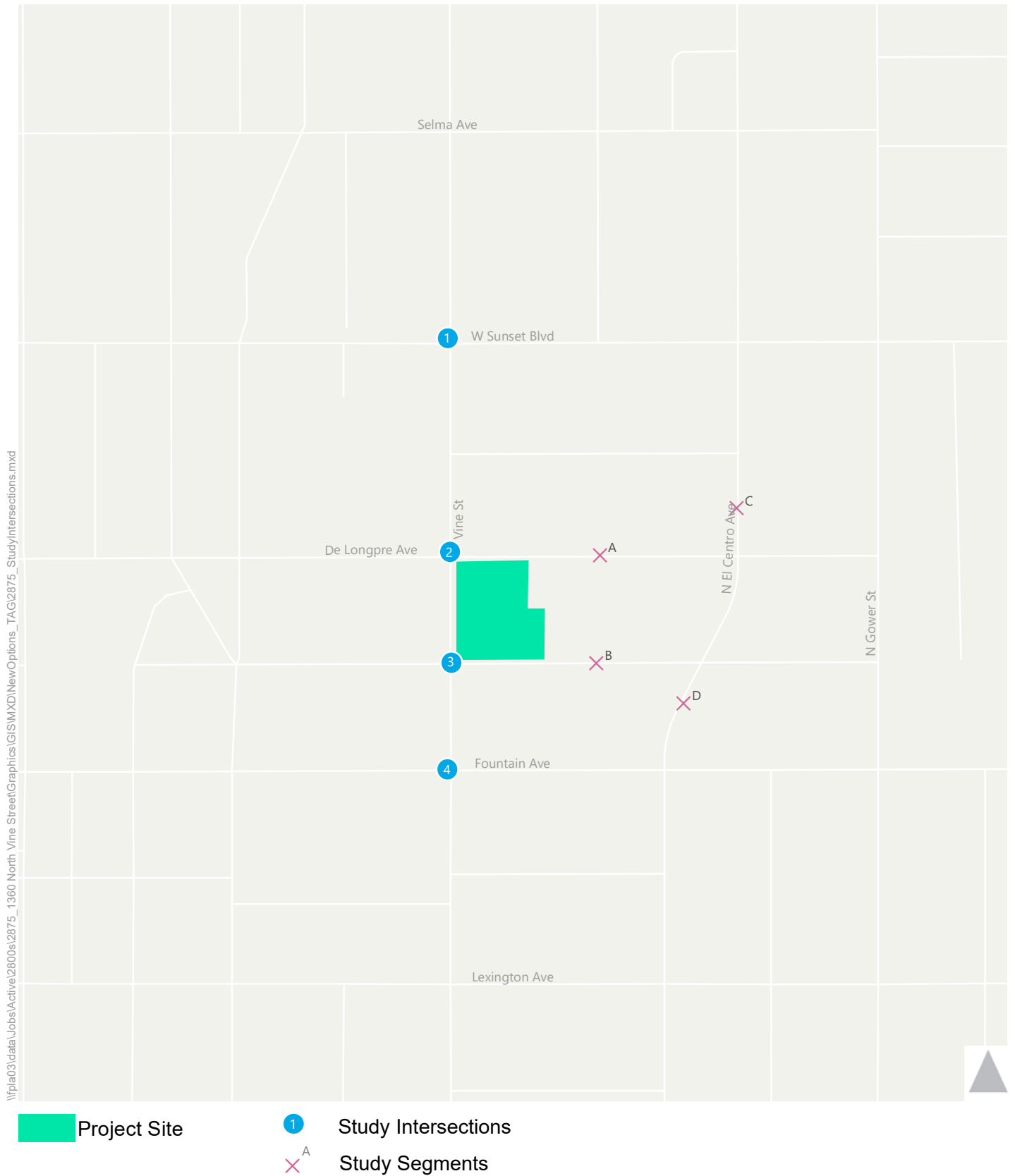


Figure 8

## 1360 N Vine Street: Study Intersections and Segments





<b>Table 5A</b> <b>1360 N VINE STREET PROJECT</b> <b>Study Intersections</b>		
<b>ID</b>	<b>N/S Street Name</b>	<b>E/W Street Name</b>
1	Vine Street	Sunset Boulevard
2	Vine Street	De Longpre Avenue
3	Vine Street	Fountain Avenue
4	Vine Street [a]	Afton Place

Notes:

[a] Traffic Control device at this intersection is a stop sign

<b>Table 5B</b> <b>1360 N VINE STREET PROJECT</b> <b>Study Segments</b>		
<b>ID</b>	<b>Street Name</b>	<b>Location</b>
A	De Longpre Avenue	east of Vine Street
B	Afton Place	east of Vine Street
C	El Centro Avenue	north of De Longpre Avenue
D	El Centro Avenue	south of Alton Place

**TABLE 6A**  
**LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS**  
**CMA METHODOLOGY**

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

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

### Unsignalized Intersection Level of Service – Highway Capacity Manual

The unsignalized intersection delay methodology from the *Highway Capacity Manual, Sixth Edition* (HCM) (Transportation Research Board, 2016) was used to determine the intersection delay in seconds and corresponding LOS at the unsignalized intersection (Vine Street & Afton Place). The calculation of delay represents the amount of delay experienced by vehicles passing through the intersection. The unsignalized intersection was analyzed using the 2-way stop method from the HCM 2016. Delay was calculated based on the worst-case approach (for the 2-way stop-controlled intersection), and used to assign the corresponding LOS, as presented in **Table 6B**.

<b>Table 6B</b> <b>Level of Service Definitions for</b> <b>Stop-Controlled Intersections</b>	
<b>Level of Service</b>	<b>Average Control Delay (seconds/vehicle)</b>
A	$\leq 10.0$
B	$> 10.0$ and $\leq 15.0$
C	$> 15.0$ and $\leq 25.0$
D	$> 25.0$ and $\leq 35.0$
E	$> 35.0$ and $\leq 50.0$
F	$> 50.0$
Source: <i>Highway Capacity Manual</i> , Transportation Research Board, 2016.	



### *Existing Base Traffic Volumes*

Weekday AM and PM peak hour turning movement counts were collected at the study intersections on Thursday, November 17, 2016. The 2016 volumes were grown by 1% to reflect one year of growth to analyze 2017 conditions, which is the existing baseline year of the Project consistent with the notice of preparation date of the environmental impact report. The existing weekday morning and afternoon peak hour volumes at the study intersections are in **Appendix F**, and count sheets for these intersections are in **Appendix E**.

### **Existing Level of Service**

Existing traffic volumes were analyzed to determine the projected V/C ratios, delay, and LOS for each intersection.

**Table 7A** summarizes the existing weekday peak hour LOS for signalized study intersections. The following signalized study intersection operates at LOS E or worse under existing conditions:

1. Vine Street & Sunset Boulevard (LOS E in the PM peak hour)

**Table 7B** summarizes the existing weekday peak hour LOS for the unsignalized study intersection (Vine Street & Afton Place). The stop-controlled movements on Afton Place at the intersection operate at LOS E or worse under existing conditions. Detailed intersection LOS analysis for signalized and unsignalized intersections is presented in Appendix G.

4. Vine Street & Afton Place (LOS F in the AM peak hour and LOS E in the PM peak hour)



**TABLE 7A**  
**1360 N VINE STREET PROJECT**  
**EXISTING YEAR (2017) INTERSECTION ANALYSIS**  
**SIGNALIZED STUDY INTERSECTIONS**

NO.	INTERSECTION	PEAK HOUR	EXISTING (2017)	
			V/C	LOS
1	Vine St & Sunset Blvd	AM	0.855	D
		PM	0.953	E
2	Vine St & De Longpre Ave	AM	0.464	A
		PM	0.528	A
3	Vine St & Fountain Ave	AM	0.712	C
		PM	0.733	C

**TABLE 7B**  
**1360 N VINE STREET PROJECT**  
**EXISTING YEAR (2017) INTERSECTION ANALYSIS**  
**UNSIGNALIZED STUDY INTERSECTIONS**

NO.	INTERSECTION	PEAK HOUR	EXISTING (2017)	
			Delay (sec.)	LOS
4	Vine St & Afton Pl	AM	57	F
		PM	36	E

## Project Traffic

The development of peak hour vehicular traffic estimates for the Project involves the use of a three-step process: trip generation, trip distribution, and traffic assignment.

### *Project Trip Generation*

The proposed Project consists of two options:

- The Residential Option consists of the construction of 429 new residential units, 55,000 square feet of grocery store space, 5,000 square feet of neighborhood-serving retail space, and 8,988 square feet of adaptive reuse in the bungalows. The bungalows would be rehabilitated for adaptive reuse as either high-turnover restaurant or 12 residential units, which would be part of the 429 residential unit count. Whether the bungalows are rehabilitated for high-turnover restaurant or residential units, the Residential Option would provide 764 parking stalls in four levels of subterranean parking.
- The Office Option consists of the construction of 463,521 square feet of office space, 11,914 square feet of quality restaurant, and 8,988 square feet of adaptive reuse in the bungalows. The bungalows would be rehabilitated for adaptive reuse as either quality restaurant or 9 residential units. If the bungalows are rehabilitated as quality restaurant, the Office Option would provide 1,693 parking stalls in eight levels of subterranean parking. If the bungalows are rehabilitated as residential units, the Office Option would provide 1,705 parking stalls in eight levels of subterranean parking.

Trip generation rates from Trip Generation, 10<sup>th</sup> Edition (Institute of Transportation Engineers [ITE], 2017) were used to estimate the number of peak hour trips associated with the Project and are presented in **Tables 8A, 8B, 8C and 8D** for the two Project options. The ITE 10<sup>th</sup> edition introduces and defines the geographic setting for four different settings/locations: Rural, General Urban/Suburban, Dense Multi-Use Urban, and City Core. In many instances, trip generation rates are provided for each land use by geographic setting. The Project is in an area that meets the Dense Multi-Use Urban ITE definitions; therefore, the trip generation rates for Dense Multi-Use Urban were used when available with a sufficient number of survey sites in the ITE database per ITE guidance.

However, for mid-rise and high-rise multifamily housing sites in dense multi-use urban areas, empirical peak hour trip generation rates from surveys conducted at properties located within the City of Los Angeles area are available as a secondary data source to the ITE trip rates and are provided in the TAG. This local data reveals higher high-rise residential trip generation rates during the AM and PM peak hours in dense multi-use areas than the ITE 10<sup>th</sup> edition rates as discussed in the MOU in **Appendix A**. The total number of trips generated by the new development were adjusted to account for internalization, transit, pass-by, and trips generated by the existing land uses. Discussion of these adjustments is summarized below.

### *Internal Capture Adjustment*

Internal trip capture is the portion of vehicular trips generated by a mixed-use development that both begin and end within the development. An example of this would be residents eating dinner at one of the Project's restaurants. Internal trip estimates were made for each of the Project's land uses based on the specific mix





of uses and sizes within the Project utilizing Transportation Research Board (TRB) National Cooperative Highway Research Program (NCHRP) Report 684: Enhancing Internal Trip Capture Estimation for Mixed-Use Developments. This methodology is consistent with internal capture trip reductions previously applied and approved by LADOT and is a best practice for determining internal capture reductions. The NCHRP methodology considers the specific mix and size of uses to determine internal trip capture rates by land use and analysis period.

#### Transit/Walk Adjustment

The Project site is located within walking distance to the Metro Red Line station at Hollywood/Vine, near other regional transit lines, and a wide diversity of land uses. The LADOT TAG allows a 15% vehicle trip reduction to be applied to developments located within a quarter-mile walking distance of a rail transit station or Rapid Bus stop, assuming that percentage of visitors may take transit and walk to the project. The transit adjustment accounts for trips made to and from the Project site using modes other than automobiles. These include trips on rail and bus transit, bicycle, and walking.

#### Existing Use Adjustment

Generally, when existing land uses are replaced by higher density uses, the net new trip generation of the new Project is credited because a portion of the new Project's trips are replacing existing trips on the roadway network to the same site for the prior use. The existing uses include six bungalows, eight apartments, 21,600 sf of office space, and 8,000 sf of shopping center. Three of the six bungalows are unoccupied; therefore, an existing use adjustment was included for the existing office/post-production uses in three of the bungalows. The six bungalows will be preserved and repurposed on the site as either residential units or restaurant space, depending on the Project Option. Based on the TAG, an existing use adjustment was not applied to the eight apartments because the units have been vacant for over two years. The eight apartments and other uses will be demolished to make way for the new development. With the new uses on site, approximately 36 trips (32 inbound/4 outbound) during the AM peak hour and 34 trips (8 inbound/26 outbound) during the PM peak hour were estimated to no longer enter or leave the site by vehicle. As such, these trips were subtracted from the project's overall trip generation as an existing use credit.

The specific trip generation rates and adjustments used for each land use type are summarized as follows:

#### Residential

- Peak Hour – The empirical local peak hour trip generation rates, as summarized in the MOU in **Appendix A**, were used for the multifamily residential peak hour trip generation.
- Internal Capture – An internal capture adjustment was applied to account for the portion of vehicular trips generated by a mixed-used development that both begin and end within the development. An example of this would be residents eating dinner at an on-site project restaurant.
- Transit Adjustment – A transit adjustment was not applied to the peak hour trip generation for the residential units as the local data used for the peak hours were based on surveys in locations with



convenient and frequent transit access, and therefore already reflect reduced rates due to the presence of transit.

#### Office

- Peak Hour – The ITE 10<sup>th</sup> edition peak hour trip generation rates for Dense Multi-Use Urban were used.
- Transit Adjustment – A transit adjustment was not applied to the peak hour trip generation for the residential units as the local data used for the peak hours were based on surveys in locations with convenient and frequent transit access, and therefore already reflect reduced rates due to the presence of transit.
- Internal Capture – An internal capture adjustment was applied to account for the portion of vehicular trips generated by a mixed-used development that both begin and end within the development. An example of this would be office employees eating lunch at an on-site Project restaurant.

#### Retail/Restaurant/Grocery

- Peak Hour – The ITE 10<sup>th</sup> edition peak hour trip generation rates for General Urban/Suburban areas were used. The Dense Multi-Use Urban peak hour rates for these land uses were either not available or did not have a sufficient number of survey sites in the ITE database; therefore, the General Urban/Suburban rates were used.
- Transit Adjustment – A transit adjustment was applied to the peak hour trip generation for the retail, grocery and restaurant uses as LADOT transportation assessment guidelines allow a 15% vehicle trip reduction to be applied to developments located within a quarter-mile walking distance of a rail transit station or Rapid Bus stop, assuming that percentage of visitors may take transit and walk to the Project.
- Pass-by Adjustment – Per LADOT's Transportation Assessment Guidelines, Attachment H Pass-By Trip Rates, pass-by adjustments were applied to portions of the development. A 50% pass-by adjustment was applied to the retail use, a 40% credit was applied to the grocery store, a 20% pass-by adjustment was applied to the high turnover sit-down restaurant, and a 10% pass-by adjustment was applied to the quality restaurant. Pass-by adjustments account for the patrons making an intermediate stop on the way from an origin to a primary trip destination without a route diversion. These trips would be attracted from traffic passing the site on Vine Street and other nearby streets.
- Internal Capture – An internal capture adjustment was applied to account for the portion of vehicular trips generated by a mixed-used development that both begin and end within the development. An example of this would be grocery shoppers eating dinner at the Project's restaurant.

As shown in **Table 8A**, the Residential Option with the bungalows as high-turnover sit-down restaurant is projected to generate an estimated net increase of 191 trips (60 inbound/131 outbound) during the AM peak hour and 279 trips (183 inbound/96 outbound) during the PM peak hour. As shown in **Table 8B**, the



Residential Option with bungalows as residential units is projected to generate an estimated net increase of 176 trips (46 inbound/130 outbound) during the AM peak hour and 277 trips (174 inbound/103 outbound) during the PM peak hour; the trip generation estimates for this Residential Option are conservative since the 12 residential units in the existing bungalows are analyzed as single-family housing although they will actually be duplexes. The Residential Option with bungalows as high-turnover sit-down restaurant was analyzed for the non-CEQA transportation analyses to reflect the highest potential number of trips generated by the Residential Option.

As shown in **Table 8C**, the Office Option with the bungalows as residential units is projected to generate an estimated net increase of 325 trips (277 inbound/48 outbound) during the AM peak hour and 430 trips (108 inbound/322 outbound) during the PM peak hour; the trip generation estimates for this Office Option are conservative since the 9 residential units in the existing bungalows are analyzed as single-family housing although they will actually be duplexes. As shown in **Table 8D**, the Office Option with bungalows as quality restaurant is projected to generate an estimated net increase of 320 trips (277 inbound/43 outbound) during the AM peak hour and 473 trips (138 inbound/335 outbound) during the PM peak hour. The Office Option with bungalows as quality restaurant was analyzed for the non-CEQA transportation analyses to reflect the highest potential number of trips generated by the Office Option.

### Project Traffic Distribution

The geographic distribution of trips generated by the proposed Project is dependent on characteristics of the street system serving the Project site; the level of accessibility of routes to and from the proposed Project site; locations of employment and commercial centers to which residents of the Project would be drawn, and locations of residential areas from which patrons of the retail and restaurant uses would be drawn. A select zone analysis was conducted for the proposed uses using the City of Los Angeles' Travel Demand Model to inform the general distribution pattern for this study. Three separate trip distributions were used, to show differences in the trip distribution for residential trips, retail-based trips, and office-based trips. The estimated distribution of Project trips is illustrated in **Figure 9A** for residential trips, **9B** for retail/grocery trips, and **9C** for office trips.

### Project Traffic Assignment

The traffic to be generated by the proposed Project was assigned to the street network using the distribution patterns described in **Figures 9A, 9B, and 9C**. **Appendix F** provides the assignment of the proposed Project-generated peak hour traffic volumes, for the Residential and Office Options, at the analyzed intersections during the AM and PM peak hours. The assignment of traffic volumes took into consideration the locations of the proposed Project driveways on Vine Street and De Longpre Avenue and the two alternative driveway options on Afton Place (with and without cul-de-sac) and De Longpre Avenue.



**TABLE 8A**  
**1360 NORTH VINE - RESIDENTIAL OPTION: BUNGALOWS AS RESTAURANT**  
**TRIP GENERATION**

Land Use	ITE Land Use Code	Size	Estimated Trip Generation											
			AM Peak Hour			PM Peak Hour			AM Peak Hour Trips			PM Peak Hour Trips		
			Rate	% In	% Out	Rate	% In	% Out	In	Out	Total	In	Out	Total
<b>PROPOSED PROJECT</b>														
Multifamily Housing (High-Rise) [d]	222	429 du	0.23	12%	88%	0.30	70%	30%	12	87	99	90	39	129
Less: Internal capture [c]				6%	15%		54%	60%	(1)	(13)	(14)	(49)	(23)	(72)
Less: Transit adjustment										[d]			[d]	
Net External Residential									<u>11</u>	<u>74</u>	<u>85</u>	<u>41</u>	<u>16</u>	<u>57</u>
Grocery Store (Supermarket)	850	55.0 ksf	3.82	60%	40%	[f]	51%	49%	126	84	210	255	245	500
Less: Internal capture [c]				5%	13%		10%	20%	(6)	(11)	(17)	(26)	(48)	(74)
Less: Transit adjustment [h]			15%			15%			(17)	(12)	(29)	(33)	(31)	(64)
Total Driveway Trips									<u>103</u>	<u>61</u>	<u>164</u>	<u>196</u>	<u>166</u>	<u>362</u>
Less: Pass-by from net trips [e]			40%			40%			(40)	(26)	(66)	(74)	(71)	(145)
Net External Grocery									<u>63</u>	<u>35</u>	<u>98</u>	<u>122</u>	<u>95</u>	<u>217</u>
Commercial Retail (Shopping Center)	820	5.0 ksf	0.94	62%	38%	3.81	48%	52%	3	2	5	9	10	19
Less: Internal capture [c]				5%	13%		10%	20%	0	0	0	(1)	(2)	(3)
Less: Transit adjustment [h]			15%			15%			(1)	0	(1)	(1)	(1)	(2)
Total Driveway Trips									<u>2</u>	<u>2</u>	<u>4</u>	<u>7</u>	<u>7</u>	<u>14</u>
Less: Pass-by from net trips [e]			50%			50%			(1)	(1)	(2)	(3)	(4)	(7)
Net External Retail									<u>1</u>	<u>1</u>	<u>2</u>	<u>4</u>	<u>3</u>	<u>7</u>
High-Turnover Sit-Down Restaurant	932	8.988 ksf	9.94	55%	45%	9.77	62%	38%	49	40	89	55	33	88
Less: Internal capture [c]				43%	16%		40%	59%	(21)	(6)	(27)	(22)	(19)	(41)
Less: Transit adjustment [h]			15%			15%			(5)	(4)	(9)	(4)	(3)	(7)
Total Driveway Trips									<u>23</u>	<u>30</u>	<u>53</u>	<u>29</u>	<u>11</u>	<u>40</u>
Less: Pass-by from net trips [e]			20%			20%			(6)	(5)	(11)	(5)	(3)	(8)
Net External High-Turnover Rest.									<u>17</u>	<u>25</u>	<u>42</u>	<u>24</u>	<u>8</u>	<u>32</u>
<b>TOTAL DRIVEWAY TRIPS</b>									<b>139</b>	<b>167</b>	<b>306</b>	<b>273</b>	<b>200</b>	<b>473</b>
<b>TOTAL EXTERNAL TRIPS</b>									<b>92</b>	<b>135</b>	<b>227</b>	<b>191</b>	<b>122</b>	<b>313</b>
<b>EXISTING USE ADJUSTMENT</b>														
Bungalows (Single-Family Housing)	210	0 du								[k]			[k]	
Apartment (Multifamily Low-Rise Housing)	220	0 du								[j]			[j]	
Office	710	21.6 ksf	[g]	86%	14%	[g]	17%	83%	32	5	37	4	22	26
Less: Internal capture [c]				3%	33%		25%	10%	(1)	(2)	(3)	(1)	(2)	(3)
Less: Transit adjustment										[i]			[i]	
Net External Office									<u>31</u>	<u>3</u>	<u>34</u>	<u>3</u>	<u>20</u>	<u>23</u>
Retail	820	8.0 ksf	0.94	62%	38%	3.81	48%	52%	5	3	8	15	16	31
Less: Internal capture [c]				22%	20%		12%	15%	(1)	(1)	(2)	(2)	(2)	(4)
Less: Transit adjustment [h]			15%			15%			(1)	0	(1)	(2)	(2)	(4)
Total Driveway Trips									<u>3</u>	<u>2</u>	<u>5</u>	<u>11</u>	<u>12</u>	<u>23</u>
Less: Pass-by from net trips [e]			50%			50%			(2)	(1)	(3)	(6)	(6)	(12)
Net External Retail									<u>1</u>	<u>1</u>	<u>2</u>	<u>5</u>	<u>6</u>	<u>11</u>
<b>TOTAL EXISTING USE ADJUSTMENT</b>									<b>32</b>	<b>4</b>	<b>36</b>	<b>8</b>	<b>26</b>	<b>34</b>
<b>NET INCREMENTAL EXTERNAL TRIPS</b>									<b>60</b>	<b>131</b>	<b>191</b>	<b>183</b>	<b>96</b>	<b>279</b>

Notes:

- Source: Institute of Transportation Engineers (ITE), *Trip Generation, 10th Edition*, 2017, unless otherwise noted.
- Existing land uses square footage estimated from ALTA survey and aerial photos.
- Internal capture represents the percentage of trips between land uses that occur within the site. Source: Transportation Research Board (TRB), National Cooperative Highway Research Program (NCHRP), *Report 684: Enhancing Internal Trip Capture Estimation for Mixed-Use Developments*, 2011.
- Empirical local high-rise residential data collected for LADOT at properties within the urban setting was used to determine the trip generation for the residential land use. These rates already account for transit use without further adjustment.
- The pass-by adjustment is based on Attachment H of LADOT's Transportation Assessment Guidelines, July 2020.
- ITE grocery trip generation equation used rather than linear trip generation rate for PM peak period only:  
PM Peak Hour:  $Ln(T) = 0.75 * A + 3.21$ , where T = trips, A = area in ksf
- ITE office trip generation equations used rather than linear trip generation rate:  
AM Peak Hour:  $Ln(T) = 0.72 * A + 21.64$ , where T = trips, A = area in ksf (Dense Multi-Use Urban equation used)  
PM Peak Hour:  $Ln(T) = 0.83 * A + 7.99$ , where T = trips, A = area in ksf (Dense Multi-Use Urban equation used)
- 15% adjustment developed to account for transit and walking access to the project site.
- The ITE office trip generation equations for Dense Multi-Use Urban already account for transit use without further adjustment.
- Based on LADOT's Transportation Assessment Guidelines (July 2020), existing use credits were not taken because the apartment units have been vacant for over two years.
- The three bungalows with existing office/post-production studio uses are included in the existing office calculations and three bungalows are vacant.

**TABLE 8B**  
**1360 NORTH VINE - RESIDENTIAL OPTION: BUNGALOWS AS RESIDENTIAL**  
**TRIP GENERATION**

Land Use	ITE Land Use Code	Size	Estimated Trip Generation											
			AM Peak Hour			PM Peak Hour			AM Peak Hour Trips			PM Peak Hour Trips		
			Rate	% In	% Out	Rate	% In	% Out	In	Out	Total	In	Out	Total
<b>PROPOSED PROJECT</b>														
Multifamily Housing (High-Rise)	[d]	417 du	0.23	12%	88%	0.30	70%	30%	12	84	96	88	37	125
Less: Internal capture [c]				0%	1%		46%	40%	0	(1)	(1)	(41)	(15)	(56)
Less: Transit adjustment										[d]			[d]	
Net External Residential									12	83	95	47	22	69
Bungalows (Single-Family Housing) [f]	210	12 du	0.74	25%	75%	0.99	63%	37%	2	7	9	8	4	12
Less: Internal capture [c]				0%	1%		46%	40%	0	0	0	(4)	(2)	(6)
Less: Transit adjustment [h]			15%			15%			0	(1)	(1)	(1)	0	(1)
Net External Residential									2	6	8	3	2	5
Grocery Store (Supermarket)	850	55.0 ksf	3.82	60%	40%	[f]	51%	49%	126	84	210	255	245	500
Less: Internal capture [c]				0%	0%		5%	14%	(1)	0	(1)	(13)	(35)	(48)
Less: Transit adjustment [h]			15%			15%			(19)	(12)	(31)	(35)	(33)	(68)
Total Driveway Trips									106	72	178	207	177	384
Less: Pass-by from net trips [e]			40%			40%			(43)	(28)	(71)	(79)	(75)	(154)
Net External Grocery									63	44	107	128	102	230
Commercial Retail (Shopping Center)	820	5.0 ksf	0.94	62%	38%	3.81	48%	52%	3	2	5	9	10	19
Less: Internal capture [c]				0%	0%		5%	14%	0	0	0	0	(1)	(1)
Less: Transit adjustment [h]			15%			15%			(1)	0	(1)	(1)	(2)	(3)
Total Driveway Trips									2	2	4	8	7	15
Less: Pass-by from net trips [e]			50%			50%			(1)	(1)	(2)	(4)	(4)	(8)
Net External Retail									1	1	2	4	3	7
<b>TOTAL DRIVEWAY TRIPS</b>									<b>122</b>	<b>163</b>	<b>285</b>	<b>265</b>	<b>208</b>	<b>473</b>
<b>TOTAL EXTERNAL TRIPS</b>									<b>78</b>	<b>134</b>	<b>212</b>	<b>182</b>	<b>129</b>	<b>311</b>
<b>EXISTING USE ADJUSTMENT</b>														
Bungalows (Single-Family Housing)	210	0 du								[k]			[k]	
Apartment (Multifamily Low-Rise Housing)	220	0 du								[j]			[j]	
Office	710	21.6 ksf	[g]	86%	14%	[g]	17%	83%	32	5	37	4	22	26
Less: Internal capture [c]				3%	33%		25%	10%	(1)	(2)	(3)	(1)	(2)	(3)
Less: Transit adjustment										[i]			[i]	
Net External Office									31	3	34	3	20	23
Retail	820	8.0 ksf	0.94	62%	38%	3.81	48%	52%	5	3	8	15	16	31
Less: Internal capture [c]				22%	20%		12%	15%	(1)	(1)	(2)	(2)	(2)	(4)
Less: Transit adjustment [h]			15%			15%			(1)	0	(1)	(2)	(2)	(4)
Total Driveway Trips									3	2	5	11	12	23
Less: Pass-by from net trips [e]			50%			50%			(2)	(1)	(3)	(6)	(6)	(12)
Net External Retail									1	1	2	5	6	11
<b>TOTAL EXISTING USE ADJUSTMENT</b>									<b>32</b>	<b>4</b>	<b>36</b>	<b>8</b>	<b>26</b>	<b>34</b>
<b>NET INCREMENTAL EXTERNAL TRIPS</b>									<b>46</b>	<b>130</b>	<b>176</b>	<b>174</b>	<b>103</b>	<b>277</b>

Notes:

- Source: Institute of Transportation Engineers (ITE), *Trip Generation, 10th Edition*, 2017, unless otherwise noted.
- Existing land uses square footage estimated from ALTA survey and aerial photos.
- Internal capture represents the percentage of trips between land uses that occur within the site. Source: Transportation Research Board (TRB), National Cooperative Highway Research Program (NCHRP), *Report 684: Enhancing Internal Trip Capture Estimation for Mixed-Use Developments*, 2011.
- Empirical local high-rise residential data collected for LADOT at properties within the urban setting was used to determine the trip generation for the residential land use. These rates already account for transit use without further adjustment.
- The pass-by adjustment is based on Attachment H of LADOT's Transportation Assessment Guidelines, July 2020.
- ITE grocery trip generation equation used rather than linear trip generation rate for PM peak period only:  
PM Peak Hour:  $Ln(T) = 0.75 * A + 3.21$ , where T = trips, A = area in ksf
- ITE office trip generation equations used rather than linear trip generation rate:  
AM Peak Hour:  $Ln(T) = 0.72 * A + 21.64$ , where T = trips, A = area in ksf (Dense Multi-Use Urban equation used)  
PM Peak Hour:  $Ln(T) = 0.83 * A + 7.99$ , where T = trips, A = area in ksf (Dense Multi-Use Urban equation used)
- 15% adjustment developed to account for transit and walking access to the project site.
- The ITE office trip generation equations for Dense Multi-Use Urban already account for transit use without further adjustment.
- Based on LADOT's Transportation Assessment Guidelines (July 2020), existing use credits were not taken because the apartment units have been vacant for over two years.
- The three bungalows with existing office/post-production studio uses are included in the existing office calculations and three bungalows are vacant.
- The trip generation estimates are conservative since the 12 residential units are analyzed as single-family housing although they will actually be duplexes.

TABLE 8C  
1360 NORTH VINE - OFFICE OPTION: BUNGALOWS AS RESIDENTIAL  
TRIP GENERATION

Land Use	ITE Land Use Code	Size	Estimated Trip Generation											
			AM Peak Hour			PM Peak Hour			AM Peak Hour Trips			PM Peak Hour Trips		
			Rate	% In	% Out	Rate	% In	% Out	In	Out	Total	In	Out	Total
<b>PROPOSED PROJECT</b>														
Bungalows (Single-Family Housing) [j]	210	9 du	0.74	25%	75%	0.99	63%	37%	2	5	7	6	3	9
Less: Internal capture [c]				0%	14%		13%	25%	0	(1)	(1)	(1)	(1)	(2)
Less: Transit adjustment [d]			15%			15%			0	(1)	(1)	(1)	0	(1)
Net External Residential									<u>2</u>	<u>4</u>	<u>6</u>	<u>5</u>	<u>2</u>	<u>7</u>
Office	710	463,521 ksf	[f]	86%	14%	[f]	17%	83%	305	50	355	67	326	393
Less: Internal capture [c]				0%	5%		3%	1%	(1)	(3)	(4)	(2)	(2)	(4)
Less: Transit adjustment										[g]			[g]	
Net External Office									<u>304</u>	<u>47</u>	<u>351</u>	<u>65</u>	<u>324</u>	<u>389</u>
Quality Restaurant	931	11,914 ksf	0.73	80%	20%	7.80	67%	33%	7	2	9	62	31	93
Less: Internal capture [c]				33%	33%		3%	6%	(2)	(1)	(3)	(2)	(2)	(4)
Less: Transit adjustment [d]			15%			15%			(1)	0	(1)	(9)	(4)	(13)
Total Driveway Trips									<u>4</u>	<u>1</u>	<u>5</u>	<u>51</u>	<u>25</u>	<u>76</u>
Less: Pass-by from net trips [e]			10%			10%			(1)	0	(1)	(5)	(3)	(8)
Net External Quality Restaurant									<u>3</u>	<u>1</u>	<u>4</u>	<u>46</u>	<u>22</u>	<u>68</u>
<b>TOTAL DRIVEWAY TRIPS</b>									<b>310</b>	<b>52</b>	<b>362</b>	<b>121</b>	<b>351</b>	<b>472</b>
<b>TOTAL EXTERNAL TRIPS</b>									<b>309</b>	<b>52</b>	<b>361</b>	<b>116</b>	<b>348</b>	<b>464</b>
<b>EXISTING USE ADJUSTMENT</b>														
Bungalows (Single-Family Housing)	210	0 du									[i]			[i]
Apartment (Multifamily Low-Rise Housing)	220	8 du									[h]			[h]
Office	710	21.6 ksf	[f]	86%	14%	[f]	17%	83%	32	5	37	4	22	26
Less: Internal capture [c]				3%	33%		25%	10%	(1)	(2)	(3)	(1)	(2)	(3)
Less: Transit adjustment										[g]			[g]	
Net External Office									<u>31</u>	<u>3</u>	<u>34</u>	<u>3</u>	<u>20</u>	<u>23</u>
Retail	820	8.0 ksf	0.94	62%	38%	3.81	48%	52%	5	3	8	15	16	31
Less: Internal capture [c]				22%	20%		12%	15%	(1)	(1)	(2)	(2)	(2)	(4)
Less: Transit adjustment [d]			15%			15%			(1)	0	(1)	(2)	(2)	(4)
Total Driveway Trips									<u>3</u>	<u>2</u>	<u>5</u>	<u>11</u>	<u>12</u>	<u>23</u>
Less: Pass-by from net trips [e]			50%			50%			(2)	(1)	(3)	(6)	(6)	(12)
Net External Retail									<u>1</u>	<u>1</u>	<u>2</u>	<u>5</u>	<u>6</u>	<u>11</u>
<b>TOTAL EXISTING USE ADJUSTMENT</b>									<b>32</b>	<b>4</b>	<b>36</b>	<b>8</b>	<b>26</b>	<b>34</b>
<b>NET INCREMENTAL EXTERNAL TRIPS</b>									<b>277</b>	<b>48</b>	<b>325</b>	<b>108</b>	<b>322</b>	<b>430</b>

Notes:

- a. Source: Institute of Transportation Engineers (ITE), *Trip Generation, 10th Edition*, 2017, unless otherwise noted.
- b. Existing land uses square footage estimated from ALTA survey and aerial photos.
- c. Internal capture represents the percentage of trips between land uses that occur within the site. Source: Transportation Research Board (TRB), National Cooperative Highway Research Program (NCHRP), Report 684: Enhancing Internal Trip Capture Estimation for Mixed-Use Developments, 2011.
- d. 15% adjustment developed to account for transit and walking access to the project site.
- e. The pass-by adjustment is based on Attachment H of LADOT's Transportation Assessment Guidelines, July 2019.
- f. ITE office trip generation equations used rather than linear trip generation rate:  
AM Peak Hour:  $\ln(T) = 0.72 * A + 21.64$ , where T = trips, A = area in ksf (Dense Multi-Use Urban equation used)  
PM Peak Hour:  $\ln(T) = 0.83 * A + 7.99$ , where T = trips, A = area in ksf (Dense Multi-Use Urban equation used)
- g. The ITE office trip generation equations for Dense Multi-Use Urban already account for transit use without further adjustment.
- h. Based on LADOT's Transportation Assessment Guidelines (July 2019), existing use credits were not taken because the apartment units have been vacant for over two years.
- i. The three bungalows with existing office/post-production studio uses are included in the existing office calculations and three bungalows are vacant.
- j. The trip generation estimates are conservative since the 12 residential units are analyzed as single-family housing although they will actually be duplexes.



TABLE 8D  
1360 NORTH VINE - OFFICE OPTION: BUNGALOWS AS RESTAURANT  
TRIP GENERATION

Land Use	ITE Land Use Code	Size	Estimated Trip Generation											
			AM Peak Hour			PM Peak Hour			AM Peak Hour Trips			PM Peak Hour Trips		
			Rate	% In	% Out	Rate	% In	% Out	In	Out	Total	In	Out	Total
<b>PROPOSED PROJECT</b>														
Office	710	463.521 ksf	[f]	86%	14%	[f]	17%	83%	305	50	355	67	326	393
Less: Internal capture [c]				1%	9%		4%	1%	(2)	(5)	(7)	(3)	(4)	(7)
Less: Transit adjustment										[g]			[g]	
Net External Office									303	45	348	64	322	386
Quality Restaurant	931	20.902 ksf	0.73	80%	20%	7.80	67%	33%	12	3	15	109	54	163
Less: Internal capture [c]				25%	40%		2%	3%	(3)	(1)	(4)	(2)	(2)	(4)
Less: Transit adjustment [d]			15%			15%			(2)	0	(2)	(16)	(8)	(24)
Total Driveway Trips									7	2	9	91	44	135
Less: Pass-by from net trips [e]			10%			10%			(1)	0	(1)	(9)	(5)	(14)
Net External Quality Restaurant									6	2	8	82	39	121
<b>TOTAL DRIVEWAY TRIPS</b>									<b>310</b>	<b>47</b>	<b>357</b>	<b>155</b>	<b>366</b>	<b>521</b>
<b>TOTAL EXTERNAL TRIPS</b>									<b>309</b>	<b>47</b>	<b>356</b>	<b>146</b>	<b>361</b>	<b>507</b>
<b>EXISTING USE ADJUSTMENT</b>														
Bungalows (Single-Family Housing)	210	0 du								[i]			[i]	
Apartment (Multifamily Low-Rise Housing)	220	8 du								[h]			[h]	
Office	710	21.6 ksf	[f]	86%	14%	[f]	17%	83%	32	5	37	4	22	26
Less: Internal capture [c]				3%	33%		25%	10%	(1)	(2)	(3)	(1)	(2)	(3)
Less: Transit adjustment										[g]			[g]	
Net External Office									31	3	34	3	20	23
Retail	820	8.0 ksf	0.94	62%	38%	3.81	48%	52%	5	3	8	15	16	31
Less: Internal capture [c]				22%	20%		12%	15%	(1)	(1)	(2)	(2)	(2)	(4)
Less: Transit adjustment [d]			15%			15%			(1)	0	(1)	(2)	(2)	(4)
Total Driveway Trips									3	2	5	11	12	23
Less: Pass-by from net trips [e]			50%			50%			(2)	(1)	(3)	(6)	(6)	(12)
Net External Retail									1	1	2	5	6	11
<b>TOTAL EXISTING USE ADJUSTMENT</b>									<b>32</b>	<b>4</b>	<b>36</b>	<b>8</b>	<b>26</b>	<b>34</b>
<b>NET INCREMENTAL EXTERNAL TRIPS</b>									<b>277</b>	<b>43</b>	<b>320</b>	<b>138</b>	<b>335</b>	<b>473</b>

- Notes:
- a. Source: Institute of Transportation Engineers (ITE), *Trip Generation*, 10th Edition , 2017, unless otherwise noted.
  - b. Existing land uses square footage estimated from ALTA survey and aerial photos.
  - c. Internal capture represents the percentage of trips between land uses that occur within the site. Source: Transportation Research Board (TRB), National Cooperative Highway Research Program (NCHRP), Report 684: Enhancing Internal Trip Capture Estimation for Mixed-Use Developments, 2011.
  - d. 15% adjustment developed to account for transit and walking access to the project site.
  - e. The pass-by adjustment is based on Attachment H of LADOT's Transportation Assessment Guidelines, July 2020.
  - f. ITE office trip generation equations used rather than linear trip generation rate:  
AM Peak Hour:  $\ln(T) = 0.72 * A + 21.64$ , where T = trips, A = area in ksf (Dense Multi-Use Urban equation used)  
PM Peak Hour:  $\ln(T) = 0.83 * A + 7.99$ , where T = trips, A = area in ksf (Dense Multi-Use Urban equation used)
  - g. The ITE office trip generation equations for Dense Multi-Use Urban already account for transit use without further adjustment.
  - h. Based on LADOT's Transportation Assessment Guidelines (July 2020), existing use credits were not taken because the apartment units have been vacant for over two years.
  - i. The three bungalows with existing office/post-production studio uses are included in the existing office calculations and three bungalows are vacant.

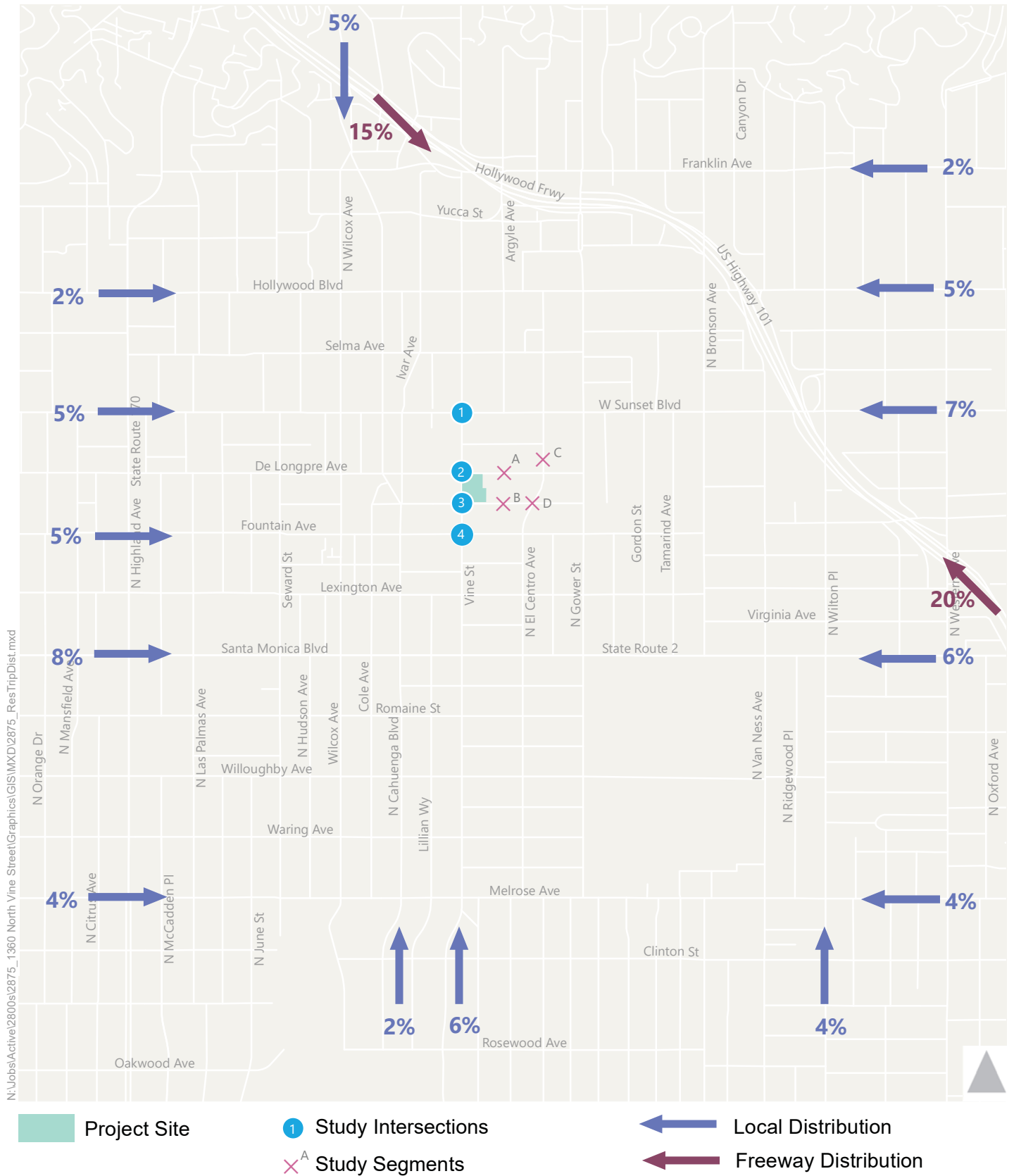
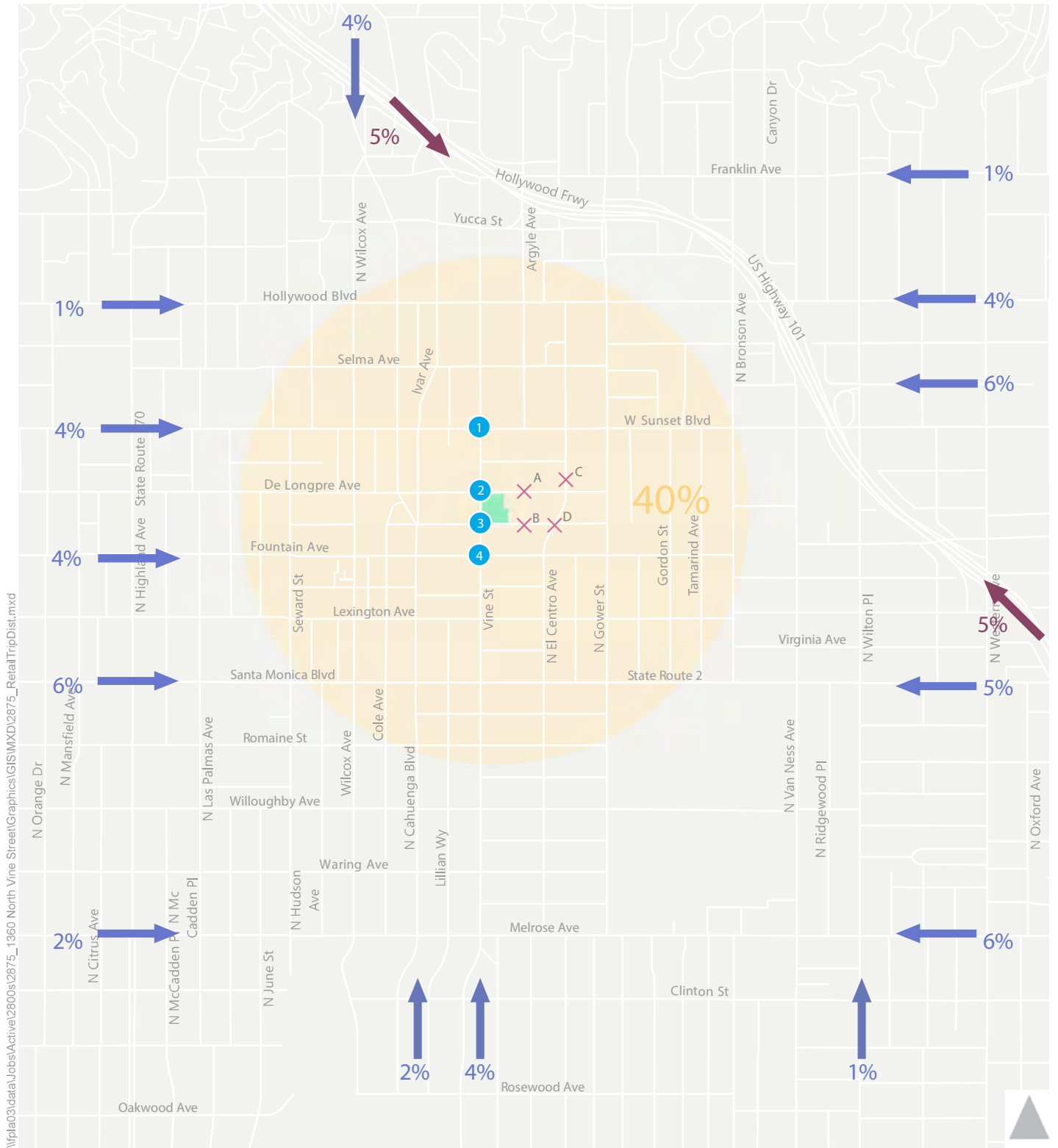



Figure 9A  
Residential Trip Distribution



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 Project Site

 Study Intersections

 Study Segments

 Local Distribution


 Freeway Distribution



Figure 9B

Retail Trip Distribution



## Future Year (2025) Traffic Volumes

In Section 3.4, a freeway safety analysis was conducted for the Project with a buildout, or future, year of 2027. The intersection operational analysis in this section and the residential street cut-through analysis in Section 4.4 are analyzed with a future year of 2025, which was the future year when this Transportation Assessment was first submitted to LADOT in September 2020. The freeway safety analysis was analyzed with the revised future year of 2027 for consistency with the other CEQA issue areas analyzed in the environmental impact report. The results of the intersection operational analysis conducted in this section and the residential street cut-through analysis in Section 4.4 would not be materially affected by factoring the background traffic volumes out another two years.

To evaluate the potential impacts of the proposed Project on future year (2025) conditions, it was necessary to develop estimates of future traffic conditions in the area both without and with Project traffic. First, estimates of traffic growth were developed for the study area to forecast future conditions without the Project. These forecasts included traffic increases as a result of both regional ambient traffic growth and traffic generated by specific developments in the vicinity of the Project (related projects).

These projected traffic volumes, identified herein as the Future Base conditions, represent the future conditions without the proposed Project. The traffic generated by the proposed Project was then estimated and assigned to the surrounding street system. Project traffic was added to the Future Base conditions to form Future year (2025) plus Project traffic conditions, which were analyzed to determine the incremental traffic impacts attributable to the Project itself.

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

### *Background or Ambient Growth*

Based on the City of Los Angeles travel demand model and at the direction of LADOT, it was established that an ambient growth factor of 0.4% per year should be applied to adjust the existing base year traffic volumes to reflect the effects of regional growth and development. This adjustment was applied to the existing year (2017) traffic volume data to reflect the effect of ambient growth by the year 2025.

### *Related Project Traffic Generation and Assignment*

Future Base traffic forecasts include the effects of known specific projects, called related projects, expected to be implemented in the vicinity of the proposed Project site. The list of related projects was prepared based on data from LADOT and verified by City Planning. A total of 103 related projects were identified in the study area; these projects are listed in **Table 9** and illustrated in **Figure 10**.

**TABLE 9**  
**1360 N VINE STREET PROJECT**  
**TRIP GENERATION ESTIMATES FOR CUMULATIVE PROJECTS**

ID	PROJECT LOCATION	LAND USE	DAILY	TRIP GENERATION ESTIMATES					
				AM PEAK HOUR			PM PEAK HOUR		
				IN	OUT	TOTAL	IN	OUT	TOTAL
1	1610 N Highland Av	248 Apartments & 12.785 ksf retail	1,805	22	90	112	96	54	150
2	1740 N Vine St [1]	Millennium Hollywood Mixed-Use; 492 apartment, 200 hotel rooms, 100 ksf office, 35 ksf fitness club, 15 ksf retail, 34 ksf restaurant	9,922	321	253	574	486	438	924
3	5555 W Melrose Av	1,273.6 ksf office, 89.2 ksf retail, 21 ksf stage, 1.9 ksf support uses	9,830	712	213	925	297	736	1,033
4	1824 N Highland Av	118 Apartments	667	10	41	51	40	22	62
5	6200 Hollywood Bl	28 JLWQ Units, 1,014 Apartments & 175 ksf retail (Phase 1 Complete)	2,816	41	103	143	133	109	242
6	5800 W Sunset Bl	404,799 sf office	2,690	356	48	404	64	314	378
7	1800 Argyle Av	225 Hotel Rooms	1,360	22	37	59	60	18	78
8	956 N Seward St	126.98 ksf office	1,240	165	21	186	29	151	180
9	6381 W Hollywood Bl	80 Room Hotel & 15.29 ksf Restaurants	1,020	-19	11	-8	62	4	66
10	6300 W Romaine St	114.725 ksf Office, 38.072 KSF studio, 40.927 ksf Other (expansion of gym & dance studio & new parking structure)	1,596	199	27	226	20	17	37
11	6601 W Romaine St	106.125 ksf office	808	88	4	92	12	39	51
12	6523 W Hollywood Bl	10.402 ksf Restaurant, 4.074 ksf Office, 0.89 ksf storage	547	-16	-11	-27	32	4	36
13	6677 Santa Monica Bl [2]	695 Apartments & 24.9 ksf commercial	1,938	127	182	309	170	122	292
14	6100 W Hollywood Bl	220 Apartments & 3.27 ksf restaurant	1,439	24	76	100	86	46	132
15	6230 Yucca St	114 Apartments & 2.697 ksf commercial	473	5	27	32	26	12	38
16	5245 Santa Monica Bl	49 Apartments & 32.272 ksf retail	857	3	29	32	45	28	73
17	959 Seward St [3]	241.568 ksf Office	2,337	297	39	336	58	252	310
18	5550 Hollywood Bl	280 Apartments & 12.03 ksf retail	1,267	-3	43	40	47	17	64
19	6417 Selma Av	180 Room Hotel & 12.84 ksf Restaurant/Club	1,849	6	4	10	61	59	120
20	1601 Vine St	100.386 ksf office & 2.012 ksf commercial	1,239	155	27	182	39	145	184
21	1149 Gower St	57 Apartments	735	6	23	29	23	12	35
22	5520 Sunset Bl [4]	Demolish existing buildings; construct 163.862 ksf Target & 30.887 ksf Shopping Center	4,903	52	21	73	211	211	422
23	936 La Brea Av	88.75 ksf Office, 12 ksf Retail	911	24	5	29	14	37	38
24	1133 Vine St	112 Room Hotel, 0.661 ksf café	457	19	13	32	18	15	33
25	6121 Sunset Bl [5]	200 Apartments, 422.61 ksf Office, 41.3 ksf retail/restaurant, 125 hotel rooms	6,327	477	211	688	254	428	682
26	1718 Las Palmas Av	29 Condos, 195 Apartments, .985 ksf Retail	1,333	21	84	105	81	43	124
27	1546 Argyle Av	276 Apartments, 9 ksf retail, 15 ksf restaurant	2,013	43	127	170	128	51	179
28	1541 Wilcox Av	200 Room Hotel & 9 ksf restaurant	3,359	103	80	183	147	114	261
29	6230 Sunset Bl	200 Apartments & 4.7 ksf retail	1,473	52	80	132	71	50	121
30	5901 Sunset Bl	274 ksf Office & 26 ksf Retail	3,839	350	61	411	122	339	461
31	6201 W Sunset Bl	731 Apartments (37 affordable), 24 ksf retail/restaurant	4,913	128	228	356	234	169	403
32	5600 W Hollywood Bl	33 Apartments & 1.289 ksf commercial	604	22	16	38	22	22	44



**TABLE 9**  
**1360 N VINE STREET PROJECT**  
**TRIP GENERATION ESTIMATES FOR CUMULATIVE PROJECTS**

ID	PROJECT LOCATION	LAND USE	DAILY	TRIP GENERATION ESTIMATES					
				AM PEAK HOUR			PM PEAK HOUR		
				IN	OUT	TOTAL	IN	OUT	TOTAL
33	904 N La Brea	169 Apartments & 37.057 ksf Retail	2,072	25	68	93	106	80	186
34	707 N Cole	84 Apartments	398	6	25	31	24	12	36
35	1921 N Wilcox	122 Room Hotel, 4.225 ksf Restaurant	1,233	34	26	60	51	40	91
36	7302 Santa Monica Bl	371 apartment, 7.8 ksf office, 5 ksf restaurant, 19.5 ksf commercial	1,617	41	122	163	155	94	249
37	1717 N Bronson	89 Apartments	436	6	27	33	26	14	40
38	1525 N Cahuenga	64 Room Hotel, .7 ksf rooftop restaurant/lounge, 3.3 ksf restaurant	469	13	9	22	17	17	34
39	901 N Vine St	70 Apartments & 3 ksf commercial	-32	4	26	30	-5	1	-4
40	525 Wilton	88 Apartments	449	6	28	34	27	14	41
41	1233 N Highland	72 Apartments, 12.16 ksf retail	714	11	27	38	38	28	66
42	7107 W Hollywood Bl	410 Apartments, 5 ksf Retail, 5 ksf Restaurant	2,637	49	157	206	167	86	253
43	1310 N Cole	369 Apartments & 2.57 ksf office	2,226	20	139	159	139	58	197
44	5750 W Hollywood Bl	161 Apartments, 4.747 ksf Commercial	1,180	22	66	88	68	38	106
45	6421 W Selma	114 room hotel & 1.993 ksf restaurant	1,227	43	27	70	56	44	100
46	1400 N Cahuenga	221 room hotel & 3 ksf restaurant	1,866	63	53	116	72	58	130
47	1868 N Western	96 Apartments & 5.546 ksf retail	363	-5	18	13	20	7	27
48	7000 W Melrose	40 Apartments, 6.634 ksf Retail	334	4	17	21	20	12	32
49	5460 W Fountain	75 Apartments	499	8	30	38	31	16	47
50	6220 W Yucca	210 room hotel, 136 Apartments, 6.98 ksf restaurant	2,647	88	110	198	129	85	214
51	5525 W Sunset Bl	293 Apartments & 33.98 ksf commercial	3,411	80	124	204	203	142	345
52	1657 N Western	91 Apartments, 15.3 ksf Retail	702	10	29	39	37	25	62
53	1118 N McCadden	45 housing units, 50.325 ksf social service support facility, 17.04 ksf office, 1.885 ksf commercial retail or restaurant, 100-bed temporary housing	1,346	49	31	80	53	56	109
54	1717 N Wilcox	133 Room Hotel, 3.58 ksf Retail	1,244	54	35	89	49	43	92
55	6516 W Selma	212 room hotel, 3.855 ksf bar/lounge, 8.5 ksf rooftop bar/event space	2,241	71	50	121	105	84	189
56	1749 N Las Palmas	70 Apartments & 3.117 ksf retail	147	2	9	11	9	5	14
57	6901 W Santa Monica Bl	231 Apartments, 5 ksf Restaurant, 10 ksf Retail	2,272	1	111	112	133	54	187
58	5632 W De Longpre	185 Apartments	800	-31	25	-6	50	19	69
59	6200 W Sunset Bl	270 apartment, 1.75 ksf restaurant, 2.3 ksf pharmacy, 8.07 ksf retail	1,778	26	97	123	100	35	135
60	4914 W Melrose	45 Live/Work Units, 3.76 ksf Retail	460	7	20	27	25	17	42
61	5939 Sunset Bl	299 Apartments, 38.44 ksf office, 5.064 ksf restaurant, 3.739 ksf retail	3,731	152	191	343	182	152	334
62	7143 Santa Monica Bl	145 Apartments & 7.858 ksf Retail/Restaurant	1,630	24	72	96	88	52	140
63	1718 N Vine St	216 guestrooms, 4.354 sf restaurant	1,101	58	41	99	35	42	77
64	1600 N Schrader Blvd	168 Room Hotel, 5.979 ksf restaurant	1,666	58	40	98	80	63	143
65	1350 N Western Av	204 Apartments, 5.5 ksf Retail/Restaurant	1,439	24	76	100	86	46	132
66	7510 W Sunset Bl	213 Apartments, 20 ksf retail, 10 ksf restaurant	1,239	63	125	188	117	61	178
67	1601 N Las Palmas Av	86 Apartments	157	4	28	32	20	8	28
68	7219 W Sunset Bl	93 hotel rooms, 2.8 ksf restaurant	761	27	18	45	27	29	56

**TABLE 9**  
**1360 N VINE STREET PROJECT**  
**TRIP GENERATION ESTIMATES FOR CUMULATIVE PROJECTS**

ID	PROJECT LOCATION	LAND USE	DAILY	TRIP GENERATION ESTIMATES					
				AM PEAK HOUR			PM PEAK HOUR		
				IN	OUT	TOTAL	IN	OUT	TOTAL
69	100 N Western Av	187 Apartments & 76.5 ksf retail (including grocery store)	940	17	40	57	54	38	92
70	1001 N Orange Dr	53.537 ksf office	817	102	14	116	24	115	138
71	5420 W Sunset Bl	735 Apartments, 95.82 ksf commercial	1,538	-12	190	178	119	18	137
72	6650 Franklin Av	68 senior Apartments	234	5	9	14	9	8	17
73	1719 N Whitley Av	156 room hotel	1,275	49	34	83	48	46	94
74	6140 W Hollywood Bl	102 room hotel, 27 condos, 11.46 ksf restaurant	1,782	76	62	138	78	58	136
75	6400 W Sunset Bl	232 residential units (5% low income), 7 ksf restaurant	214	18	88	106	69	1	70
76	6430-6440 W Hollywood Bl	260 Apartments, 3.58 ksf office, 11.02 ksf retail, 3.2 ksf restaurant	1,625	23	98	121	99	44	143
77	6630 W Sunset Bl	40 Apartments, 6.634 ksf Retail	266	4	16	20	16	9	25
78	747 N Western Av	44 Apartments & 7.7 ksf retail	622	8	21	29	32	24	56
79	5570 W Melrose Av	52 Apartments & 5.5 ksf commercial	430	-1	20	19	21	10	31
80	1317-1345 N. Vermont/1328 N New Hampshire/4760 Sunset/1505 N Edgemont/1526 N Edgemont/1517 N Vermont/1424-1430 N Alexandria	211.992 ksf hospital expansion	6,512	341	91	431	181	464	643
81	712 N Wilcox Av	103 Apartments	550	8	34	42	33	18	51
82	1540-1552 Highland Av	950 residential units, 308 hotel rooms, 95 ksf office, & 185 ksf commercial retail	14,833	381	498	879	733	548	1,281
83	1276 N Western Av	75 Apartments	424	7	26	33	23	17	40
84	1723 N Wilcox Av	68 Apartments & 3.7 ksf retail	537	16	28	44	29	18	47
85	1300 N Vermont Av	Replace existing hospital & ancillary uses with 30.933 ksf office	290	36	5	41	6	30	36
86	5651 W Santa Monica Bl	375 condo units & 377.9 ksf retail	6,831	50	200	250	419	225	644
87	915 N La Brea Av	33.5 ksf supermarket & 179 Apartment	2,615	5	86	91	158	90	248
88	6225 W Hollywood Bl	210 ksf office	1,918	243	33	276	43	411	254
89	1411 N Highland Av	76 Apartment, 2.5 ksf commercial	823	23	43	66	45	26	71
90	6915 Melrose Av	13 condominium units & 6.25 ksf retail	398	2	12	14	96	54	150
91	5663 Melrose Av	96 condominium units & 3.35 ksf retail	797	8	37	45	96	54	63
92	2580 Cahuenga Bl East	311 net new theater seats, 5.4 ksf restaurant, & 30 office employees	610	34	1	35	18	43	61
93	1341 Vine St	285.719 ksf office, 200 Apartment, 16.135 ksf restaurant	6,218	330	164	494	152	220	372
94	925 La Brea Av	16.360 ksf retail & 45.432 ksf office	810	66	11	77	24	71	95
95	135 N Western Av	4.066 ksf restaurant addition to 7.838 ksf existing restaurant	457	2	2	4	25	13	38
96	7445 W Sunset Bl	32.416 ksf specialty grocery store	3,314	68	42	110	157	150	307
97	7811 Santa Monica Bl	78 Room Hotel, 88 apartment, 65.888 ksf commercial	637	24	17	41	24	23	47
98	6421 W Selma Av	Replace auto body shop with 17.607 ksf quality restaurant	1,688	8	7	15	94	46	140
99	Hollywood Freeway (US 101)	38 acre park, amphitheater, & neighborhood uses	2,298	104	69	173	115	89	204
100	4905 W Hollywood Bl	36.6 ksf	1,404	13	12	25	64	68	132
101	6409 W Sunset Bl	275 Room Hotel, 1.9 ksf Retail	1,285	51	26	77	53	60	113
102	4900 W Hollywood Bl	150 Apartments & 13.813 ksf retail	1,585	24	75	99	89	56	145

**TABLE 9**  
**1360 N VINE STREET PROJECT**  
**TRIP GENERATION ESTIMATES FOR CUMULATIVE PROJECTS**

ID	PROJECT LOCATION	LAND USE	DAILY	TRIP GENERATION ESTIMATES					
				AM PEAK HOUR			PM PEAK HOUR		
				IN	OUT	TOTAL	IN	OUT	TOTAL
103	Hollywood Community Plan Update [6]		--	--	--	--	--	--	--
<b>TOTAL</b>			<b>189,603</b>	<b>7,062</b>	<b>6,421</b>	<b>13,481</b>	<b>8,973</b>	<b>8,879</b>	<b>17,551</b>

Notes:

du = dwelling unit

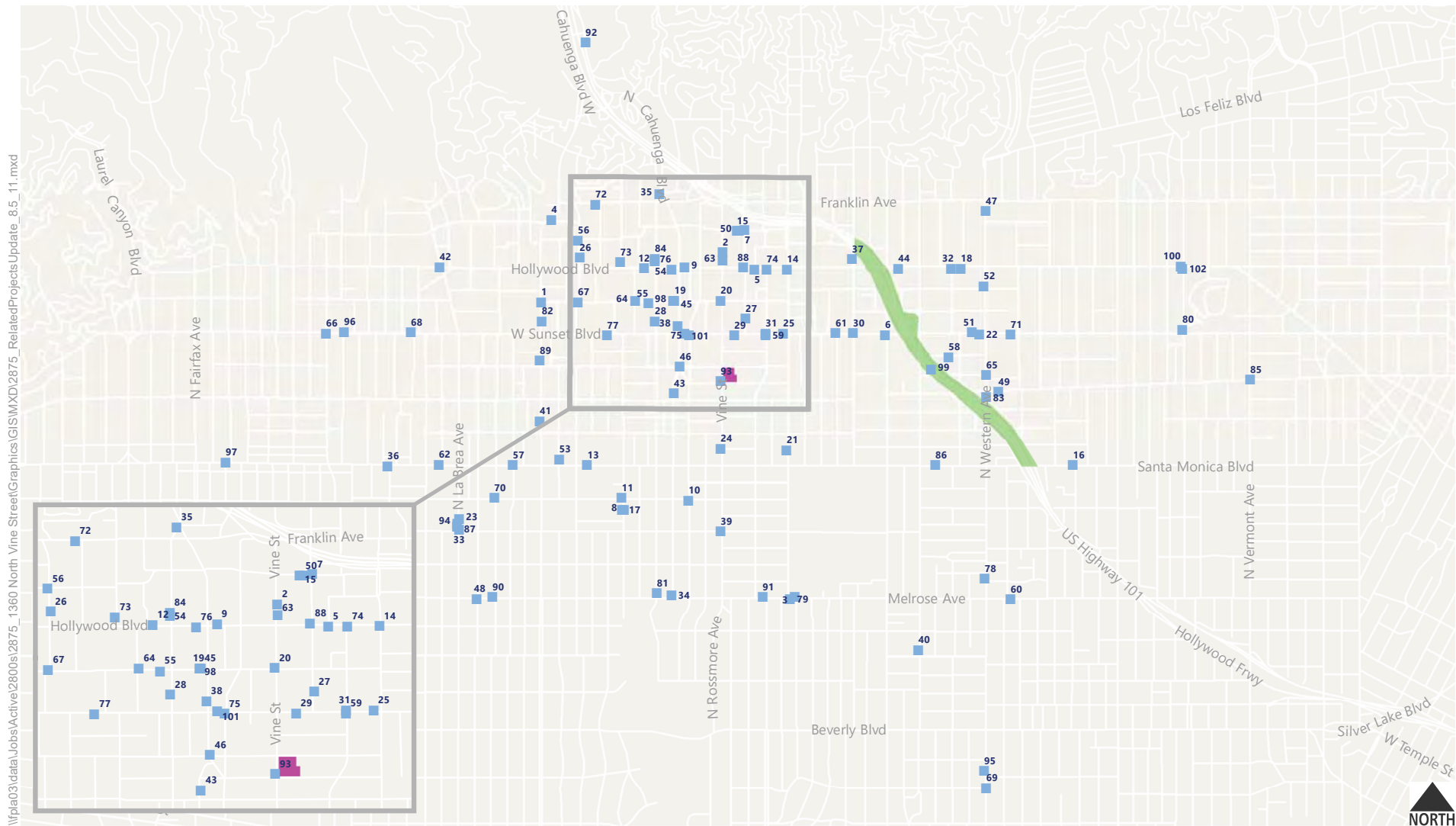
ksf = one thousand square feet

Related projects list is originally based on information provided by LADOT on June 22, 2017 after the publishing of the NOP.

Additional research and coordination with City Planning was conducted to ensure consistency of available information.

- [1] Trip Generation reported was provided in the Millennium Hollywood Project DEIR (October 2012)
- [2] Trip Generation reported was provided in the Lexington Project DEIR (2008/recirculated July 2013)
- [3] Trip Generation reported was provided in the 959 Seward Project DEIR (April 2008)
- [4] Trip Generation reported was provided in the Target at Sunset & Western DEIR (January 2012)
- [5] Trip Generation reported was provided in the Columbia Square Mixed-Use Traffic Analysis Validation & Update (March 2013)

- [6] The Community Plan Update, once adopted, will be a long-range plan designed to accommodate growth in Hollywood until 2040. Only the initial period of any such projected growth would overlap with the Project’s future baseline forecast, as the Project is to be completed in 2021. It is assumed that the projected growth reflected by the list of related projects would account for any overlapping growth that may be assumed by the Community Plan Update upon its adoption.



- Related Projects
- Project Site
- Hollywood Central Park



Figure 10  
Related Projects

### Trip Generation

For related projects provided by LADOT, the trip generation was used as provided. For related projects provided by City Planning or other sources, trip generation was used from a combination of previous study findings and publicly available environmental documentation. **Table 9** presents the resulting trip generation estimates for these related projects. These projections are conservative in that they do not in every case account for either the existing uses to be removed or the possible use of non-motorized travel modes (transit, walking, etc.).

### Trip Distribution

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

### Traffic Assignment

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

### Transportation Infrastructure Projects

There are no infrastructure changes in the study area planned for implementation by year 2025 per confirmation by City staff. Therefore, network changes were not included in the analysis.

### Future Base Traffic Volumes

Future year 2025 base weekday AM and PM peak hour traffic volumes and lane geometries for the analyzed intersections are provided in **Appendix F**. The Future Base traffic conditions represent an estimate of future conditions without the proposed Project inclusive of the ambient background growth and related projects traffic.

### Future Plus Project Traffic Projections

The proposed Project traffic volumes were added to the year 2025 Future Base traffic projections, resulting in Future year (2025) plus Project AM and PM peak hour traffic volumes. As provided in **Appendix F**, the Future year (2025) plus Project scenario presents future traffic conditions with the completion of the proposed Project, for the Residential and Office Options. For the Afton Cul-de-sac & De Longpre Driveways Scenario, in addition to adding the Project traffic, existing and future background traffic on Afton Place east of Vine Street was reassigned to other nearby routes.



## Future Plus Project Analysis

### *Future Base Traffic Conditions*

The year 2025 Future Base peak hour traffic volumes were analyzed to determine the projected V/C ratio and LOS for each of the analyzed intersections. **Table 10A** and **Table 10B** summarize the future LOS for the signalized and unsignalized study intersections, respectively. Two of the three signalized intersections are projected to operate at LOS D or better during the morning and afternoon peak hours under Future Base conditions without the Project. The following intersections are projected to operate at LOS E or worse during both peak hours under Future Base conditions:

1. Vine Street & Sunset Boulevard (LOS F in the AM and PM peak hour)
4. Vine Street & Afton Place (LOS F in the AM and PM peak hour)

Detailed intersection LOS analysis for signalized and unsignalized intersections is presented in **Appendix G**.





<b>TABLE 10A</b> <b>1360 N VINE STREET PROJECT</b> <b>FUTURE YEAR (2025) INTERSECTION ANALYSIS</b> <b>SIGNALIZED STUDY INTERSECTIONS</b>				
NO.	INTERSECTION	PEAK HOUR	FUTURE (2025) NO PROJECT	
			V/C	LOS
1	Vine St & Sunset Blvd	AM	1.109	F
		PM	1.319	F
2	Vine St & De Longpre Ave	AM	0.621	B
		PM	0.701	C
3	Vine St & Fountain Ave	AM	0.847	D
		PM	0.887	D

<b>TABLE 10B</b> <b>1360 N VINE STREET PROJECT</b> <b>FUTURE YEAR (2025) INTERSECTION ANALYSIS</b> <b>UNSIGNALIZED STUDY INTERSECTIONS</b>				
NO.	INTERSECTION	PEAK HOUR	FUTURE (2025) NO PROJECT	
			Delay (sec.)	LOS
4	Vine St & Afton Pl	AM	*	F
		PM	131	F

Note:                   \* The HCM methodology produces a delay estimate that exceeds 5 minutes or is undefined based on the volume, lane configuration, and traffic control. Actual drivers are likely to change their route or accept smaller than usual gaps when faced with such long delays.

### *Future Year (2025) Plus Project Traffic Conditions*

#### *Residential Option - Vine & De Longpre Driveways Scenario*

**Table 11A** and **Table 11B** summarize the Future plus Project LOS for the Residential Option signalized and unsignalized intersections, respectively. Analysis sheets are provided in **Appendix G**. The following signalized and unsignalized intersections are projected to perform as follows:

1. Vine Street & Sunset Boulevard
  - LOS F in the AM and PM peak hour
4. Vine Street & Afton Place
  - LOS F in the AM and PM peak hour

The remaining intersections are projected to operate at LOS D or better during both peak periods under Future plus Project conditions for the Residential Option.

#### *Office Option - Vine & De Longpre Driveways Scenario*

**Table 12A** and **Table 12B** summarize the Future plus Project LOS for the Office Option signalized and unsignalized intersections, respectively, for the Vine & De Longpre Driveways Scenario. Analysis sheets are provided in **Appendix G**. The following signalized and unsignalized intersections are projected to perform as follows:

1. Vine Street & Sunset Boulevard
  - LOS F in the AM and PM peak hour
3. Vine Street & Fountain Avenue
  - LOS E in the PM peak hour
4. Vine Street & Afton Place
  - LOS F in the AM and PM peak hour

The remaining intersection is projected to operate at LOS D or better during both peak periods under Future plus Project conditions for the Office Option under the Vine & De Longpre Driveways Scenario.

#### *Office Option - Afton & De Longpre Driveways Scenario*

**Table 12C** and **Table 12D** summarize the Future plus Project LOS for the Office Option signalized and unsignalized intersections, respectively, for the Afton & De Longpre Driveways Scenario. Analysis sheets are provided in **Appendix G**. These intersections are projected to perform as follows:

1. Vine Street & Sunset Boulevard



- LOS F in the AM and PM peak hour
- 3. Vine Street & Fountain Avenue
  - LOS E in the PM peak hour
- 4. Vine Street & Afton Place
  - LOS F in the AM and PM peak hour

The remaining intersection is projected to operate at LOS D or better during both peak periods for the Office Option under the Afton & De Longpre Driveways Scenario.

#### Office Option - Afton Cul-de-sac & De Longpre Driveways Scenario

**Table 12E** and **Table 12F** summarize the Future plus Project LOS for the Office Option signalized and unsignalized intersections, respectively, for the Afton Cul-de-sac & De Longpre Driveways Scenario. Analysis sheets are provided in **Appendix G**. These intersections are projected to perform as follows:

- 1. Vine Street & Sunset Boulevard
  - LOS F in the AM and PM peak hour
- 3. Vine Street & Fountain Avenue
  - LOS E in the PM peak hour
- 4. Vine Street & Afton Place
  - LOS F in the AM and PM peak hour

The remaining intersection is projected to operate at LOS D or better during both peak periods for the Office Option under the Afton Cul-de-sac & De Longpre Driveways Scenario.



**TABLE 11A**  
**1360 N VINE STREET PROJECT**  
**RESIDENTIAL OPTION - VINE & DELONGPRE DRIVEWAYS**  
**FUTURE YEAR (2025) PLUS PROJECT INTERSECTION ANALYSIS**  
**SIGNALIZED STUDY INTERSECTIONS**

NO.	INTERSECTION	PEAK HOUR	FUTURE (2025)		FUTURE + PROJECT	
			V/C	LOS	V/C	LOS
1	Vine St & Sunset Blvd	AM	1.109	F	1.122	F
		PM	1.319	F	1.346	F
2	Vine St & De Longpre Ave	AM	0.621	B	0.659	B
		PM	0.701	C	0.739	C
3	Vine St & Fountain Ave	AM	0.847	D	0.875	D
		PM	0.887	D	0.897	D

**TABLE 11B**  
**1360 N VINE STREET PROJECT**  
**RESIDENTIAL OPTION - VINE & DELONGPRE DRIVEWAYS**  
**FUTURE YEAR (2025) PLUS PROJECT INTERSECTION ANALYSIS**  
**UNSIGNALIZED STUDY INTERSECTIONS**

NO.	INTERSECTION	PEAK HOUR	FUTURE (2025)		FUTURE + PROJECT	
			Delay (sec.)	LOS	Delay (sec.)	LOS
4	Vine St & Afton Pl	AM	*	F	281	F
		PM	131	F	73	F

Note: \* The HCM methodology produces a delay estimate that exceeds 5 minutes or is undefined based on the volume, lane configuration, and traffic control. Actual drivers are likely to change their route or accept smaller than usual gaps when faced with such long delays.

**TABLE 12A**  
**1360 N VINE STREET PROJECT**  
**OFFICE OPTION - VINE & DELONGPRE DRIVEWAYS FUTURE**  
**YEAR (2025) PLUS PROJECT INTERSECTION ANALYSIS**  
**SIGNALIZED STUDY INTERSECTIONS**

NO.	INTERSECTION	PEAK HOUR	FUTURE (2025)		FUTURE + PROJECT	
			V/C	LOS	V/C	LOS
1	Vine St & Sunset Blvd	AM	1.109	F	1.167	F
		PM	1.319	F	1.381	F
2	Vine St & De Longpre Ave	AM	0.621	B	0.639	B
		PM	0.701	C	0.833	D
3	Vine St & Fountain Ave	AM	0.847	D	0.886	D
		PM	0.887	D	0.921	E

**TABLE 12B**  
**1360 N VINE STREET PROJECT**  
**OFFICE OPTION - VINE & DELONGPRE DRIVEWAYS FUTURE**  
**YEAR (2025) PLUS PROJECT INTERSECTION ANALYSIS**  
**UNSIGNALIZED STUDY INTERSECTIONS**

NO.	INTERSECTION	PEAK HOUR	FUTURE (2025)		FUTURE + PROJECT	
			Delay (sec.)	LOS	Delay (sec.)	LOS
4	Vine St & Afton Pl	AM	*	F	*	F
		PM	131	F	93	F

Note: \* The HCM methodology produces a delay estimate that exceeds 5 minutes or is undefined based on the volume, lane configuration, and traffic control. Actual drivers are likely to change their route or accept smaller than usual gaps when faced with such long delays.

**TABLE 12C**  
**1360 N VINE STREET PROJECT**  
**OFFICE OPTION - AFTON & DELONGPRE DRIVEWAYS FUTURE**  
**YEAR (2025) PLUS PROJECT INTERSECTION ANALYSIS**  
**SIGNALIZED STUDY INTERSECTIONS**

NO.	INTERSECTION	PEAK HOUR	FUTURE (2025)		FUTURE + PROJECT	
			V/C	LOS	V/C	LOS
1	Vine St & Sunset Blvd	AM	1.109	F	1.168	F
		PM	1.319	F	1.391	F
2	Vine St & De Longpre Ave	AM	0.621	B	0.643	B
		PM	0.701	C	0.872	D
3	Vine St & Fountain Ave	AM	0.847	D	0.885	D
		PM	0.887	D	0.927	E

**TABLE 12D**  
**1360 N VINE STREET PROJECT**  
**OFFICE OPTION - AFTON & DELONGPRE DRIVEWAYS FUTURE**  
**YEAR (2025) PLUS PROJECT INTERSECTION ANALYSIS**  
**UNSIGNALIZED STUDY INTERSECTIONS**

NO.	INTERSECTION	PEAK HOUR	FUTURE (2025)		FUTURE + PROJECT	
			Delay (sec.)	LOS	Delay (sec.)	LOS
4	Vine St & Afton Pl	AM	*	F	*	F
		PM	131	F	*	F

Note: \* The HCM methodology produces a delay estimate that exceeds 5 minutes or is undefined based on the volume, lane configuration, and traffic control. Actual drivers are likely to change their route or accept smaller than usual gaps when faced with such long delays.



**TABLE 12E**  
**1360 N VINE STREET PROJECT**  
**OFFICE OPTION - AFTON CULDESAC & DELONGPRE DRIVEWAYS**  
**FUTURE YEAR (2025) PLUS PROJECT INTERSECTION ANALYSIS**  
**SIGNALIZED STUDY INTERSECTIONS**

NO.	INTERSECTION	PEAK HOUR	FUTURE (2025)		FUTURE + PROJECT	
			V/C	LOS	V/C	LOS
1	Vine St & Sunset Blvd	AM	1.109	F	1.168	F
		PM	1.319	F	1.391	F
2	Vine St & De Longpre Ave	AM	0.621	B	0.643	B
		PM	0.701	C	0.872	D
3	Vine St & Fountain Ave	AM	0.847	D	0.886	D
		PM	0.887	D	0.939	E

**TABLE 12F**  
**1360 N VINE STREET PROJECT**  
**OFFICE OPTION - AFTON CULDESAC & DELONGPRE DRIVEWAYS**  
**FUTURE YEAR (2025) PLUS PROJECT INTERSECTION ANALYSIS**  
**UNSIGNALIZED STUDY INTERSECTIONS**

NO.	INTERSECTION	PEAK HOUR	FUTURE (2025)		FUTURE + PROJECT	
			Delay (sec.)	LOS	Delay (sec.)	LOS
4	Vine St & Afton Pl	AM	*	F	*	F
		PM	131	F	*	F

Note: \* The HCM methodology produces a delay estimate that exceeds 5 minutes or is undefined based on the volume, lane configuration, and traffic control. Actual drivers are likely to change their route or accept smaller than usual gaps when faced with such long delays.

## Unsignalized Intersection Signal Warrant Analysis

Given the projected level of service results for the Vine Street & Afton Place unsignalized intersection, a signal warrant was conducted to determine the need for the installation of a traffic signal or other traffic control device.

Traffic volumes and lane configurations, as presented in **Appendix F**, were used to prepare the signal warrant analysis at the Vine Street & Afton Place unsignalized intersection under Existing, Future Base, and Future plus Project conditions for the Residential and Office Options. The projected traffic volumes at the intersection did not meet the signal warrant thresholds during the AM or PM peak hours under either Project Option or driveways scenario. Analysis sheets are provided in **Appendix I**.

## Site Access

Residential and commercial vehicular access to the Project site is analyzed for three different vehicle access scenarios. The three driveway scenarios are summarized below:

- The Vine & De Longpre Driveways Scenario would provide vehicle access with a right-in/right-out driveway on Vine Street and an all-way access driveway on De Longpre Avenue. This driveways scenario is analyzed for the Residential Option and Office Option.
- The Afton & De Longpre Driveways Scenario would provide vehicle access with all-access driveways on Afton Place and De Longpre Avenue. This driveways scenario is analyzed for the Office Option.
- The Afton Cul-de-sac & De Longpre Driveways Scenario would provide vehicle access with all-access driveways on Afton Place and De Longpre Avenue with a cul-de-sac, or street closure to through traffic, directly east of the driveway on Afton Place. This driveways scenario is analyzed for the Office Option.

All driveway scenarios would provide access to the subterranean parking garage. Pedestrian access to the ground floor retail would be from Vine Street, while Project residents would access the building and lobbies from entrances located on both Vine Street and De Longpre Avenue. Residents, visitors, patrons, and employees arriving to the Project site by bicycle would have the same access opportunities as pedestrians and would be able to utilize on-site bicycle parking facilities. The loading areas for the commercial and residential Project uses will be located on the ground floor level, with trucks entering and exiting to/from a loading dock off De Longpre Avenue.

A level of service analysis was conducted to evaluate the ability of each driveway access scenario to accommodate the anticipated traffic levels at the driveway access points. The driveways will be unsignalized and stop-controlled and were analyzed using the Two-Way Stop methodology from HCM 2010. The HCM methodology determines the average vehicle delay for the stop-controlled approach to find the corresponding LOS based on the definitions presented in **Table 6B**. Driveway analysis LOS worksheets are included in **Appendix H**. **Table 13** shows the results of the LOS analysis for the Vine & De Longpre driveway scenarios for the Residential Option. **Table 14** shows the results of the LOS analysis for the three driveway scenarios for the Office Option.



As shown, the driveways are projected to operate at acceptable LOS (LOS C or better) under Future plus Project (2025) conditions for the Residential Option and for the Office Option.

**Table 13: Driveway Level of Service – Residential Option**

**1360 N Vine Street Project**

Driveway Scenario	Peak Hour	Future plus Project (2025)	
		Delay (sec.)	LOS
De Longpre Avenue Driveway	AM	11	B
	PM	15	C
Vine Street Driveway	AM	15	B
	PM	23	C



**Table 14: Driveway Level of Service - Office Option  
1360 N Vine Street Project**

Driveway Scenario	Peak Hour	Future plus Project (2025)	
		Delay (sec.)	LOS
De Longpre Avenue Driveway	AM	11	B
	PM	19	C
Vine Street Driveway	AM	14	B
	PM	22	C

Driveway Scenario	Peak Hour	Future plus Project (2025)	
		Delay (sec.)	LOS
De Longpre Avenue Driveway	AM	11	B
	PM	20	C
Afton Place Driveway	AM	10	A
	PM	9	A

Driveway Scenario	Peak Hour	Future plus Project (2025)	
		Delay (sec.)	LOS
De Longpre Ave Driveway	AM	11	B
	PM	20	C
Afton Pl cul-de-sac Driveway	AM	8	A
	PM	9	A

## 4.3 Project Construction

This section provides a construction period traffic analysis in accordance with the LADOT TAG.

### Anticipated Construction Activity

There is one construction schedule for the Residential Option and another construction schedule for the Office Option. Construction of the Residential Option is expected to take a total of approximately 38 months to complete. The construction is anticipated to involve six key phases, with some overlap between phases:

- Phase 1: Demolition – 3 months
- Phase 2: Grading/Excavation – 7 months
- Phase 3: Mat Foundation – Up to 5 days
- Phase 4: Building Foundation – 5 months
- Phase 5: Building Construction – 25 months
- Phase 6: Paving and Landscape – 2 months

Construction of the Office Option is expected to take a total of approximately 38 months to complete. The construction is anticipated to involve six phases, with some overlap between phases:

- Phase 1: Demolition – 3 months
- Phase 2: Grading/Excavation – 11 months
- Phase 3: Mat Foundation – Up to 5 days
- Phase 4: Building Foundation and Subgrade Parking Garage – 9 months
- Phase 5: Building Construction – 17 months
- Phase 6: Paving and Landscape – 2 months

### Construction Trucks

The following information applies for the Residential and Office Option construction schedules.

### Haul Trucks

For the Residential Option, hauling activity is expected to occur during Phases 1, 2, and 3. During Phase 1, up to 10 haul truck round trips per day are anticipated on peak haul days. During Phase 2, up to 80 haul truck round trips are anticipated on peak haul days. During Phase 3, up to 175 haul truck round trips are anticipated on peak haul days.

For the Office Option, hauling activity is expected to occur during Phases 1, 2, and 3. During Phase 1, up to 10 haul truck round trips per day are anticipated on peak haul days. During Phase 2, up to 90 haul truck



round trips per day are anticipated on peak haul days. During Phase 3, up to 175 haul truck round trips are anticipated on peak haul days.

Hauling hours are anticipated to occur between 9 AM and 3 PM on weekdays (Monday through Friday) and between 8 AM and 4 PM on Saturdays. The haul route for the Project will be north on Vine Street, right onto Sunset Boulevard to US-101 South, exit towards Alvarado Street and left to CA-2 North, exit to CA-134 East, and exit towards Figueroa Street to Scholl Canyon Landfill. Haul trucks returning to the Project site will drive southeast on Figueroa Street to CA-134 West, exit to CA-2 South, exit to US-101 North, exit towards Sunset Boulevard, and turn left onto Vine Street to the Project site. Trucks are expected to be staged off-site and dispatched to the Project site as needed.

### Equipment and Delivery Trucks

In addition to haul trucks, the Project site is expected to generate equipment and delivery trucks during the construction phase. One example would be concrete delivery, which would be required for the parking garage and the buildings on-site. Other materials could include plumbing supplies, electrical fixtures, and items used in furnishing the buildings. These materials would be delivered to the site and stored on-site. These deliveries are expected to occur in variously sized vehicles including small delivery trucks to cement mixer trucks and 18-wheel trucks. Additionally, construction equipment would have to be delivered to the site. This equipment could include cranes, bulldozers, excavators, and other large items of machinery. Most of the heavy equipment is expected to be transported to the site on large trucks such as 18-wheelers or other similar vehicles.

For the Residential and Office Project Options, the following phases of construction are expected to involve the following number of equipment/delivery trucks per day on peak activity days:

- Phase 2: Grading/Excavation – 5 truck round trips
- Phase 3 (Residential)/Phase 4 (Office): Building Foundation – 50 truck round trips
- Phase 4 (Residential)/Phase 5 (Office): Building Construction – 15 truck round trips
- Phase 5 (Residential)/Phase 6 (Office): Paving/Landscape – 15 truck round trips

### Construction Employees

For the Residential and Office Options, the number of construction workers would vary throughout the construction period with Phase 5 generating the highest number of employees. The phases of construction are expected to involve up to the number of worker trips per day on peak activity days as follows:

- Phase 1: Demolition – 13 worker round trips
- Phase 2: Grading/Excavation – 38 worker round trips
- Phase 3: Mat Foundation – 13 worker round trips
- Phase 4: Building Foundation – 88 worker round trips





- Phase 5: Building Construction – 250 worker round trips
- Phase 6: Paving/Landscape – 25 worker round trips

### Construction Worker Parking

During the demolition/excavation phase and the first portion of the building construction while the parking garage is under construction, it is anticipated that construction employees would be parked at an offsite, off street location to be identified at a later date. Once the subterranean parking structure component of the Project is complete, construction workers would park in the garage.

### Construction Period Evaluation Criteria

The LADOT TAG provides three categories to be considered in regard to in-street construction effects: temporary traffic constraints, temporary loss of access, and temporary loss of bus stops or rerouting of bus lines. The evaluation criteria to be considered in each of these categories are as follows:

- Temporary Traffic Constraints:
  - The length of time of temporary street closures or closures of two more traffic lanes;
  - The classification of the street (major arterial, state highway, substandard hillside local or collector, etc.) affected;
  - The existing congestion levels on the affected street segments and intersections;
  - The operational constraints of substandard hillside streets needing to access construction sites;
  - Whether the affected street directly leads to a freeway on- or off-ramp or other state highway;
  - Potential safety issues involved with street or lane closures;
  - The presence of emergency services (fire, hospital, etc.) located nearby that regularly use the affected street.
- Temporary Loss of Access:
  - The length of time of any loss of pedestrian or bicycle circulation past a construction area;
  - The length of time of any loss of vehicular or pedestrian access to a parcel fronting the construction area;
  - The length of time of any loss or impedance of access by emergency vehicles or area residents to hillside properties;
  - The length of time of any loss of ADA pedestrian access to a transit station, stop, or facility;
  - The availability of nearby vehicular or pedestrian access within ¼ mile of the lost access;
  - The type of land uses affected, and related safety, convenience, and/or economic issues.



- Temporary Loss of Bus Stops or Rerouting of Bus Lines:
  - The length of time that an existing bus stop would be unavailable or that existing service would be interrupted;
  - The availability of a nearby location (within ¼ mile) where the bus stop or route can be temporarily relocated;
  - The existence of other bus stops or routes with similar routes/destinations within a ¼ mile radius of the affected stops or routes;
  - Whether the interruption would occur on a weekday, weekend or holiday, and whether the existing bus route typically provides service that/those day(s).

LAMC Section 41.40 provides that construction activities are limited to the hours from 7:00 AM to 9:00 PM on weekdays and from 8:00 AM to 6:00 PM on Saturdays and holidays. No construction is permitted on Sundays.

### Construction Analysis

The assessment of the Project against the evaluation factors described above is presented in **Table 15** and discussed below.

#### *Temporary Traffic Constraints*

Closures to travel lanes are not anticipated to occur during construction of the Project. In addition, there are no emergency services located within the immediate vicinity of the affected streets that regularly use these streets (the Southern California Hospital Hollywood located on the north side of De Longpre Avenue east of the Project site is an urgent care center that does not provide emergency services, and access would not be restricted to this facility).

Full closures of the sidewalks are anticipated to accommodate Project construction along the south side of De Longpre Avenue and the north side of Afton Place. The sidewalks on the north side of De Longpre Avenue and south side of Afton Place would be open, and pedestrians are anticipated to use these sidewalks as a detour throughout the construction period. The Vine Street sidewalk will remain open to pedestrians through utilization of a protective canopy.

Vine Street is classified as an Avenue II and De Longpre Avenue and Afton Place are classified as local streets. The intersection of Vine Street & De Longpre Avenue operates at LOS A during both peak hours under existing conditions and is projected to operate at LOS B during both peak hours under future conditions. Worksite traffic control plans would be prepared for any temporary vehicle lane, bicycle lane, or sidewalk closures in accordance with applicable City and Manual of Uniform Traffic Control Devices (MUTCD) guidelines.

#### *Temporary Loss of Access*

The existing land uses near the vicinity of the construction site will remain open throughout construction. Pedestrian and vehicular access to properties located nearby to the Project site will be open and unobstructed for the duration of construction. No loss of ADA pedestrian access to a transit stop, station, or facilities is anticipated.



*Temporary Loss of Bus Stops or Rerouting of Bus Lines*

Bus stops are not located along Project frontage on De Longpre Avenue and Afton Place. A bus stop is located on the west side of Vine Street across from the Project site and a bus stop is present on the east side of Vine Street immediately north of De Longpre Avenue, but construction will not affect bus operations as there are no bus stops on Vine Street along the Project frontage and travel lane closures along Vine Street are not anticipated. Therefore, the Project construction would not require relocation of bus stops or rerouting of bus lines.



**TABLE 15**  
**1360 N VINE STREET PROJECT**  
**CONSTRUCTION EVALUATION**

Evaluation Criteria	Assessment
<b><i>Temporary Traffic Constraints:</i></b>	
<ul style="list-style-type: none"> <li>• The length of time of temporary street closures or closures of two or more traffic lanes;</li> <li>• The classification of the street (major arterial, state highway, substandard hillside local or collector, etc.) affected;</li> <li>• The existing congestion levels on the affected street segments and intersections;</li> <li>• The operational constraints of substandard hillside streets needing to access construction sites;</li> <li>• Whether the affected street directly leads to a freeway on- or off-ramp or other state highway;</li> <li>• Potential safety issues involved with street or lane closures;</li> <li>• The presence of emergency services (fire, hospital, etc.) located nearby that regularly use the affected street.</li> </ul>	<ul style="list-style-type: none"> <li>• Temporary street closures or closures of two or more traffic lanes are not anticipated.</li> <li>• Vine Street is classified as an Avenue II and Afton Place and De Longpre Avenue are local streets.</li> <li>• The Vine/De Longpre and Vine/Afton intersections currently operate at LOS A during both peak periods. Vine/De Longpre operates at LOS B during AM peak periods and C during PM peak periods under cumulative.</li> <li>• There are no hillside streets in the study area.</li> <li>• None of the affected streets directly lead to a freeway on- or off-ramp or other state highways.</li> <li>• Worksite traffic control plans would be prepared for any temporary lane closures in accordance with applicable City and MUTCD guidelines.</li> <li>• There are no emergency services located within the immediate vicinity of the affected streets.</li> </ul>
<b><i>Temporary Loss of Access:</i></b>	
<ul style="list-style-type: none"> <li>• The length of time of any loss of pedestrian or bicycle circulation past a construction area;</li> <li>• The length of time of any loss of vehicular or pedestrian access to a parcel fronting the construction area;</li> <li>• The length of time of any loss of ADA pedestrian access within 1/4 mile of the lost access;</li> <li>• The availability of alternative vehicular or pedestrian access within ¼ mile of the lost access;</li> <li>• The type of land uses affected, and related safety, convenience, and/or economic issues.</li> </ul>	<ul style="list-style-type: none"> <li>• Afton Place and De Longpre Avenue sidewalks may be closed for the duration of the project. A portion of the Vine Street sidewalk may also be closed but will remain open to pedestrians with a protective canopy being used.</li> </ul>
<b><i>Temporary Loss of Bus Stops or Rerouting of Bus Lines:</i></b>	
<ul style="list-style-type: none"> <li>• The length of time that an existing bus stop would be unavailable or that existing service would be interrupted;</li> <li>• The availability of a nearby location (within ¼ mile) to which the bus stop or route can be temporarily relocated;</li> <li>• The existence of other bus stops or routes with similar routes/ destinations within a ¼mile radius of the affected stops or routes;</li> <li>• Whether the interruption would occur on a weekday, weekend or holiday, and whether the existing bus route typically provides service that/those day(s).</li> </ul>	<ul style="list-style-type: none"> <li>• There are no bus stops along Afton Place and De Longpre Avenue along the project frontage. In addition, there is one bus stop on the east side of Vine Street north of De Longpre, but there are no bus stops on Vine Street along the Project frontage. As lane closures are not anticipated along Vine, project construction would not require blockage of the bus lane.</li> </ul>

## Construction Management Plan

A Construction Management Plan will be developed by the contractor and approved by the City of Los Angeles to alleviate construction period impacts, which may include but is not limited to the following measures:

- Provide off-site truck staging in a legal area furnished by the construction truck contractor. Anticipated truck access to the Project site will be off De Longpre Avenue and Afton Place.
- Schedule deliveries and pick-ups of construction materials during non-peak travel periods to the extent possible and coordinate to reduce the potential of trucks waiting to load or unload for protracted periods.
- As parking lane and/or sidewalk closures are anticipated, worksite traffic control plan(s), approved by the City of Los Angeles, should be implemented to route vehicular traffic, bicyclists, and pedestrians around any such closures.
- Establish requirements for loading/unloading and storage of materials on the Project site, where parking spaces would be encumbered, length of time traffic travel lanes can be encumbered, sidewalk closings or pedestrian diversions to ensure the safety of the pedestrian and access to local businesses and residences.
- Ensure that access will remain unobstructed for land uses in proximity to the Project site during Project construction.
- Coordinate with the City and emergency service providers to ensure adequate access is maintained to the Project site and neighboring businesses and residences.

A Construction Worker Parking Plan will also be developed by the contractor and approved by the City of Los Angeles to ensure that the parking location requirements for construction workers will be strictly enforced. These could include but are not limited to the following measures:

- During construction activities when construction worker parking cannot be accommodated on the Project site, the plan shall identify alternate parking location(s) for construction workers and the method of transportation to and from the Project site (if beyond walking distance) for approval by the City 30 days prior to commencement of construction.
- Provide all construction contractors with written information on where their workers and their subcontractors are permitted to park and provide clear consequences to violators for failure to follow these regulations. This information will clearly state that no parking is permitted on residential streets.



#### 4.4 Residential Street Cut-Through Analysis

This section presents the results of an analysis conducted regarding the potential for Project impacts on local residential streets in neighborhoods near the Project. The analysis was conducted on 4 residential street segments surrounding the Project site. These streets were selected in conjunction with the City of Los Angeles, as they were determined to have a greater likelihood of experiencing neighborhood cut-through traffic from the Project. Residential streets were assessed for “excessive burdens” using criteria established by the City of Los Angeles.

24-hour machine counts were conducted on the four analyzed street segments in November 2016. The 2016 volumes were grown by 1% to reflect one year of growth to analyze 2017 existing conditions, which is the existing baseline year of the Project consistent with the date of the notice of preparation of the environmental impact report. Future daily traffic volumes were projected in a manner similar to the peak hour analysis of the study intersections, including both ambient growth at 0.4% per year as well as anticipated traffic from the related projects. The net new Project trips were assigned to the street network based on the Project trip distribution patterns in **Figures 9A-9C** and were added to the Future Base projection to obtain Future plus Project projections for the Residential and Office Options.

##### Neighborhood Street Evaluation Criteria

Under the City of Los Angeles guidelines, a local residential street would be considered excessively burdened if the new trips generated by the Project result in increases in average daily traffic (ADT) volumes as follows:

Projected ADT with Project (Final ADT)	Project-Related Increase in ADT
1 to 999	120 or more
1,000 to 1,999	12% or more of final ADT
2,000 to 2,999	10% or more of final ADT
3,000 or more	8% or more of final ADT

Daily traffic volumes for projected future year 2025 conditions are summarized in **Tables 16** and **17** for the two Project options under the Vine & De Longpre Driveways Scenario. Daily traffic volumes for the projected year 2025 future conditions are summarized in **Table 18** for the Office Option under the Afton & De Longpre Driveways Scenario. Daily traffic volumes for the projected year 2025 future conditions are summarized in **Table 19** for the Office Option under the Afton Cul-de-sac & De Longpre Driveways Scenario.

##### Future Plus Project Analysis

The Project is projected to have varying outcomes for future conditions based on the Project Option.

##### *Residential Option - Vine & De Longpre Driveways Scenario*

- The Residential Option is projected to have excessive burdens for:
  - De Longpre Avenue east of Vine Street



- Afton Place east of Vine Street
- El Centro Avenue north of De Longpre Ave

*Office Option - Vine & De Longpre Driveways Scenario*

- The Office Option with the Vine & De Longpre Driveways Scenario is projected to have excessive burdens for:
  - De Longpre Avenue east of Vine Street
  - Afton Place east of Vine Street

*Office Option - Afton & De Longpre Driveways Scenario*

- The Office Option with the Afton & De Longpre Driveways Scenario is projected to have excessive burdens for:
  - Afton Place east of Vine Street

*Office Option - Afton Cul-de-sac & De Longpre Driveways Scenario*

- The Office Option is not projected to have excessive burdens for any neighborhood segments with the Afton Cul-de-sac & De Longpre Driveways Scenario

The Residential Option is projected to place excessive burdens on more streets than the Office Option for two reasons. One, residential trips are distributed throughout the day while office employee trips are concentrated in the AM and PM peak commute periods and on the streets leading to the driveways. Second, vehicles exiting the Vine Street driveway and desiring to travel southbound would have to turn right onto Vine Street and then likely turn right on De Longpre Avenue and right on El Centro Avenue to head south, thus traveling through the residential neighborhood.

For the Office Option, the Vine & De Longpre Driveways Scenario is projected to excessively burden the most neighborhood streets of the three driveway scenarios since vehicles exiting the Vine Street driveway and desiring to travel southbound would have to turn right onto Vine Street and then likely turn right on De Longpre Avenue and right on El Centro Avenue to head south, thus traveling through the residential neighborhood. The Afton Cul-de-sac & De Longpre Driveways Scenario would not excessively burden any of the neighborhood streets since Project vehicles exiting the Afton Place driveway would have to travel west to Vine Street.

### **Neighborhood Street Traffic Calming Program**

As part of the Project, the Project applicant will work with the City of Los Angeles, Council District 13, and neighborhood residents living on Afton Place and De Longpre Avenue to fund the development and implementation of a traffic calming plan to minimize cut-through traffic on these streets. Traffic calming measures could involve physical measures such as changes in street alignment; installation of barriers, speed humps, speed tables, raised crosswalks, chicanes, and/or chokers; and street closures and/or operational measures such as turn restrictions, speed limits, and installation of stop signs, as approved by LADOT. The







total cost of such measures shall not exceed \$100,000. The Project applicant will install such measures within 5 years of final Project approval. However, if the affected residents have not identified and agreed on such measures or the LADOT Hollywood/Wilshire District Office has not approved them within this 5-year period, no measures will be implemented.



**TABLE 16**  
**1360 N VINE STREET - VINE & DELONGPRE DRIVEWAYS**  
**FUTURE YEAR (2025) PLUS PROJECT NEIGHBORHOOD STREET ANALYSIS - RESIDENTIAL OPTION**

Street Segment	Weekday Two-Way Daily Volume		With Project Analysis				
	Existing Base	Cumulative Base	Project Trips	Cumulative plus Project	Project % Increase	Evaluation Criteria [a]	Excessive Burden
De Longpre Ave east of Vine St	3,081	3,293	1280	4,573	28.0%	≥8.0%	<b>YES</b>
Afton Pl east of Vine St	511	528	345	873	39.5%	120 Trips	<b>YES</b>
El Centro Ave north of De Longpre Ave	5,083	6,726	789	7,515	10.5%	≥8.0%	<b>YES</b>
El Centro Ave south of Afton Pl	3,665	5,262	415	5,677	7.3%	≥8.0%	NO

Notes:

[a] Uses City of Los Angeles evaluation criteria for residential street segments.

**TABLE 17**  
**1360 N VINE STREET - VINE & DELONGPRE DRIVEWAYS**  
**FUTURE YEAR (2025) PLUS PROJECT NEIGHBORHOOD STREET ANALYSIS - OFFICE OPTION**

Street Segment	Weekday Two-Way Daily Volume		With Project Analysis				
	Existing Base	Cumulative Base	Project Trips	Cumulative plus Project	Project % Increase	Evaluation Criteria [a]	Excessive Burden
De Longpre Ave east of Vine St	3,081	3,293	724	4,017	18.0%	≥8.0%	<b>YES</b>
Afton Pl east of Vine St	511	528	178	706	25.2%	120 Trips	<b>YES</b>
El Centro Ave north of De Longpre Ave	5,083	6,726	416	7,142	5.8%	≥8.0%	NO
El Centro Ave south of Afton Pl	3,665	5,262	243	5,505	4.4%	≥8.0%	NO

Notes:

[a] Uses City of Los Angeles evaluation criteria for residential street segments.

**TABLE 18**  
**1360 N VINE STREET - AFTON & DELONGPRE DRIVEWAYS**  
**FUTURE YEAR (2025) PLUS PROJECT NEIGHBORHOOD STREET ANALYSIS - OFFICE OPTION**

Street Segment	Weekday Two-Way Daily Volume		With Project Analysis				
	Existing Base	Cumulative Base	Project Trips	Cumulative plus Project	Project % Increase	Evaluation Criteria [a]	Excessive Burden
De Longpre Ave east of Vine St	3,081	3,293	262	3,555	7.4%	≥8.0%	NO
Afton Pl east of Vine St	511	528	420	948	44.3%	120 Trips	<b>YES</b>
El Centro Ave north of De Longpre Ave	5,083	6,726	304	7,030	4.3%	≥8.0%	NO
El Centro Ave south of Afton Pl	3,665	5,262	154	5,416	2.8%	≥8.0%	NO

Notes:

[a] Uses City of Los Angeles evaluation criteria for residential street segments.

**TABLE 19**  
**1360 N VINE STREET - AFTON CULDESAC & DELONGPRE DRIVEWAYS**  
**FUTURE YEAR (2025) PLUS PROJECT NEIGHBORHOOD STREET ANALYSIS - OFFICE OPTION**

Street Segment	Weekday Two-Way Daily Volume		With Project Analysis				
	Existing Base	Cumulative Base	Project Trips	Cumulative plus Project	Project % Increase	Evaluation Criteria [a]	Excessive Burden
De Longpre Ave east of Vine St	3,081	3,293	262	3,555	7.4%	≥8.0%	NO
Afton Pl east of Vine St	511	528	0	528	0.0%	120 Trips	NO
El Centro Ave north of De Longpre Ave	5,083	6,726	262	6,988	3.7%	≥8.0%	NO
El Centro Ave south of Afton Pl	3,665	5,262	0	5,262	0.0%	≥8.0%	NO

Notes:

[a] Uses City of Los Angeles evaluation criteria for residential street segments.

## 5. SUMMARY AND CONCLUSIONS

This study was undertaken to analyze the potential traffic impacts of the proposed development at 1360 North Vine Street in the Hollywood area of the City of Los Angeles. The following summarizes the results of this analysis:

- The Project as analyzed in this study involves two different buildout options.
  - The Residential Option consists of the construction of 429 new residential units (including 36 units designated for Very Low Income households), 55,000 square feet of grocery store space, 5,000 square feet of neighborhood-serving retail space, and 8,988 square feet of adaptive reuse in the bungalows. The bungalows would be rehabilitated for adaptive reuse as either high-turnover restaurant or 12 residential units, which would be part of the 429 residential unit count. Whether the bungalows are rehabilitated for high-turnover restaurant or residential units, the Residential Option would provide 764 parking stalls in four levels of subterranean parking.
  - The Office Option consists of the construction of 463,521 square feet of office space, 11,914 square feet of quality restaurant, and 8,988 square feet of adaptive reuse in the bungalows. The bungalows would be rehabilitated for adaptive reuse as either quality restaurant or 9 residential units. If the bungalows are rehabilitated as quality restaurant, the Office Option would provide 1,693 parking stalls in eight levels of subterranean parking. If the bungalows are rehabilitated as residential units, the Office Option would provide 1,705 parking stalls in eight levels of subterranean parking.
- This study analyzes three different vehicle access scenarios. The three driveway scenarios are summarized below:
  - The Vine & De Longpre Driveways Scenario would provide vehicle access with a right-in/right-out driveway on Vine Street and an all-way access driveway on De Longpre Avenue. This driveways scenario is analyzed for the Residential Option and Office Option.
  - The Afton & De Longpre Driveways Scenario would provide vehicle access with all-access driveways on Afton Place and De Longpre Avenue. This driveways scenario is analyzed for the Office Option.
  - The Afton Cul-de-sac & De Longpre Driveways Scenario would provide vehicle access with all-access driveways on Afton Place and De Longpre Avenue with a cul-de-sac, or street closure to through traffic, directly east of the driveway on Afton Place. This driveways scenario is analyzed for the Office Option.
- The Project features, location, and design would be consistent with all of the reviewed City plans, programs, ordinances, and policies that support alternative transportation and have been adopted to protect the environment. Therefore, the Project would have a less than significant impact on the City's transportation-related plans, programs, ordinances, and policies.



- Based on the two Project Options' mix of land uses and location, the Project is projected to have less than significant VMT impacts.
- The two Project Options are not projected to substantially increase hazards, conflicts, or preclude City action to fulfill or implement projects associated with surrounding transportation networks and will contribute to overall walkability through enhancements to the Project site and streetscape. Therefore, the two Project Options are expected to have a less than significant impact.
- Two freeway off-ramps were analyzed for freeway safety analysis under the Office Option: the US-101 Southbound Off-ramp to Vine Street and the US-101 Northbound Off-ramp to Sunset Boulevard. Freeway off-ramps were not analyzed for the Residential Option as the Residential Option is not projected to add 25 or more trips to any freeway off-ramp in either peak hour. The Office Option is not projected to have a significant safety impact on the US-101 Southbound Off-ramp to Vine Street because the ramp queue is not projected to exceed the ramp capacity in the Future plus Project scenario. The Office Option is projected to have a significant safety impact on the US-101 Northbound Off-ramp to Sunset Boulevard as it is projected to add more than two car lengths (50 feet) to a queue that is extending past the ramp capacity with speed differential greater than 30 mph from the mainline freeway. The addition of a protected/permissive left-turn phase with reoptimized signal timing for westbound Sunset Boulevard at Van Ness Avenue would mitigate the identified safety issue by partially alleviating congestion on Sunset Boulevard that affects the off-ramp, reducing off-ramp queues onto the freeway mainline and mitigating the Office Option impact.
- The two Project Options are not expected to have a direct or indirect effect that would lead to removal, modification, or degradation of pedestrian, bicycle, or transit facilities.
- The site circulation and access assessment includes analysis of four intersections, of which three intersections operate under signal control and the remaining intersection is stop-controlled. The CMA methodology was used for signalized intersections and the HCM methodology was used for the unsignalized intersection.
  - The Residential Option with bungalows as high-turnover sit-down restaurant is projected to generate an estimated net increase of 191 trips (60 inbound/131 outbound) during the AM peak hour and 279 trips (183 inbound/96 outbound) during the PM peak hour. The Residential Option with bungalows as residential units is projected to generate an estimated net increase of 176 trips (46 inbound/130 outbound) during the AM peak hour and 277 trips (174 inbound/103 outbound) during the PM peak hour; the trip generation estimates for this Residential Option are conservative since the 12 residential units in the existing bungalows are analyzed as single-family housing although they will actually be duplexes. The Residential Option with bungalows as high-turnover sit-down restaurant was analyzed for the non-CEQA transportation analyses to reflect the highest potential number of trips generated by the Residential Option.
  - The Office Option with bungalows as residential units is projected to generate an estimated net increase of 325 trips (277 inbound/48 outbound) during the AM peak hour and 430 trips (108





- inbound/322 outbound) during the PM peak hour; the trip generation estimates for this Office Option are conservative since the 9 residential units in the existing bungalows are analyzed as single-family housing although they will actually be duplexes. The Office Option with bungalows as quality restaurant is projected to generate an estimated net increase of 320 trips (277 inbound/43 outbound) during the AM peak hour and 473 trips (138 inbound/335 outbound) during the PM peak hour. The Office Option with bungalows as quality restaurant was analyzed for the non-CEQA transportation analyses to reflect the highest potential number of trips generated by the Office Option.
- All driveways are projected to operate at acceptable LOS (LOS C or better) under Future plus Project conditions under both the Residential Option and the Office Option.
  - The LOS analysis for the Future plus Project scenario determined that the following intersections are projected to perform at LOS E or worse during the AM and/or PM peak hour:
    - Vine Street & Sunset Boulevard is projected to operate at LOS F in the AM and PM peak hours under the Residential Option and the three driveways scenarios for the Office Option.
    - Vine Street & Fountain Avenue is projected to operate at LOS E in the PM peak hour under the three driveways scenarios for the Office Option.
    - Vine Street & Afton Place is projected to operate at LOS F in the AM and PM peak hours under the Residential Option and the three driveways scenarios for the Office Option.
  - A construction traffic management plan will be prepared, and an evaluation of construction considerations did not identify substantial interference of Project construction activity on the surrounding circulation system.
  - Four local residential streets in neighborhoods near the Project site were studied for potential Project-related effects. Using criteria established by the City of Los Angeles, up to three neighborhood segments were determined to have a Project-related burden in Future plus Project scenarios. Future street calming measures could be developed to ease the burden on the three segments.

## References

California Manual on Uniform Traffic Control Devices, Caltrans, 2014.

City of Los Angeles Municipal Code.

Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, Southern California Association of Governments, September 2020.

Draft Environmental Impact Report, Academy Square Project, City of Los Angeles, March 2016.

Enhancing Internal Trip Capture Estimation for Mixed-Use Developments, Transportation Research Board (TRB) National Cooperative Highway Research Program (NCHRP) Report 684, 2011.

Highway Capacity Manual, Sixth Edition: A Guide for Multimodal Mobility Analysis, Transportation Research Board, 2010.

LADOT Transportation Assessments – Interim Guidance for Freeway Safety Analysis, Los Angeles Department of Transportation, May 2020.

Quantifying Greenhouse Gas Mitigation Measures, California Air Pollution Control Officers Association with Northeast States for Coordinated Air Use Management, National Association of Clean Air Agencies (Environ, Fehr & Peers), August 2010.

Transportation Assessment Guidelines, Los Angeles Department of Transportation, 2020.

Trip Generation, 10th Edition, Institute of Transportation Engineers, 2017.

Trip Generation Handbook, 2nd Edition, Institute of Transportation Engineers, 2004.



# Appendix A: Memorandum of Understanding



## Transportation Assessment Memorandum of Understanding (MOU)

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

### I. PROJECT INFORMATION

Project Name: 1360 N Vine Street

Project Address: 1360 N Vine Street, Los Angeles, CA 90028

Project Description: See Figure 1. Residential Option 1 includes 429 high-rise apartments; 55,000 sf grocery; and 8,998 sf high turnover restaurant.

Office Option 1 includes 463,521 sf office and 20,902 sf quality restaurant. Office Option 2 includes 12 single family homes; 463,521 sf office; and 11,914 sf quality restaurant.

LADOT Project Case Number: ~~CEN 16 46120~~ CEN 19-49004 Project Site Plan attached? (Required) ☒ Yes ☐ No  
See Figure 1

### II. TRIP GENERATION

Geographic Distribution: N \_\_\_\_\_ % S \_\_\_\_\_ % E \_\_\_\_\_ % W \_\_\_\_\_ %

Illustration of Project trip distribution percentages at Study intersections attached? (Required) ☒ Yes ☐ No See Figures 2A, 2B, and 2C

Trip Generation Rate(s): ITE 10th Edition / Other ITE 10th Edition

Trip Generation Adjustment (Exact amount of credit subject to approval by LADOT)	Yes	No
Transit Usage	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Transportation Demand Management	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Existing Active Land Use	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Previous Land Use	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Internal Trip	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Pass-By Trip	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Trip generation table including a description of the proposed land uses, ITE rates, estimated morning and afternoon peak hour volumes (ins/out/totals), proposed trip credits, etc. attached? (Required) ☒ Yes ☐ No  
See Tables 1A, 1B, 1C

	IN	OUT	TOTAL	Daily Trips
AM Trips*	<u>61/278/278</u>	<u>128/40/47</u>	<u>189/318/325</u>	<u>5371/3533/2978</u>
PM Trips*	<u>180/135/107</u>	<u>98/337/325</u>	<u>278/472/432</u>	(From VMT Calculator)

\*AM/PM Trips formatted as: Residential Option/Office Option A/Office Option B

### III. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2024 Ambient Growth Rate: 0.4 % Per Yr.

Related Projects List, researched by the consultant and approved by LADOT, attached? (Required) ☒ Yes ☐ No  
See Table 2 and Figure 3

Map of Study Intersections/Segments attached? ☒ Yes ☐ No To be analyzed using CMA methodology  
See Figure 4

STUDY INTERSECTIONS (May be subject to LADOT revision after access, safety and circulation analysis)

1 Vine Street/De Longpre Avenue

3 Vine Street/W Sunset Boulevard

2 Vine Street/Afton Place

4 Vine Street/Fountain Avenue

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



#### IV. ACCESS ASSESSMENT


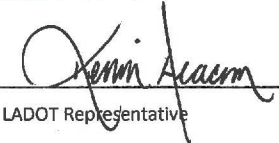
Is the project on a lot that is 0.5-acre or more in total gross area? ☒ Yes ☐ No

Is the project's frontage 250 linear feet or more along an Avenue or Boulevard as classified by the City's General Plan? ☒ Yes ☐ No

Is the project's building frontage encompassing an entire block along an Avenue or Boulevard as classified by the City's General Plan? ☒ Yes ☐ No

#### V. CONTACT INFORMATION

	<u>CONSULTANT</u>	<u>DEVELOPER</u>
Name:	Tom Gaul, Fehr & Peers	Arthur Lin, Onni Contracting (California) Inc.
Address:	600 Wilshire, Suite 1050, Los Angeles, CA 90017	315 W 9th Street, Unit 801, Los Angeles, CA 90015
Phone Number:	213-261-3050	213-629-2041
E-Mail:	t.gaul@fehrrandpeers.com	alin@onni.com

Approved by: x 	11/20/19	x 	11/25/2019
Consultant's Representative	Date	LADOT Representative	*Date

\*MOUs are generally valid for two years after signing. If after two years a transportation assessment has not been submitted to LADOT, the developer's representative shall check with the appropriate LADOT office to determine if the terms of this MOU are still valid or if a new MOU is needed.

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Figure 1A

Site Plan: Residential Option



# SITE PLAN / LEVEL 1

Figure 1B  
Site Plan: Office Options



- BUILDING OFFICE
- CORE
- CORRIDOR
- ELEV. LOBBY
- GARBAGE ROOM
- LOADING AREA
- LOUNGE
- MEETING ROOM
- OFFICE
- PARCEL ROOM
- RESTAURANT
- RETAIL
- RETAIL / RESTAURANT
- SERVICE CORRIDOR
- TRANSFORMER ROOM
- WASHROOM



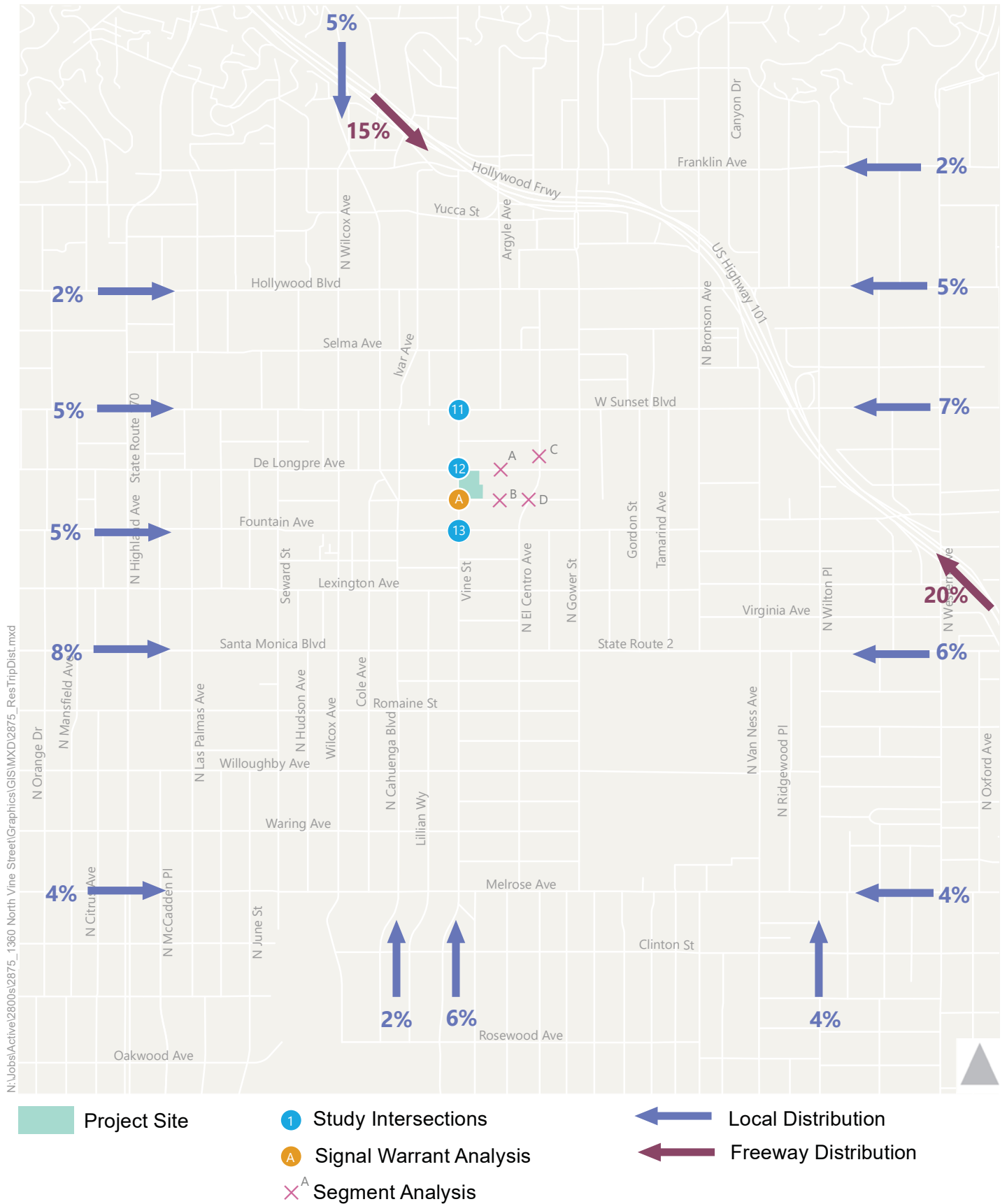


Figure 2A

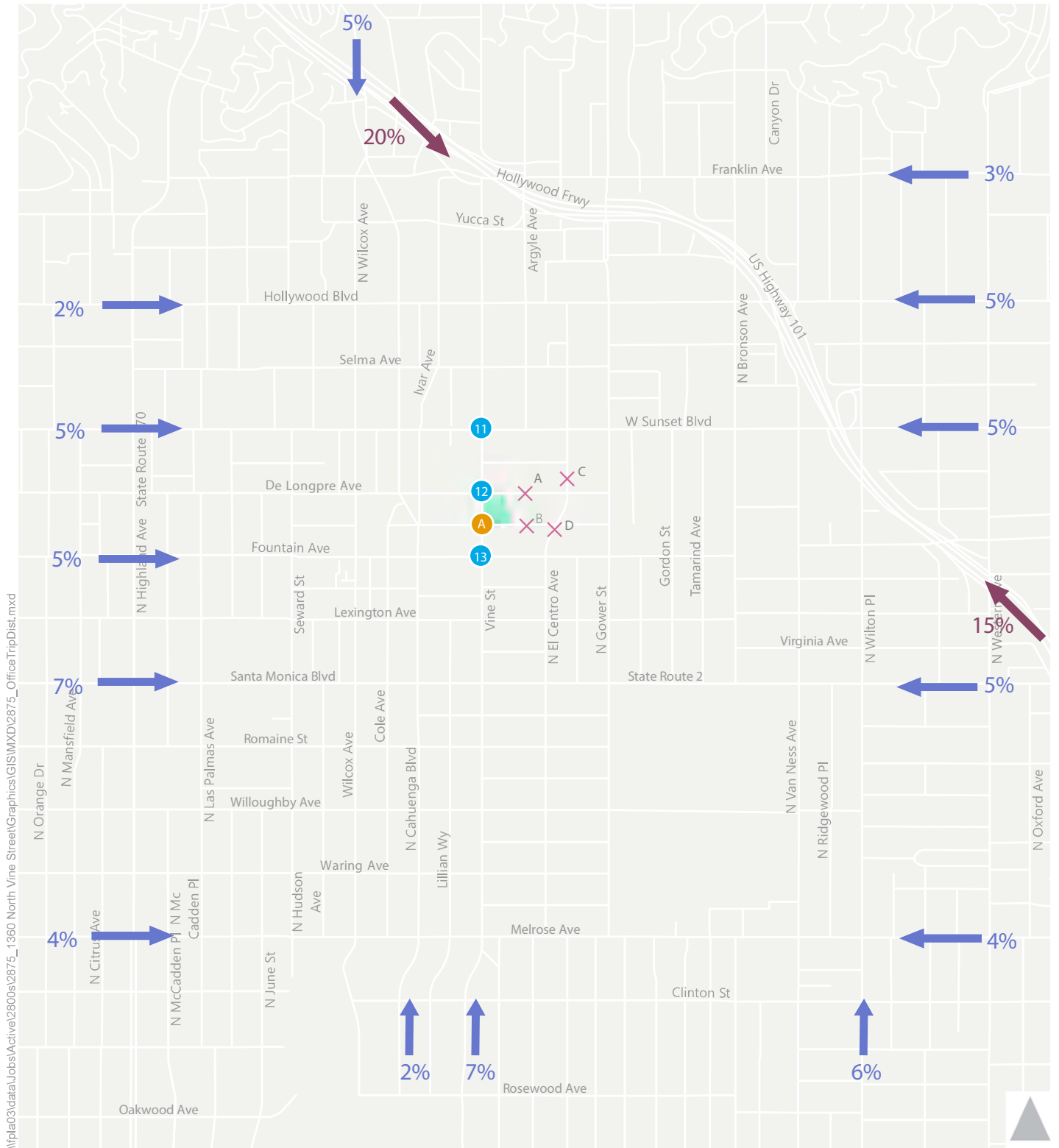
Residential Trip Distribution





Figure 2B

Retail/Grocery Trip Distribution



Project Site

1 Study Intersections

A Signal Warrant Analysis

A Segment Analysis

Local Distribution

Freeway Distribution

Figure 2C  
Office Trip Distribution

**TABLE 1A**  
**1360 NORTH VINE - RESIDENTIAL OPTION**  
**TRIP GENERATION**

Land Use	ITE Land Use Code	Size	Estimated Trip Generation											
			AM Peak Hour			PM Peak Hour			AM Peak Hour Trips			PM Peak Hour Trips		
			Rate	% In	% Out	Rate	% In	% Out	In	Out	Total	In	Out	Total
<b>PROPOSED PROJECT</b>														
Multifamily Housing (High-Rise) [d] Less: Internal capture [c] Less: Transit credit Net External Residential	222	429 du	0.23	12% 6%	88% 15%	0.30	70% 54%	30% 60%	12 (1)	87 (13) [d]	99 (14)	90 (49)	39 (23) [d]	129 (72)
Grocery Store (Supermarket) Less: Internal capture [c] Less: Transit credit [h] Total Driveway Trips Less: Pass-by from net trips [e] Net External Grocery	850	55.0 ksf	3.82	60% 15%	40% 13%	[f] 15%	51% 10%	49% 20%	126 (6) (17)	84 (11) (12)	210 (17) (29)	255 (26) (33)	245 (48) (31)	500 (74) (64)
									103 (40)	61 (26)	164 (66)	196 (74)	166 (71)	362 (145)
									63	35	98	122	95	217
Commercial Retail (Shopping Center) Less: Internal capture [c] Less: Transit credit [h] Total Driveway Trips Less: Pass-by from net trips [e] Net External Retail	820	5.0 ksf	0.94	62% 5%	38% 13%	3.81	48% 10%	52% 20%	3 0	2 0	5 0	9 (1)	10 (2)	19 (3)
									(1)	0	(1)	(1)	(1)	(2)
									2	2	4	7	7	14
									(1)	(1)	(2)	(3)	(4)	(7)
									1	1	2	4	3	7
High-Turnover Sit-Down Restaurant Less: Internal capture [c] Less: Transit credit [h] Total Driveway Trips Less: Pass-by from net trips [e] Net External High-Turnover Rest.	932	8.988 ksf	9.94	55% 15%	45% 16%	9.77	62% 40%	38% 59%	49 (21) (5)	40 (6) (4)	89 (27) (9)	55 (22) (4)	33 (19) (3)	88 (41) (7)
									23 (6)	30 (5)	53 (11)	29 (5)	11 (3)	40 (8)
									17	25	42	24	8	32
<b>TOTAL DRIVEWAY TRIPS</b>									<b>139</b>	<b>167</b>	<b>306</b>	<b>273</b>	<b>200</b>	<b>473</b>
<b>TOTAL EXTERNAL TRIPS</b>									<b>92</b>	<b>135</b>	<b>227</b>	<b>191</b>	<b>122</b>	<b>313</b>
<b>EXISTING USE CREDIT</b>														
Single-Family Housing Less: Internal capture [c] Less: Transit credit [h] Net External Residential	210	3 du	0.74	25% 0%	75% 0%	0.99	63% 43%	37% 33%	1 0	1 0	2 0	2 (1)	1 0	3 (1)
									0	0	0	0	0	0
									1	1	2	1	1	2
Apartment (Multifamily Low-Rise Housing) Less: Internal capture [c] Less: Transit credit [h] Net External Residential	220	8 du	0.46	23% 0%	77% 0%	0.56	63% 43%	37% 33%	1 0	3 0	4 0	3 (1)	1 0	4 (1)
									0	(1)	(1)	0	0	0
									1	2	3	2	1	3
Office Less: Internal capture [c] Less: Transit credit Net External Office	710	17.1 ksf	[g]	86% 3%	14% 33%	[g]	17% 25%	83% 10%	29 (1)	5 (2)	34 (3)	4 (1)	18 (2)	22 (3)
										[i]			[i]	
									28	3	31	3	16	19
Shopping Center Less: Internal capture [c] Less: Transit credit [h] Total Driveway Trips Less: Pass-by from net trips [e] Net External Retail	820	8.0 ksf	0.94	62% 22%	38% 20%	3.81	48% 12%	52% 15%	5 (1)	3 (1)	8 (2)	15 (2)	16 (2)	31 (4)
									(1)	0	(1)	(2)	(2)	(4)
									3	2	5	11	12	23
									(2)	(1)	(3)	(6)	(6)	(12)
									1	1	2	5	6	11
<b>TOTAL EXISTING USE CREDIT</b>									<b>31</b>	<b>7</b>	<b>38</b>	<b>11</b>	<b>24</b>	<b>35</b>
<b>NET INCREMENTAL EXTERNAL TRIPS</b>									<b>61</b>	<b>128</b>	<b>189</b>	<b>180</b>	<b>98</b>	<b>278</b>

Notes:

- Source: Institute of Transportation Engineers (ITE), *Trip Generation, 10th Edition*, 2017, unless otherwise noted.
- Existing land uses square footage estimated from ALTA survey and aerial photos.
- Internal capture represents the percentage of trips between land uses that occur within the site. Source: Transportation Research Board (TRB), National Cooperative Highway Research Program (NCHRP), *Report 684: Enhancing Internal Trip Capture Estimation for Mixed-Use Developments*, 2011.
- Empirical local high-rise residential data collected for LADOT at properties within the urban setting was used to determine the trip generation for the residential land use. These rates already account for transit use without further adjustment.
- The pass-by credit is based on Attachment H of LADOT's Transportation Assessment Guidelines, July 2019.
- ITE grocery trip generation equation used rather than linear trip generation rate for PM peak period only:  
 $PM\ Peak\ Hour: Ln(T) = 0.75 * A + 3.21$ , where T = trips, A = area in ksf
- ITE office trip generation equations used rather than linear trip generation rate:  
 $AM\ Peak\ Hour: Ln(T) = 0.72 * A + 21.64$ , where T = trips, A = area in ksf (Dense Multi-Use Urban equation used)  
 $PM\ Peak\ Hour: Ln(T) = 0.83 * A + 7.99$ , where T = trips, A = area in ksf (Dense Multi-Use Urban equation used)
- 15% credit developed to account for transit and walking access to the project site.
- The ITE office trip generation equations for Dense Multi-Use Urban already account for transit use without further adjustment.

**TABLE 1B**  
**1360 NORTH VINE - OFFICE OPTION A**  
**TRIP GENERATION**

Land Use	ITE Land Use Code	Size	Estimated Trip Generation											
			AM Peak Hour			PM Peak Hour			AM Peak Hour Trips			PM Peak Hour Trips		
			Rate	% In	% Out	Rate	% In	% Out	In	Out	Total	In	Out	Total
<b>PROPOSED PROJECT</b>														
Office	710	463,521 ksf	[f]	86%	14%	[f]	17%	83%	305	50	355	67	326	393
Less: Internal capture [c]									(2)	(5)	(7)	(3)	(4)	(7)
Less: Transit credit				1%	9%		4%	1%			[g]		[g]	
Net External Office									303	45	348	64	322	386
Quality Restaurant	931	20,902 ksf	0.73	80%	20%	7.80	67%	33%	12	3	15	109	54	163
Less: Internal capture [c]					25%		2%	3%	(3)	(1)	(4)	(2)	(2)	(4)
Less: Transit credit [d]			15%			15%			(2)	0	(2)	(16)	(8)	(24)
Total Driveway Trips									7	2	9	91	44	135
Less: Pass-by from net trips [e]			10%			10%			(1)	0	(1)	(9)	(5)	(14)
Net External Quality Restaurant									6	2	8	82	39	121
<b>TOTAL DRIVEWAY TRIPS</b>									<b>310</b>	<b>47</b>	<b>357</b>	<b>155</b>	<b>366</b>	<b>521</b>
<b>TOTAL EXTERNAL TRIPS</b>									<b>309</b>	<b>47</b>	<b>356</b>	<b>146</b>	<b>361</b>	<b>507</b>
<b>EXISTING USE CREDIT</b>														
Single-Family Housing	210	3 du	0.74	25%	75%	0.99	63%	37%	1	1	2	2	1	3
Less: Internal capture [c]					0%		43%	33%	0	0	0	(1)	0	(1)
Less: Transit credit [d]			15%			15%			0	0	0	0	0	0
Net External Residential									1	1	2	1	1	2
Apartment (Multifamily Low-Rise Housing)	220	8 du	0.46	23%	77%	0.56	63%	37%	1	3	4	3	1	4
Less: Internal capture [c]					0%		43%	33%	0	0	0	(1)	0	(1)
Less: Transit credit [d]			15%			15%			0	(1)	(1)	0	0	0
Net External Residential									1	2	3	2	1	3
Office	710	17.1 ksf	[f]	86%	14%	[f]	17%	83%	29	5	34	4	18	22
Less: Internal capture [c]					3%		25%	10%	(1)	(2)	(3)	(1)	(2)	(3)
Less: Transit credit											[g]		[g]	
Net External Office									28	3	31	3	16	19
Shopping Center	820	8.0 ksf	0.94	62%	38%	3.81	48%	52%	5	3	8	15	16	31
Less: Internal capture [c]					22%		12%	15%	(1)	(1)	(2)	(2)	(2)	(4)
Less: Transit credit [d]			15%			15%			(1)	0	(1)	(2)	(2)	(4)
Total Driveway Trips									3	2	5	11	12	23
Less: Pass-by from net trips [e]			50%			50%			(2)	(1)	(3)	(6)	(6)	(12)
Net External Retail									1	1	2	5	6	11
<b>TOTAL EXISTING USE CREDIT</b>									<b>31</b>	<b>7</b>	<b>38</b>	<b>11</b>	<b>24</b>	<b>35</b>
<b>NET INCREMENTAL EXTERNAL TRIPS</b>									<b>278</b>	<b>40</b>	<b>318</b>	<b>135</b>	<b>337</b>	<b>472</b>

**Notes:**

- Source: Institute of Transportation Engineers (ITE), *Trip Generation, 10th Edition*, 2017, unless otherwise noted.
- Existing land uses square footage estimated from ALTA survey and aerial photos.
- Internal capture represents the percentage of trips between land uses that occur within the site. Source: Transportation Research Board (TRB), National Cooperative Highway Research Program (NCHRP), Report 684: Enhancing Internal Trip Capture Estimation for Mixed-Use Developments, 2011.
- 15% credit developed to account for transit and walking access to the project site.
- The pass-by credit is based on Attachment H of LADOT's Transportation Assessment Guidelines, July 2019.
- ITE office trip generation equations used rather than linear trip generation rate:  
 AM Peak Hour:  $\ln(T) = 0.72 * A + 21.64$ , where T = trips, A = area in ksf (Dense Multi-Use Urban equation used)  
 PM Peak Hour:  $\ln(T) = 0.83 * A + 7.99$ , where T = trips, A = area in ksf (Dense Multi-Use Urban equation used)
- The ITE office trip generation equations for Dense Multi-Use Urban already account for transit use without further adjustment.

**TABLE 1C**  
**1360 NORTH VINE - OFFICE OPTION B**  
**TRIP GENERATION**

Land Use	ITE Land Use Code	Size	Estimated Trip Generation											
			AM Peak Hour			PM Peak Hour			AM Peak Hour Trips			PM Peak Hour Trips		
			Rate	% In	% Out	Rate	% In	% Out	In	Out	Total	In	Out	Total
<b>PROPOSED PROJECT</b>														
Single-Family Housing	210	12 du	0.74	25%	75%	0.99	63%	37%	2	7	9	8	4	12
Less: Internal capture [c]				0%	20%		18%	17%	0	(1)	(1)	(1)	(1)	(2)
Less: Transit credit [d]			15%			15%			0	(1)	(1)	(1)	(1)	(2)
Net External Residential									<u>2</u>	<u>6</u>	<u>8</u>	<u>7</u>	<u>3</u>	<u>10</u>
Office	710	463.521 ksf	[f]	86%	14%	[f]	17%	83%	305	50	355	67	326	393
Less: Internal capture [c]				0%	5%		3%	1%	(1)	(3)	(4)	(2)	(2)	(4)
Less: Transit credit										[g]			[g]	
Net External Office									<u>304</u>	<u>47</u>	<u>351</u>	<u>65</u>	<u>324</u>	<u>389</u>
Quality Restaurant	931	11.914 ksf	0.73	80%	20%	7.80	67%	33%	7	2	9	62	31	93
Less: Internal capture [c]				42%	33%		3%	8%	(3)	(1)	(4)	(2)	(2)	(4)
Less: Transit credit [d]			15%			15%			(1)	0	(1)	(9)	(4)	(13)
Total Driveway Trips									<u>3</u>	<u>1</u>	<u>4</u>	<u>51</u>	<u>25</u>	<u>76</u>
Less: Pass-by from net trips [e]			10%			10%			0	0	0	(5)	(3)	(8)
Net External Quality Restaurant									<u>3</u>	<u>1</u>	<u>4</u>	<u>46</u>	<u>22</u>	<u>68</u>
<b>TOTAL DRIVEWAY TRIPS</b>									<b>309</b>	<b>54</b>	<b>363</b>	<b>123</b>	<b>352</b>	<b>475</b>
<b>TOTAL EXTERNAL TRIPS</b>									<b>309</b>	<b>54</b>	<b>363</b>	<b>118</b>	<b>349</b>	<b>467</b>
<b>EXISTING USE CREDIT</b>														
Single-Family Housing	210	3 du	0.74	25%	75%	0.99	63%	37%	1	1	2	2	1	3
Less: Internal capture [c]				0%	0%		43%	33%	0	0	0	(1)	0	(1)
Less: Transit credit [d]			15%			15%			0	0	0	0	0	0
Net External Residential									<u>1</u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>1</u>	<u>2</u>
Apartment (Multifamily Low-Rise Housing)	220	8 du	0.46	23%	77%	0.56	63%	37%	1	3	4	3	1	4
Less: Internal capture [c]				0%	0%		43%	33%	0	0	0	(1)	0	(1)
Less: Transit credit [d]			15%			15%			0	(1)	(1)	0	0	0
Net External Residential									<u>1</u>	<u>2</u>	<u>3</u>	<u>2</u>	<u>1</u>	<u>3</u>
Office	710	17.1 ksf	[f]	86%	14%	[f]	17%	83%	29	5	34	4	18	22
Less: Internal capture [c]				3%	33%		25%	10%	(1)	(2)	(3)	(1)	(2)	(3)
Less: Transit credit										[g]			[g]	
Net External Office									<u>28</u>	<u>3</u>	<u>31</u>	<u>3</u>	<u>16</u>	<u>19</u>
Shopping Center	820	8.0 ksf	0.94	62%	38%	3.81	48%	52%	5	3	8	15	16	31
Less: Internal capture [c]				22%	20%		12%	15%	(1)	(1)	(2)	(2)	(2)	(4)
Less: Transit credit [d]			15%			15%			(1)	0	(1)	(2)	(2)	(4)
Total Driveway Trips									<u>3</u>	<u>2</u>	<u>5</u>	<u>11</u>	<u>12</u>	<u>23</u>
Less: Pass-by from net trips [e]			50%			50%			(2)	(1)	(3)	(6)	(6)	(12)
Net External Retail									<u>1</u>	<u>1</u>	<u>2</u>	<u>5</u>	<u>6</u>	<u>11</u>
<b>TOTAL EXISTING USE CREDIT</b>									<b>31</b>	<b>7</b>	<b>38</b>	<b>11</b>	<b>24</b>	<b>35</b>
<b>NET INCREMENTAL EXTERNAL TRIPS</b>									<b>278</b>	<b>47</b>	<b>325</b>	<b>107</b>	<b>325</b>	<b>432</b>

**Notes:**

- Source: Institute of Transportation Engineers (ITE), *Trip Generation, 10th Edition*, 2017, unless otherwise noted.
- Existing land uses square footage estimated from ALTA survey and aerial photos.
- Internal capture represents the percentage of trips between land uses that occur within the site. Source: Transportation Research Board (TRB), National Cooperative Highway Research Program (NCHRP), Report 684: Enhancing Internal Trip Capture Estimation for Mixed-Use Developments, 2011.
- 15% credit developed to account for transit and walking access to the project site.
- The pass-by credit is based on Attachment H of LADOT's Transportation Assessment Guidelines, July 2019.
- ITE office trip generation equations used rather than linear trip generation rate:  
AM Peak Hour:  $\ln(T) = 0.72 * A + 21.64$ , where T = trips, A = area in ksf (Dense Multi-Use Urban equation used)  
PM Peak Hour:  $\ln(T) = 0.83 * A + 7.99$ , where T = trips, A = area in ksf (Dense Multi-Use Urban equation used)
- The ITE office trip generation equations for Dense Multi-Use Urban already account for transit use without further adjustment.

**TABLE 2**  
**1360 N VINE STREET PROJECT**  
**TRIP GENERATION ESTIMATES FOR CUMULATIVE PROJECTS**

ID	PROJECT LOCATION	LAND USE	DAILY	TRIP GENERATION ESTIMATES					
				AM PEAK HOUR			PM PEAK HOUR		
				IN	OUT	TOTAL	IN	OUT	TOTAL
1	1610 N Highland Av	248 Apartments & 12.785 ksf retail	1,805	22	90	112	96	54	150
2	1740 N Vine St [1]	Millennium Hollywood Mixed-Use; 492 apartment, 200 hotel rooms, 100 ksf office, 35 ksf fitness club, 15 ksf retail, 34 ksf restaurant	9,922	321	253	574	486	438	924
3	5555 W Melrose Av	1,273.6 ksf office, 89.2 ksf retail, 21 ksf stage, 1.9 ksf support uses	9,830	712	213	925	297	736	1,033
4	1824 N Highland Av	118 Apartments	667	10	41	51	40	22	62
5	6200 Hollywood Bl	28 JLWQ Units, 1,014 Apartments & 175 ksf retail (Phase 1 Complete)	2,816	41	103	143	133	109	242
6	5800 W Sunset Bl	404,799 sf office	2,690	356	48	404	64	314	378
7	1800 Argyle Av	225 Hotel Rooms	1,360	22	37	59	60	18	78
8	956 N Seward St	126.98 ksf office	1,240	165	21	186	29	151	180
9	6381 W Hollywood Bl	80 Room Hotel & 15.29 ksf Restaurants	1,020	-19	11	-8	62	4	66
10	6300 W Romaine St	114.725 ksf Office, 38.072 KSF studio, 40.927 ksf Other (expansion of gym & dance studio & new parking structure)	1,596	199	27	226	20	17	37
11	6601 W Romaine St	106.125 ksf office	808	88	4	92	12	39	51
12	6523 W Hollywood Bl	10.402 ksf Restaurant, 4.074 ksf Office, 0.89 ksf storage	547	-16	-11	-27	32	4	36
13	6677 Santa Monica Bl [2]	695 Apartments & 24.9 ksf commercial	1,938	127	182	309	170	122	292
14	6100 W Hollywood Bl	220 Apartments & 3.27 ksf restaurant	1,439	24	76	100	86	46	132
15	6230 Yucca St	114 Apartments & 2.697 ksf commercial	473	5	27	32	26	12	38
16	5245 Santa Monica Bl	49 Apartments & 32.272 ksf retail	857	3	29	32	45	28	73
17	959 Seward St [3]	241.568 ksf Office	2,337	297	39	336	58	252	310
18	5550 Hollywood Bl	280 Apartments & 12.03 ksf retail	1,267	-3	43	40	47	17	64
19	6417 Selma Av	180 Room Hotel & 12.84 ksf Restaurant/Club	1,849	6	4	10	61	59	120
20	1601 Vine St	100.386 ksf office & 2.012 ksf commercial	1,239	155	27	182	39	145	184
21	1149 Gower St	57 Apartments	735	6	23	29	23	12	35
22	5520 Sunset Bl [4]	Demolish existing buildings; construct 163.862 ksf Target & 30.887 ksf Shopping Center	4,903	52	21	73	211	211	422
23	936 La Brea Av	88.75 ksf Office, 12 ksf Retail	911	24	5	29	14	37	38
24	1133 Vine St	112 Room Hotel, 0.661 ksf café	457	19	13	32	18	15	33
25	6121 Sunset Bl [5]	200 Apartments, 422.61 ksf Office, 41.3 ksf retail/restaurant, 125 hotel rooms	6,327	477	211	688	254	428	682
26	1718 Las Palmas Av	29 Condos, 195 Apartments, .985 ksf Retail	1,333	21	84	105	81	43	124
27	1546 Argyle Av	276 Apartments, 9 ksf retail, 15 ksf restaurant	2,013	43	127	170	128	51	179
28	1541 Wilcox Av	200 Room Hotel & 9 ksf restaurant	3,359	103	80	183	147	114	261
29	6230 Sunset Bl	200 Apartments & 4.7 ksf retail	1,473	52	80	132	71	50	121
30	5901 Sunset Bl	274 ksf Office & 26 ksf Retail	3,839	350	61	411	122	339	461
31	6201 W Sunset Bl	731 Apartments (37 affordable), 24 ksf retail/restaurant	4,913	128	228	356	234	169	403
32	5600 W Hollywood Bl	33 Apartments & 1.289 ksf commercial	604	22	16	38	22	22	44



**TABLE 2**  
**1360 N VINE STREET PROJECT**  
**TRIP GENERATION ESTIMATES FOR CUMULATIVE PROJECTS**

ID	PROJECT LOCATION	LAND USE	DAILY	TRIP GENERATION ESTIMATES					
				AM PEAK HOUR			PM PEAK HOUR		
				IN	OUT	TOTAL	IN	OUT	TOTAL
33	904 N La Brea	169 Apartments & 37.057 ksf Retail	2,072	25	68	93	106	80	186
34	707 N Cole	84 Apartments	398	6	25	31	24	12	36
35	1921 N Wilcox	122 Room Hotel, 4.225 ksf Restaurant	1,233	34	26	60	51	40	91
36	7302 Santa Monica Bl	371 apartment, 7.8 ksf office, 5 ksf restaurant, 19.5 ksf commercial	1,617	41	122	163	155	94	249
37	1717 N Bronson	89 Apartments	436	6	27	33	26	14	40
38	1525 N Cahuenga	64 Room Hotel, .7 ksf rooftop restaurant/lounge, 3.3 ksf restaurant	469	13	9	22	17	17	34
39	901 N Vine St	70 Apartments & 3 ksf commercial	-32	4	26	30	-5	1	-4
40	525 Wilton	88 Apartments	449	6	28	34	27	14	41
41	1233 N Highland	72 Apartments, 12.16 ksf retail	714	11	27	38	38	28	66
42	7107 W Hollywood Bl	410 Apartments, 5 ksf Retail, 5 ksf Restaurant	2,637	49	157	206	167	86	253
43	1310 N Cole	369 Apartments & 2.57 ksf office	2,226	20	139	159	139	58	197
44	5750 W Hollywood Bl	161 Apartments, 4.747 ksf Commercial	1,180	22	66	88	68	38	106
45	6421 W Selma	114 room hotel & 1.993 ksf restaurant	1,227	43	27	70	56	44	100
46	1400 N Cahuenga	221 room hotel & 3 ksf restaurant	1,866	63	53	116	72	58	130
47	1868 N Western	96 Apartments & 5.546 ksf retail	363	-5	18	13	20	7	27
48	7000 W Melrose	40 Apartments, 6.634 ksf Retail	334	4	17	21	20	12	32
49	5460 W Fountain	75 Apartments	499	8	30	38	31	16	47
50	6220 W Yucca	210 room hotel, 136 Apartments, 6.98 ksf restaurant	2,647	88	110	198	129	85	214
51	5525 W Sunset Bl	293 Apartments & 33.98 ksf commercial	3,411	80	124	204	203	142	345
52	1657 N Western	91 Apartments, 15.3 ksf Retail	702	10	29	39	37	25	62
53	1118 N McCadden	45 housing units, 50.325 ksf social service support facility, 17.04 ksf office, 1.885 ksf commercial retail or restaurant, 100-bed temporary housing	1,346	49	31	80	53	56	109
54	1717 N Wilcox	133 Room Hotel, 3.58 ksf Retail	1,244	54	35	89	49	43	92
55	6516 W Selma	212 room hotel, 3.855 ksf bar/lounge, 8.5 ksf rooftop bar/event space	2,241	71	50	121	105	84	189
56	1749 N Las Palmas	70 Apartments & 3.117 ksf retail	147	2	9	11	9	5	14
57	6901 W Santa Monica Bl	231 Apartments, 5 ksf Restaurant, 10 ksf Retail	2,272	1	111	112	133	54	187
58	5632 W De Longpre	185 Apartments	800	-31	25	-6	50	19	69
59	6200 W Sunset Bl	270 apartment, 1.75 ksf restaurant, 2.3 ksf pharmacy, 8.07 ksf retail	1,778	26	97	123	100	35	135
60	4914 W Melrose	45 Live/Work Units, 3.76 ksf Retail	460	7	20	27	25	17	42
61	5939 Sunset Bl	299 Apartments, 38.44 ksf office, 5.064 ksf restaurant, 3.739 ksf retail	3,731	152	191	343	182	152	334
62	7143 Santa Monica Bl	145 Apartments & 7.858 ksf Retail/Restaurant	1,630	24	72	96	88	52	140
63	1718 N Vine St	216 guestrooms, 4.354 sf restaurant	1,101	58	41	99	35	42	77
64	1600 N Schrader Blvd	168 Room Hotel, 5.979 ksf restaurant	1,666	58	40	98	80	63	143
65	1350 N Western Av	204 Apartments, 5.5 ksf Retail/Restaurant	1,439	24	76	100	86	46	132
66	7510 W Sunset Bl	213 Apartments, 20 ksf retail, 10 ksf restaurant	1,239	63	125	188	117	61	178
67	1601 N Las Palmas Av	86 Apartments	157	4	28	32	20	8	28
68	7219 W Sunset Bl	93 hotel rooms, 2.8 ksf restaurant	761	27	18	45	27	29	56

**TABLE 2**  
**1360 N VINE STREET PROJECT**  
**TRIP GENERATION ESTIMATES FOR CUMULATIVE PROJECTS**

ID	PROJECT LOCATION	LAND USE	DAILY	TRIP GENERATION ESTIMATES					
				AM PEAK HOUR			PM PEAK HOUR		
				IN	OUT	TOTAL	IN	OUT	TOTAL
69	100 N Western Av	187 Apartments & 76.5 ksf retail (including grocery store)	940	17	40	57	54	38	92
70	1001 N Orange Dr	53.537 ksf office	817	102	14	116	24	115	138
71	5420 W Sunset Bl	735 Apartments, 95.82 ksf commercial	1,538	-12	190	178	119	18	137
72	6650 Franklin Av	68 senior Apartments	234	5	9	14	9	8	17
73	1719 N Whitley Av	156 room hotel	1,275	49	34	83	48	46	94
74	6140 W Hollywood Bl	102 room hotel, 27 condos, 11.46 ksf restaurant	1,782	76	62	138	78	58	136
75	6400 W Sunset Bl	232 residential units (5% low income), 7 ksf restaurant	214	18	88	106	69	1	70
76	6430-6440 W Hollywood Bl	260 Apartments, 3.58 ksf office, 11.02 ksf retail, 3.2 ksf restaurant	1,625	23	98	121	99	44	143
77	6630 W Sunset Bl	40 Apartments, 6.634 ksf Retail	266	4	16	20	16	9	25
78	747 N Western Av	44 Apartments & 7.7 ksf retail	622	8	21	29	32	24	56
79	5570 W Melrose Av	52 Apartments & 5.5 ksf commercial	430	-1	20	19	21	10	31
80	1317-1345 N. Vermont/1328 N New Hampshire/4760 Sunset/1505 N Edgemont/1526 N Edgemont/1517 N Vermont/1424-1430 N Alexandria	211.992 ksf hospital expansion	6,512	341	91	431	181	464	643
81	712 N Wilcox Av	103 Apartments	550	8	34	42	33	18	51
82	1540-1552 Highland Av	950 residential units, 308 hotel rooms, 95 ksf office, & 185 ksf commercial retail	14,833	381	498	879	733	548	1,281
83	1276 N Western Av	75 Apartments	424	7	26	33	23	17	40
84	1723 N Wilcox Av	68 Apartments & 3.7 ksf retail	537	16	28	44	29	18	47
85	1300 N Vermont Av	Replace existing hospital & ancillary uses with 30.933 ksf office	290	36	5	41	6	30	36
86	5651 W Santa Monica Bl	375 condo units & 377.9 ksf retail	6,831	50	200	250	419	225	644
87	915 N La Brea Av	33.5 ksf supermarket & 179 Apartment	2,615	5	86	91	158	90	248
88	6225 W Hollywood Bl	210 ksf office	1,918	243	33	276	43	411	254
89	1411 N Highland Av	76 Apartment, 2.5 ksf commercial	823	23	43	66	45	26	71
90	6915 Melrose Av	13 condominium units & 6.25 ksf retail	398	2	12	14	96	54	150
91	5663 Melrose Av	96 condominium units & 3.35 ksf retail	797	8	37	45	96	54	63
92	2580 Cahuenga Bl East	311 net new theater seats, 5.4 ksf restaurant, & 30 office employees	610	34	1	35	18	43	61
93	1341 Vine St	285.719 ksf office, 200 Apartment, 16.135 ksf restaurant	6,218	330	164	494	152	220	372
94	925 La Brea Av	16.360 ksf retail & 45.432 ksf office	810	66	11	77	24	71	95
95	135 N Western Av	4.066 ksf restaurant addition to 7.838 ksf existing restaurant	457	2	2	4	25	13	38
96	7445 W Sunset Bl	32.416 ksf specialty grocery store	3,314	68	42	110	157	150	307
97	7811 Santa Monica Bl	78 Room Hotel, 88 apartment, 65.888 ksf commercial	637	24	17	41	24	23	47
98	6421 W Selma Av	Replace auto body shop with 17.607 ksf quality restaurant	1,688	8	7	15	94	46	140
99	Hollywood Freeway (US 101)	38 acre park, amphitheater, & neighborhood uses	2,298	104	69	173	115	89	204
100	4905 W Hollywood Bl	36.6 ksf	1,404	13	12	25	64	68	132
101	6409 W Sunset Bl	275 Room Hotel, 1.9 ksf Retail	1,285	51	26	77	53	60	113
102	4900 W Hollywood Bl	150 Apartments & 13.813 ksf retail	1,585	24	75	99	89	56	145

**TABLE 2**  
**1360 N VINE STREET PROJECT**  
**TRIP GENERATION ESTIMATES FOR CUMULATIVE PROJECTS**

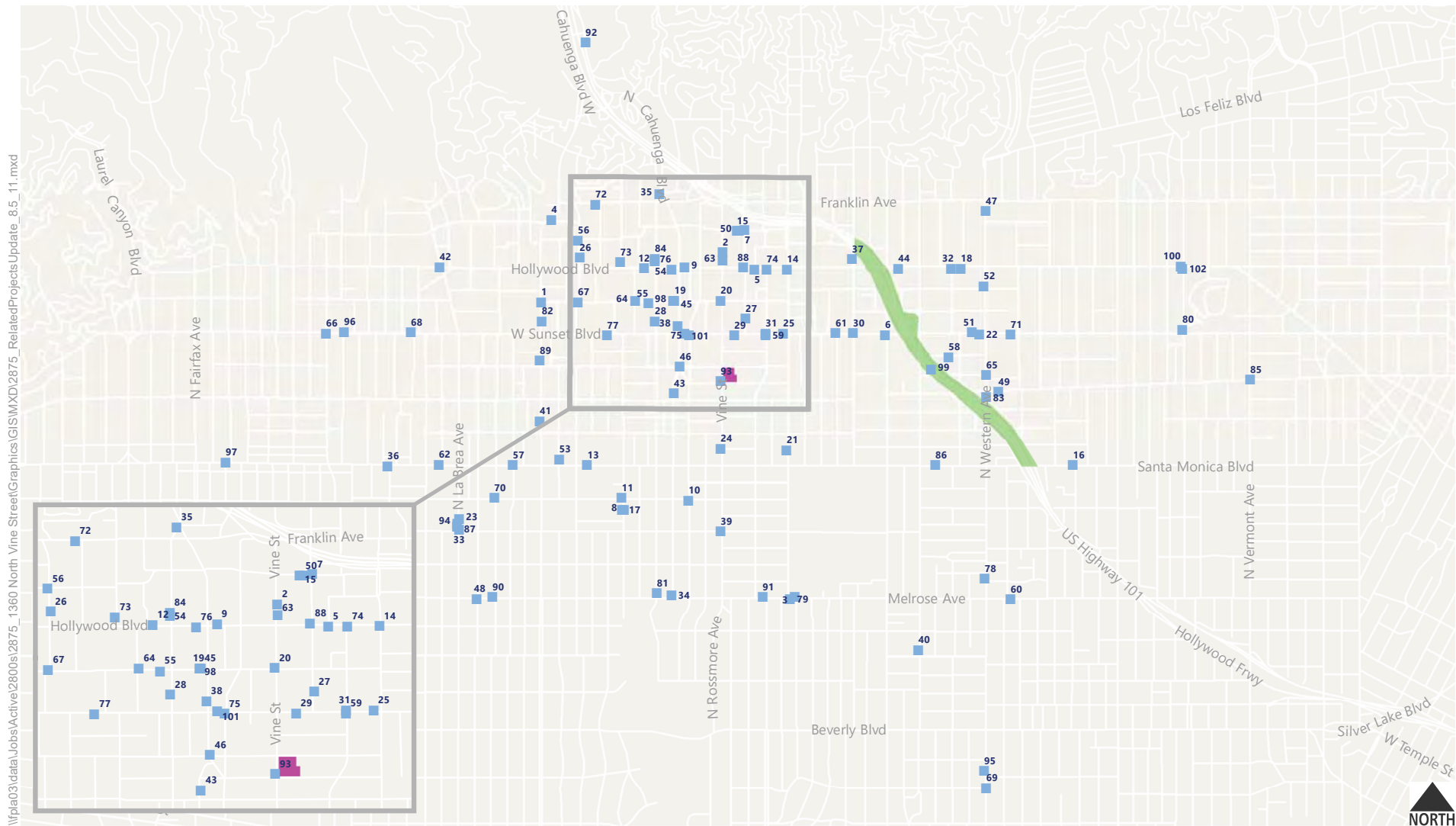
ID	PROJECT LOCATION	LAND USE	DAILY	TRIP GENERATION ESTIMATES					
				AM PEAK HOUR			PM PEAK HOUR		
				IN	OUT	TOTAL	IN	OUT	TOTAL
103	Hollywood Community Plan Update [6]		--	--	--	--	--	--	--

Notes:

du = dwelling unit  
ksf = one thousand square feet

Related projects list is originally based on information provided by LADOT on June 22, 2017 after the publishing of the NOP.  
Additional research and coordination with City Planning was conducted to ensure consistency of available information.

[1] Trip Generation reported was provided in the Millennium Hollywood Project DEIR (October 2012)  
[2] Trip Generation reported was provided in the Lexington Project DEIR (2008/recirculated July 2013)  
[3] Trip Generation reported was provided in the 959 Seward Project DEIR (April 2008)  
[4] Trip Generation reported was provided in the Target at Sunset & Western DEIR (January 2012)  
[5] Trip Generation reported was provided in the Columbia Square Mixed-Use Traffic Analysis Validation & Update (March 2013)  
[6] The Community Plan Update, once adopted, will be a long-range plan designed to accommodate growth in Hollywood until 2040. Only the initial period of any such projected growth would overlap with the Project's future baseline forecast, as the Project is to be completed in 2023. It is assumed that the projected growth reflected by the list of related projects would account for any overlapping growth that may be assumed by the Community Plan Update upon its adoption.

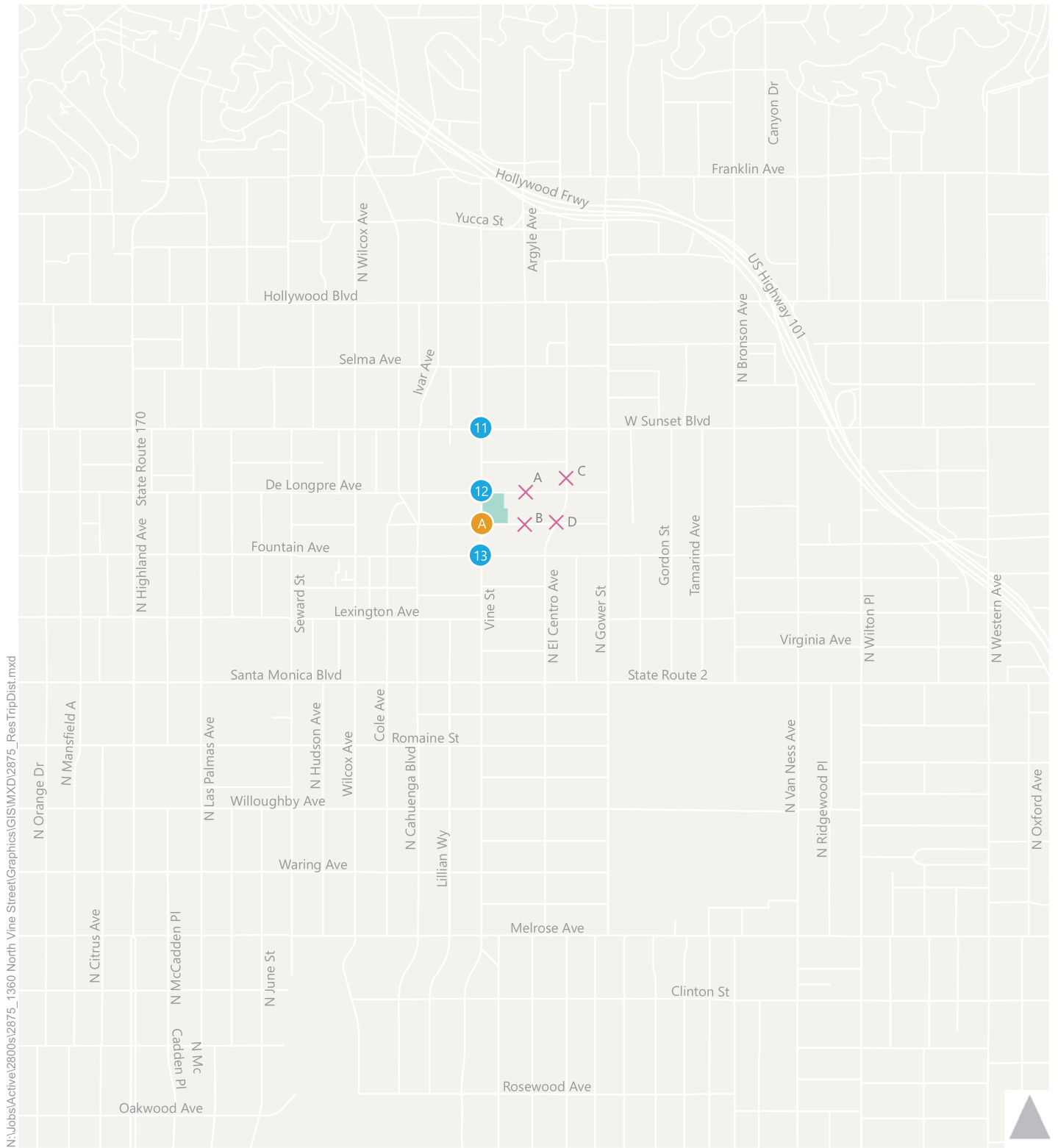


- Related Projects
- Project Site
- Hollywood Central Park



Figure 3

## Related Projects



Project Site



Study Intersections



Signal Warrant Analysis



Segment Analysis



Figure 4

## 1360 N Vine Street - Study Intersections

# **Appendix B: Transportation Analysis Guidelines Screening Responses and Supporting Analysis**



## Appendix B: Transportation Analysis Guidelines Screening Responses and Supporting Analysis

(Based on LADOT TAG, July 2020)

Screening Criteria	Screening Evaluation	Analysis Required?
<b>2.1 CONFLICTING WITH PLANS, PROGRAMS, ORDINANCES, OR POLICIES</b>		
<p>If the project requires a discretionary action, and the answer is yes to any of the following questions, further analysis will be required to assess whether the proposed project would negatively affect existing pedestrian, bicycle, or transit facilities:</p> <ol style="list-style-type: none"><li>Does the project require a discretionary action that requires the decision maker to find that the decision substantially conforms to the purpose, intent and provisions of the General Plan?</li><li>Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?</li><li>Is the project proposing to, or required to make any voluntary or required, modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb line, etc.)?</li></ol>	<ol style="list-style-type: none"><li>Yes</li><li>No</li><li>Yes</li></ol>	Yes, see Chapter 3.1
<b>2.2 CAUSING SUBSTANTIAL VEHICLE MILES TRAVELED</b>		
<p>If the project requires a discretionary action, and the answer is no to either T-2.1-1 or T-2.1-2, further analysis will not be required for Threshold T-2.1, and a “no impact” determination can be made for that threshold:</p> <ol style="list-style-type: none"><li>T-2.1-1: Would the land use project generate a net increase of 250 or more daily vehicle trips?</li><li>T-2.1-2: Would the project generate a net increase in daily VMT?</li></ol> <p>In addition to the above screening criteria, the portion of, or the entirety of a project that contains small-scale or local serving retail uses<sup>13</sup> are assumed to have less than significant VMT impacts. If the answer to the following question is no, then that portion of the project meets the screening criteria and a no impact determination can be made for the portion of the project that contains retail uses. However, if the retail project is part of a larger mixed-use project, then the remaining portion of the project may be subject to further</p>	<ol style="list-style-type: none"><li>Yes</li><li>Yes</li><li>Yes, for the Residential Option</li><li>Yes, for the Office Option with bungalows</li></ol>	Yes, see Chapter 3.2



<p>analysis in accordance with the above screening criteria. Projects that include retail uses in excess of the screening criteria would need to evaluate the entirety of the project's vehicle miles traveled, as specified in Section 2.2.4.</p> <p>3. If the project includes retail uses, does the portion of the project that contain retail uses exceed a net 50,000 square feet?</p> <p>Independent of the above screening criteria, and the project requires a discretionary action, further analysis will be required if the following statement is true:</p> <p>4. Would the Project or Plan located within a one-half mile of a fixed-rail or fixed-guideway transit station replace an existing number of residential units with a smaller number of residential units?</p>	rehabilitated as restaurant.	
<b>2.3 SUBSTANTIALLY INDUCING ADDITIONAL AUTOMOBILE TRAVEL</b>		
<p>If the answer is no to the following question, further analysis will not be required for Threshold T-2.2, and a no impact determination can be made for that threshold:</p> <p>1. T-2.2: Would the project include the addition of through traffic lanes on existing or new highways, including general purpose lanes, high-occupancy vehicle (HOV) lanes, peak period lanes, auxiliary lanes, and lanes through grade-separated interchanges (except managed lanes, transit lanes, and auxiliary lanes of less than one mile in length designed to improve roadway safety)?</p>	1. No	No
<b>2.4 SUBSTANTIALLY INCREASING HAZARDS DUE TO A GEOMETRIC DESIGN FEATURE OR INCOMPATIBLE USE</b>		
<p>If the project requires a discretionary action, and the answer is "yes" to either of the following questions, further analysis will be required to assess whether the project would result in impacts due to geometric design hazards or incompatible uses:</p> <p>1. Is the project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way?</p> <p>2. Is the project proposing to, or required to make any voluntary or required, modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb line, etc.)?</p>	1. Yes 2. Yes	Yes, see Chapter 3.3
<b>3.2 PEDESTRIAN, BICYCLE, AND TRANSIT ACCESS ASSESSMENT</b>		
<p>If the answer is yes to all of the following questions, further analysis will be required to assess whether the project would negatively affect existing pedestrian, bicycle, or transit facilities:</p> <p>1. Does the land use project involve a discretionary action that would be under review by the Department of City Planning?</p> <p>2. Does the land use project include the construction, or addition of:</p>	1. Yes 2. Yes 3. Yes	Yes, see Chapter 4.1





<p>a. 50 dwelling units or guest rooms or combination thereof, or</p> <p>b. 50,000 square feet of non-residential space?</p> <p>3. Would the project generate a net increase of 1,000 or more daily vehicle trips, or is the project's frontage along an Avenue or Boulevard (as designated in the City's General Plan), 250 linear feet or more, or is the project's building frontage encompassing an entire block along an Avenue or Boulevard (as designated in the City's General Plan)?</p>		
<p><b>3.3 PROJECT ACCESS, SAFETY, AND CIRCULATION EVALUATION</b></p>		
<p>Land Use Development Projects:</p> <p>For land use projects, if the answer is yes to all of the following questions, further analysis will be required to assess whether the project would negatively affect project access and circulation:</p> <p>1. Does the land use project involve a discretionary action that would be under review by the Department of City Planning?</p> <p>2. Would the land use project generate a net increase of 250 or more daily vehicle trips?</p>	<p>1. Yes</p> <p>2. Yes</p>	<p>Yes, see Chapter 4.2</p>
<p><b>3.4 PROJECT CONSTRUCTION</b></p>		
<p>If the answer is yes to any of the following questions, further analysis will be required to assess if the project could negatively affect existing pedestrian, bicycle, transit, or vehicle circulation:</p> <p>1. Would a project that requires construction activities to take place within the right-of-way of a Boulevard or Avenue (as designated in the Mobility Plan 2035) which would necessitate temporary lane, alley, or street closures for more than one day (including day and evening hours, and overnight closures if on a residential street?)</p> <p>2. Would a project require construction activities to take place within the right-of-way of a Collector or Local Street (as designated in the Mobility Plan 2035) which would necessitate temporary lane, alley, or street closures for more than seven days (including day and evening hours, and including overnight closures if on a residential street?)</p> <p>3. Would in-street construction activities result in the loss of regular vehicle, bicycle, or pedestrian access, including loss of existing bicycle parking to an existing land use for more than one day, including day and evening hours and overnight closures if access is lost to residential units?</p> <p>4. Would in-street construction activities result in the loss of regular ADA pedestrian access to an existing transit station, stop, or facility (e.g., layover zone) during revenue hours?</p>	<p>1. No</p> <p>2. No</p> <p>3. Yes</p> <p>4. No</p> <p>5. No</p> <p>6. Yes</p> <p>7. No</p>	<p>Yes, see Chapter 4.3</p>



<p>5. Would in-street construction activities result in the temporary loss for more than one day of an existing bus stop or rerouting of a bus route that serves the project site?</p> <p>6. Would construction activities result in the temporary removal and/or loss of on-street metered parking for more than 30 days?</p> <p>7. Would the project involve a discretionary action to construct new buildings or additions of more than 1,000 square feet that require access for hauling construction materials and equipment from streets of less than 24-feet wide in a hillside area?</p>		
<b>3.5 RESIDENTIAL STREET CUT-THROUGH ANALYSIS</b>		
<p>Land Use Development Projects:</p> <p>If the answer is yes to all of the following questions, further analysis may be required to assess whether the project would negatively affect residential streets:</p> <ol style="list-style-type: none"><li>1. Would the project generate a net increase of 250 or more daily vehicle trips?</li><li>2. Does the land use project include a discretionary action that would be under review by the Department of City Planning?</li></ol> <p>In addition, for development projects, when selecting residential street segments for analyses during the transportation assessment scoping process, all of the following conditions must be present:</p> <ol style="list-style-type: none"><li>3. The project is located along a currently congested Boulevard or Avenue and adds trips that may lead to trip diversion to parallel routes along residential Local Streets. The congestion level of the Boulevard or Avenue can be determined based on the estimated peak hour LOS under project conditions of the study intersection(s) (as determined in Section 3.3). LOS E and F are considered to represent congested conditions;</li><li>4. The project is projected to add a substantial amount of automobile traffic to the congested Boulevard(s), Avenue(s), or Collector(s) that could potentially cause a shift to alternative route(s); and</li><li>5. Nearby local residential street(s) (defined as Local streets as designated in the City's General Plan passing through a residential neighborhood) provide motorists with a viable alternative route. A viable alternative route is defined as one which is parallel and reasonably adjacent to the primary route as to make it attractive as an alternative to the primary route. LADOT has discretion to define which routes are viable alternative routes, based on, but not limited to, features such as geography and presence of existing traffic control devices, etc.</li></ol>	<ol style="list-style-type: none"><li>1. Yes</li><li>2. Yes</li><li>3. Yes</li><li>4. No</li><li>5. Yes</li></ol>	<p>Yes, see Chapter 4.4</p>

# Appendix C: Plans, Programs, Ordinances, or Policies Assessment and Geometric Design Hazards Review



## Appendix C: 1360 N Vine Street Project

### Detailed Responses in Support of Determining Plans, Programs, Ordinances, or Policies Applicability

*Adapted from Attachment D: Plan Consistency Workshop In Transportation Analysis Guidelines, LADOT, July 2020*

#### I. Screening Criteria

If the project requires a discretionary action, and the answer is yes to any of the following questions, further analysis will be required to assess whether the proposed project would negatively affect existing pedestrian, bicycle, or transit facilities:

Screening Criteria	Answer
Does the project require a discretionary action that requires the decision maker to find that the decision substantially conforms to the purpose, intent and provisions of the General Plan?	Yes
Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?	No
Is the project required to or proposing to make any voluntary modifications to the public right-of-way (i.e., dedications and/or improvements in the right-of-way, reconfigurations of curb line, etc.)?	Yes



## II. Plan Consistency Analysis

Question	Guiding Questions	Relevant Plans, Policies, and Programs	Evaluation
<b>A. MOBILITY Plan 2035 PROW Classification Standards for Dedications and Improvements</b>			
A.1	Does the project include additions or new construction along a street designated as a Boulevard I, and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone?	MP 2.1, 2.3, 3.2, and Mobility Plan 2035 Street Designations and Standard Roadway Dimensions	Vine Street is designated as an Avenue II along the Project frontage. Per the City of Los Angeles <i>Complete Streets Design Guide</i> , the designated right-of-way and roadway widths of an Avenue II are 86' and 56', respectively. Vine Street along the Project frontage has a 90' right-of-way and 70' roadway.  The land use designation is Regional Center Commercial.
A.2	If A.1 is yes, is the project required to make additional dedications or improvements to the Public Right of Way as demonstrated by the street designation?		De Longpre Avenue and Afton Place are classified as collector streets. Per the City of Los Angeles <i>Complete Streets Design Guide</i> , the designated right-of-way and roadway widths for collectors are 66' and 40', respectively. De Longpre Avenue has a 50' right-of-way and 34' roadway. Afton Place has a 60' right-of-way and 30' roadway.
A.3	If A.2 is yes, is the project making the dedications and improvements as necessary to meet the designated dimensions of the fronting street (Boulevard I, and II, or Avenue I, II, or III)?		The Project proposes to dedicate five feet of right-of-way along the De Longpre Avenue and Afton Place frontages as the current widths are narrower than their local street classifications defined in Mobility Plan 2035 and the City of LA Complete Streets Design Guide. The Project does not propose to widen any streets.
A.4	If the answer to A.3. is NO, is the project applicant asking to waive from the dedication standards?		N/A



B. Mobility Plan 2035 PROW Policy Alignment with Project-Initiated Changes			
B.1	Does the project physically modify the curb placement or turning radius and/or physically alter the sidewalk and parkways space that changes how people access a property?	MP 2.1, 2.3, 3.2, 2.10, and Street Designations and Standard Roadway Dimensions	<p>The Project will maintain the sidewalks around the perimeter of the Project site and include a north-south pedestrian paseo through the Project site such that the Project would be supportive of and not preclude or conflict with <i>Mobility Plan 2035</i> policies such as:</p> <p><u>2.1 Adaptive Reuse of Streets:</u> Urban streets serve multiple purposes that not only include travel but also play a role in providing other roles such as landscaping and drainage. The Project will not alter adjacent streets or the right-of-way in a manner that would preclude or conflict with future changes by various City Departments.</p> <p><u>2.3 Pedestrian Infrastructure:</u> Mobility Plan 2035 identifies Pedestrian Enhanced Districts (PED) where initial analysis suggests arterials can be improved and further analysis and prioritization will occur as funding and projects become available. The Project frontage along Vine Street is part of the PED. The Project will not narrow or remove pedestrian facilities and proposes a north-south pedestrian paseo through the Project site that would connect De Longpre Avenue and Afton Place.</p> <p><u>3.2 People with Disabilities:</u> When designing developments, it is important to accommodate the needs of all people with varying levels of mobility. The Project retains the 8- to 18- foot sidewalks surrounding the Project and provides a wide north-south pedestrian paseo through the Project site.</p> <p><u>2.10 Loading Areas:</u> When designing developments, it is important to consider a loading area that minimally impacts other travelers such as people driving or walking. The Project proposes on-site loading areas for residential and commercial uses that would be accessible through a driveway on De Longpre Avenue.</p>
B.2	Does the project add new driveways along a street designated as an Avenue or a Boulevard that conflict with LADOT's Driveway Design Guidelines?	MP 2.10, PL.1, CDG 2, MPP 321	<p>The Project was analyzed to determine if it conflicts with LADOT's Driveway Design Guidelines in the following ways:</p> <ul style="list-style-type: none"><li>• Locating new driveways for residential properties on an Avenue or Boulevard, and access is otherwise possible using an alley or a collector/local street or locating new driveways for industrial or commercial properties on an Avenue or Boulevard and access is possible along a collector/local street<ul style="list-style-type: none"><li>○ Mobility Plan 2035 policy PL.1 encourages vehicular access from non-arterial streets (or alleys) and redesigning access points to be more pedestrian friendly. Under the Vine &amp; De Longpre Driveways Scenario, both Project Options will</li></ul></li></ul>



			<p>introduce a right-in/right-out only driveway on Vine Street, which is classified as Avenue II. The Project accommodates the Mobility Plan 2035 policies by limiting the Vine Street driveway to a right-in/right-out only driveway to reduce conflicts. The other proposed driveways for both Project Options on De Longpre Avenue and for the Office Option on Afton Place are non-arterial streets.</p> <ul style="list-style-type: none"><li>• The total number of new driveways exceeds 1 driveway per every 200 feet along on the Avenue 2 or Boulevard frontage; locating new driveways on an Avenue or Boulevard within 150 feet from the intersecting street; locating new driveways on a collector or local street within 75 feet from the intersecting street; or locating new driveways near mid-block crosswalks, requiring relocation of the mid-block crosswalk<ul style="list-style-type: none"><li>○ MPP 321 allows up to two driveways for up to 400 feet of frontage. The Project's three driveways scenarios do not propose more driveways than required by City maximum standard. For the Residential Option and Office Option, the proposed driveway on De Longpre Avenue would be approximately 95' from the southeast corner of De Longpre Avenue &amp; Vine Street. For the Office Option, the proposed Afton Place driveway would be approximately 95' feet from the northeast corner of Vine Street &amp; Afton Place. For the Residential Option and Office Option, the proposed right-in/right-out only driveway on Vine Street would be located approximately 75' from the northeast corner of Vine Street &amp; Afton Place. Although the proposed driveway on Vine Street is less than 150 feet from the nearest intersection, the Project proposes to limit turning movements to right-in and right-out to minimize conflicts with vehicles traveling through on Vine Street.</li></ul></li></ul> <p>The Project does not conflict with CDG 2 to carefully incorporate vehicular access such that it does not degrade pedestrian access as it limits turning movements for the driveway on Vine Street for the Residential Option and Office Option under the Vine &amp; De Longpre Driveways Scenario and places driveways on collector streets for the Office Option under the Afton &amp; De Longpre Driveways Scenario and Afton Cul-de-sac &amp; De Longpre Driveways Scenario.</p>
B.2.1	Would the physical changes in the public right of way or new driveways that conflict with LADOT's Driveway Design Guidelines degrade the	Mobility Plan 2035: Transit Enhanced Network, Bicycle Enhanced	<p><u>2.3 Pedestrian Infrastructure:</u> Mobility Plan 2035 identifies Pedestrian Enhanced Districts (PED) where initial analysis suggests arterials can be improved and further analysis and prioritization will occur as funding and projects become available. The Project frontage along Vine Street is part of the PED. The Project will not narrow or remove pedestrian</p>



	experience of vulnerable roadway users such as modify, remove, or otherwise negatively impact existing bicycle, transit, and/or pedestrian infrastructure?	Network, Bicycle Lane Network, Pedestrian Enhanced District, Neighborhood Enhanced Network, High Injury Network, TOC Guidelines	<p>facilities and proposes a north-south pedestrian paseo through the Project site that would connect De Longpre Avenue and Afton Place.</p> <p><u>Neighborhood Enhanced Network:</u> The Neighborhood Enhanced Network (NEN) is a selection of local streets to provide comfortable and safe routes for localized travel of slower-moving modes, such as walking or biking. The Project frontages are not along streets part of the NEN.</p> <p><u>Transit Network:</u> This policy identifies specific streets as part of the Transit Enhanced Network (TEN) to receive improvements that enhance the performance and reliability of existing and future bus service. The Project frontages are not along streets part of TEN.</p> <p><u>Bicycle Networks:</u> This policy establishes a Bicycle Enhanced Network (BEN), which is comprised of protected bicycle lanes and bicycle paths, to provide bikeways for a variety of users. The Project frontage along Vine Street is part of the BEN. Under the Vine &amp; De Longpre Driveways Scenario, the Project proposes a right-in/right-out driveway on Vine Street, which is intended to reduce conflicts between vehicles entering and exiting the driveway and bicyclists traveling northbound on Vine Street. The Project will not preclude bicycle enhancements to the public right-of-way that the City may pursue.</p> <p><u>Vision Zero:</u> The Project frontage along Vine Street is part of the Vision Zero network. Under the Vine &amp; De Longpre Driveways Scenario, the Project proposes a right-in/right-out driveway on Vine Street, which is intended to reduce conflicts between vehicles entering and exiting the driveway and bicyclists traveling northbound on Vine Street.</p> <p><u>Transit Oriented Community:</u> The Transit-Oriented Community (TOC) guidelines define parameters of housing incentives based on considerations such as proximity to high-quality transit, type of housing, and the land uses being replaced. The location of the Project site qualifies as Tier 3 based on its proximity to the Hollywood Vine Red Line Station.</p>
B.2.2	Would the physical modifications or new driveways that conflict with LADOT's Driveway Design Guidelines preclude the City from advancing the safety of vulnerable roadway users?		<p>MPP 321 allows up to two driveways for up to 400 feet of frontage. The Project's three driveways scenarios do not propose more driveways than required by City maximum standard.</p>





C. Network Access			
C1.1	Does the project propose to vacate or otherwise restrict public access to a street, alley, or public stairway?	MP 3.9	No
C.1.2	If the answer to C.1.1 is Yes, will the project provide or maintain public access to people walking and biking on the street, alley or stairway?		N/A
C.2.1	Does the project create a cul-de-sac or is the project located adjacent to an existing cul-de-sac?	MP 3.10	The Office Option under the Afton Cul-de-sac & De Longpre Driveways Scenario would create a cul-de-sac on Afton Place.
C.2.2	If yes, will the cul-de-sac maintain convenient and direct public access to people walking and biking to the adjoining street network?		<u>MP 3.10 Cul-de-sacs</u> : This policy discourages the use of cul-de-sacs that do not provide access for active transportation options. The Office Option under the Afton Cul-de-sac & De Longpre Driveways Scenario would create a cul-de-sac on Afton Place. De Longpre Avenue would have a full access driveway and Afton Place become a cul-de-sac to the east of a full access driveway. The Afton Place cul-de-sac would maintain bicyclist and pedestrian access.
D. Parking Supply and Transportation Demand Management			
D.1	Would the project propose a supply of onsite parking that exceeds the baseline amount as required in the Los Angeles Municipal Code or a Specific plan, whichever requirement prevails?	MP 3.8, 4.8, 4.13	<u>4.13 Parking and Land Use Management</u> : The objective of this policy is to balance parking supply with other transportation and land use objectives. The policy states that an oversupply of parking can undermine broader regional goals of creating vibrant public spaces and a robust multi-modal transportation system; that an abundance of free parking incentivizes automobile trips and makes alternative modes of transportation less attractive; and that large parking lots consume land that could be used for other valuable uses and discourage walking by increasing the distance between services and facilities. Per the LAMC, the Project is required to provide 673 (residential in bungalows) to 689 (restaurant in bungalows) vehicle parking stalls for the Residential Option and 975



			<p>(residential in bungalows) to 969 (restaurant in bungalows) parking stalls for the Office Option.</p> <p>Whether the bungalows are rehabilitated for high-turnover restaurant or residential units, the Residential Option would provide 764 parking stalls in four levels of subterranean parking. If the bungalows are rehabilitated as quality restaurant, the Office Option would provide 1,693 parking stalls in eight levels of subterranean parking. If the bungalows are rehabilitated as residential units, the Office Option would provide 1,705 parking stalls in eight levels of subterranean parking.</p> <p>The Project does not conflict with the portion of MP 4.13 that discourages utilizing land for parking that could have been used for other valuable uses since all parking will be located in a subterranean garage. Moreover, residents, employees and visitors will have to pay for parking; therefore, the Project does not conflict with the policy regarding the abundance of free parking.</p> <p>While the Project would include parking in excess of the LAMC minimum requirements, it would include features to encourage walking and bicycling, would provide the number of bicycle parking spaces required by LAMC, and would implement a transportation demand management (TDM) plan to promote multi-modal transportation. Furthermore, the Project would be consistent with the applicable goals and objectives of the SCAG 2020-2045 RTP/SCS (SCAG, September 2020) to locate jobs and housing in infill locations served by public transportation and facilitating active transportation and TDM. Therefore, the Project would not undermine broader regional goals of creating vibrant public spaces and a robust multi-modal transportation system.</p> <p>Under CEQA, a project is considered consistent with an applicable plan if it is consistent with the overall intent of the plan and would not preclude the attainment of its primary goals. A project does not need to be in perfect conformity with each and every policy. Therefore, even though the Project's parking may exceed the LAMC's minimum requirements, the Project is consistent with the overall intent of Policy 4.13 and the Mobility Plan.</p> <p>Moreover, any inconsistency with an applicable policy, plan, or regulation is only a significant impact under CEQA if the policy, plan, or regulation was adopted for the purpose of avoiding or mitigating an environmental effect and the inconsistency itself would result in a direct physical impact on the environment. The above policy is intended to implement broader regional goals, not to mitigate an environmental effect. Therefore, even if the Project's amount of parking was conservatively considered to be inconsistent</p>
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			with Policy 4.13, such inconsistency would not be considered to be a significant impact under CEQA.
D.2	If the answer to D.1. is YES, would the project propose to actively manage the demand of parking by independently pricing the supply to all users (e.g. parking cash-out), or for residential properties, unbundle the supply from the lease or sale of residential units?		<u>4.8 Transportation Demand Management Strategies:</u> This policy encourages greater utilization of Transportation Demand Management Strategies to reduce dependence on single-occupancy vehicles. The Project's location in a dense area, mix of land uses, and provision of short-term and long-term on-site bicycle parking contribute to encouraging alternative modes of transportation.
D.3	Would the project provide the minimum on and off-site bicycle parking spaces as required by Section 12.21 A.16 of the LAMC?		<u>3.8 Bicycle Parking:</u> The Project is providing on-site bicycle parking consistent with the City's Bicycle Parking Ordinance. The Project will provide short and long-term parking that meets code requirements. The Residential Option, whether the bungalows are rehabilitated as residential or restaurant uses, would provide 269 bicycle parking spaces (53 short-term and 216 long-term). The Office Option would provide the required 160 bicycle parking spaces (57 short-term and 103 long-term) if the bungalows are rehabilitated as restaurant or 166 bicycle parking spaces (55 short-term and 111 long-term) if the bungalows are rehabilitated as residential.
D.4	Does the Project include more than 25,000 square feet of gross floor area construction of new non-residential gross floor?		<p>The Project proposes more than 25,000 square feet of new non-residential gross floor for both Project Options:</p> <ul style="list-style-type: none"><li>• The Residential Option consists of the construction of 429 new residential units (including 36 units designated for Very Low Income households), 55,000 square feet of grocery store space, 5,000 square feet of neighborhood-serving retail space, and 8,988 square feet of adaptive reuse in the bungalows. The bungalows would be rehabilitated for adaptive reuse as either high-turnover restaurant or 12 residential units, which would be part of the 429 residential unit count. Whether the bungalows are rehabilitated for high-turnover restaurant or residential units, the Residential Option would provide 764 parking stalls in four levels of subterranean parking.</li></ul> <p>The Office Option consists of the construction of 463,521 square feet of office space, 11,914 square feet of quality restaurant, and 8,988 square feet of adaptive reuse in the bungalows. The bungalows would be rehabilitated for adaptive reuse as either quality restaurant or 9 residential units. If the bungalows are</p>



			rehabilitated as quality restaurant, the Office Option would provide 1,693 parking stalls in eight levels of subterranean parking. If the bungalows are rehabilitated as residential units, the Office Option would provide 1,705 parking stalls in eight levels of subterranean parking.
D.5	If the answer to D.4. is YES, does the project comply with the City's TDM Ordinance in Section 12.26 J of the LAMC?		<p>The Project complies with the City's TDM Ordinance with its Project design features and TDM plan. The following design features and applicable TDM strategies fulfill the requirements of the TDM Ordinance:</p> <ul style="list-style-type: none"><li>• Commute Trip Reduction Marketing</li><li>• Bicycle Parking consistent with the City's Bicycle Parking Ordinance</li><li>• On-site loading areas for residential and commercial uses</li><li>• North-south pedestrian paseo through the Project site</li></ul>
<b>E. Consistency with Regional Plans</b>			
E.1	Does the Project or Plan apply one the City's efficiency-based impact thresholds (i.e. VMT per capita, VMT per employee, or VMT per service population) as discussed in Section 2.2.3 of the TAG?		Yes, the Project applied daily VMT per capita for the residential components in the Residential Option and the Office Option and daily VMT per employee for the Office Option.
E.2	E.2 If the Answer to E.1 is YES, does the Project or Plan result in a significant VMT impact?		The Project does not result in a significant VMT impact for daily VMT per capita or daily VMT per employee for both Project Options.
E.3	If the Answer to E.1 is NO, does the Project result in a net increase in VMT?		N/A
E.4	If the Answer to E.2 or E.3 is YES, then further evaluation would be necessary to determine whether such a project or land use plan would be shown to be consistent with		N/A



	VMT and GHG reduction goals of the SCAG RTP/SCS		
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## Review of Consistency with Hollywood Community Plan

The Hollywood Community Plan was adopted in 1988. While an updated Community Plan is currently under development, the plan from 1988 is currently in effect and forms the basis for this review of conflicts relating to the transportation system.

The Hollywood Community Plan (HCP) is one of 35 community plans in the City of Los Angeles that establishes the policies and programs that inform the framework for local land use, circulation, and service systems within the selected community plan area. Per the City's new TAG, a review of the HCP was conducted to evaluate whether the project conflicts with or precludes the implementation of the community plan framework.

The HCP identifies one transportation-related objective in the beginning of the plan (HO-I):

6. To make provision for a circulation system coordinated with land uses and densities and adequate to accommodate traffic; and to encourage the expansion and improvement of public transportation service.

The 1988 Hollywood Community Plan also includes a circulation policy section and a circulation public improvement program. The policy section provides a discussion regarding public provision of an improved public transportation system and/or additional highways and freeways. The HCP identifies transportation-related policies and programs to achieve Objective 6. The following policies and programs are relevant to the Project:

Standards and Criteria: Arterials and local streets shall be developed with standards and criteria contained in the Mobility Plan 2035 (HO-4).

- The Project supports this policy by proposing to dedicate five feet of right-of-way along the De Longpre Avenue and Afton Place frontages as the current widths are narrower than their local street classifications defined in Mobility Plan 2035. Vine Street is classified as an Avenue II and the current widths are consistent with the classification defined in Mobility Plan 2035.

Public Improvements – Circulation: Continued development of the freeway, arterial, and street system in conformance with the existing and future adopted programs. This should include participation of the City in a regional study focusing on Route 2 capacity increases (HO-6)



- The Project supports this policy by proposing to dedicate five feet of right-of-way along the De Longpre Avenue and Afton Place frontages as the current widths are narrower than their local street classifications defined in Mobility Plan 2035. Vine Street is classified as an Avenue II and the current widths are consistent with the classification defined in Mobility Plan 2035.

The HCP also describes several programs on page HO-6:

- Continued development of the freeway, arterial, and street system in conformance with the existing and future adopted programs. This should include participation of the City in a regional study focusing on Route 2 capacity increases.
  - The Project does not conflict with or prevent the City from pursuing this program.
- Continued planning of and improvements to the public transportation system of the community, including people-mover systems in high intensity areas as well as the proposed Metro Rail System.
  - The Project does not conflict with or prevent the City from pursuing this program.
- Preparation of a Hollywood Transportation Plan in ordinance form which creates an integrated program of transportation mitigation measures.
  - The Project does not conflict with or prevent the City from pursuing this program.
- Improvement of the Highland/Franklin intersections, including jog elimination either through realignment of Franklin Avenue or through grade separation.
  - The Project does not conflict with or prevent the City from pursuing this program.
- Improvement of Fountain Avenue as an east-west arterial, including jog elimination in the vicinity of Le Conte Junior High School.
  - The Project does not conflict with or prevent the City from pursuing this program.
- Improvement of the Hollywood Boulevard/La Brea intersection, including jog elimination.
  - The Project does not conflict with or prevent the City from pursuing this program.
- Improvement of the Los Feliz Boulevard/Western Avenue intersection, including realignment of the curve.
  - The Project does not conflict with or prevent the City from pursuing this program.
- Improvement of Martel Avenue/Vista Street as a north-south arterial, including jog elimination north of Waring Avenue.
  - The Project does not conflict with or prevent the City from pursuing this program.



## Review of Consistency with Hollywood Redevelopment Plan

The Hollywood Redevelopment Plan (HRP) was adopted in 2003. The HRP was intended to direct the City on matters pertaining to the redevelopment, rehabilitation, and revitalization of the Plan area. The HRP establishes the following goal regarding transportation:

Support and encourage a circulation system which will improve the quality of life in Hollywood, including pedestrian, automobile, parking, and mass transit systems with an emphasis on serving existing facilities and meeting future needs.

Section 518 of the HRP provides guidance regarding circulation, parking, and loading facilities. Key policies in this section include:

- The Redevelopment Agency and the City should prepare an ordinance establishing a transportation program for Hollywood.
  - The Project does not conflict with or prevent the City from pursuing this policy.
- Improve traffic flow on five circulation corridors including La Brea Avenue/Highland Avenue, Franklin Avenue, Sunset Boulevard/Fountain Avenue/Santa Monica Boulevard, Cahuenga Boulevard/Gower Street, and Western Avenue.
  - The Project does not conflict with or prevent the City from pursuing this policy.
- Traffic-related impacts of new developments expected to have circulation impacts should be analyzed in a traffic study and appropriate requirements imposed as a condition of approval based on the traffic mitigation measures identified in the traffic study.
  - The Project does not conflict with or prevent the City from pursuing this policy.
- Encourage creative solutions to parking including the shared use of parking areas, flexible parking programs, and public parking structures and standards.
  - The Project does not conflict with or prevent the City from pursuing this policy.
- Parking spaces, parking facilities, and loading areas shall be designed to promote public safety and to prevent an unsightly or barren appearance (518.2).
  - The Project's proposed parking garage is consistent with this policy.





## Detailed Responses for 2.4 Substantially Increasing Hazards Due to A Geometric Design Feature or Incompatible Use

*Adapted from Section 2.4 in Transportation Analysis Guidelines, LADOT, July 2020*

Impacts regarding the potential increase of hazards due to a geometric design feature generally relate to the design of access points to and from the project site, and may include safety, operational, or capacity impacts. Impacts can be related to vehicle/vehicle, vehicle/bicycle, or vehicle/pedestrian conflicts as well as to operational delays caused by vehicles slowing and/or queuing to access a project site. These conflicts may be created by the driveway configuration or through the placement of project driveway(s) in areas of inadequate visibility, adjacent to bicycle or pedestrian facilities, or too close to busy or congested intersections. These impacts are typically evaluated for permanent conditions after project completion but can also be evaluated for temporary conditions during project construction. If the project requires a discretionary action, and the answer is “yes” to either of the following questions, further analysis will be required to assess whether the project would result in impacts due to geometric design hazards or incompatible uses:

### Screening Criteria

- Is the project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way?
  - Yes, the Project is proposing new driveways and to introduce new vehicle access to the property from the public right-of-way. The Project would reduce the total number of driveways than exist today.
- Is the project proposing to, or required to make any voluntary or required, modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb line, etc.)?
  - Yes, the Project proposes to dedicate five feet of right-of-way along the De Longpre Avenue and Afton Place frontages as the current widths are narrower than their local street classifications defined in Mobility Plan 2035 but will not be widening these facilities.

### Assessing Project Impacts

Project access points, internal circulation, and parking access were reviewed to assess vehicle, bicycle, and pedestrian safety impacts from an operational and safety perspective (e.g. turning radii, driveway queuing, and line of sight for turns into and out of project driveway[s]) through the lens of Threshold T-3:



Threshold T-3: Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Operational and safety issues related to the potential for vehicle/pedestrian and vehicle/bicycle conflicts and the severity of consequences that could result were considered for locations where project driveways would cross pedestrian facilities or bicycle facilities (bike lanes or bike paths). Preliminary project access plans were reviewed in light of commonly accepted traffic engineering design standards (Section 321 of LADOT's Manual of Policies and Procedures, which provides guidance on driveway design) to ascertain whether any deficiencies are apparent in the site access plans which would be considered significant. The determination of significance considered the following factors:

- The relative amount of pedestrian activity at project access points.
  - The Project site is located in a mixed-use area with residential and commercial development. The Project collected pedestrian counts at the intersections of Vine Street & De Longpre Avenue and Vine Street & Homewood Avenue/Afton Place, which are the closest intersections to Project driveways with count data. The Vine Street & De Longpre Avenue intersection had moderate pedestrian activity with 617 pedestrians observed in the AM peak period and 977 pedestrians observed in the PM peak period. The Vine Street & Homewood Avenue/Afton Place had slightly lower pedestrian activity with 396 pedestrians observed in the AM peak period and 683 pedestrians observed in the PM peak period. The Project will maintain the wide 8- to 18-foot sidewalks around the Project site and contribute to improving walkability with enhancements to the Project site, such as adding street trees and a north-south pedestrian paseo that would connect De Longpre Avenue and Afton Place through the Project site.
- Design features/physical configurations that affect the visibility of pedestrians and bicyclists to drivers entering and exiting the site, and the visibility of cars to pedestrians and bicyclists.
  - Pedestrian access to the Project site would be provided via existing sidewalks around the perimeter of the Project site and through a pedestrian paseo accessible to the neighborhood. Residents, visitors, patrons, and employees arriving to the Project site by bicycle would have the same access opportunities as pedestrians and would be able to utilize on-site bicycle parking facilities. The Project's access locations would be designed to the City standards and would provide adequate sight distance, sidewalks, crosswalks, and pedestrian movement controls that meet the City's requirements to protect pedestrian safety. All roadways and driveways will intersect at right angles. Street trees and other potential impediments to adequate driver and pedestrian visibility would be minimal. Pedestrian entrances separated from vehicular driveways would provide access from the adjacent streets, parking facilities, and transit stops.
- The type of bicycle facilities the project driveway(s) crosses and the relative level of utilization.
  - For the Residential Option and Office Option under the Vine & De Longpre Driveways Scenario, Vine Street is currently a sharrowed route and has a planned Tier 2 Bike Lane per the Mobility Plan 2035. The counts collected at Vine Street & De Longpre Avenue show 55 bicyclists in the AM peak and 68 bicyclists in the PM peak period. The counts collected at Vine Street & Homewood Avenue/Afton



Place show 29 bicyclists in the AM peak period and 53 bicyclists in the PM peak period. The Project has proposed a right-in/right-out driveway under the Vine & De Longpre Driveways Scenario that reduces conflicts that might otherwise occur between left-turning vehicles and pedestrians, bicyclists, and vehicles traveling on Vine Street. For the Office Option, the Afton & De Longpre Driveways Scenario and Afton Cul-de-sac & De Longpre Driveways Scenario do not propose driveways along existing or planning bicycle routes and are not expected to contribute to an increase in conflicts for this factor.

- The physical conditions of the site and surrounding area, such as curves, slopes, walks, landscaping or other barriers, that could result in vehicle/pedestrian, vehicle/bicycle, or vehicle/vehicle impacts.
  - The streets adjacent to the Project site (Vine Street, De Longpre Avenue, and Afton Place) are flat and do not curve. The Project driveways will be sloped for vehicles to enter and exit the subterranean parking garage. Drivers exiting the subterranean parking garage may have limited visibility of pedestrians crossing the driveway. The Project could implement blind spot mirrors to improve driver visibility and warning sounds/lights to alert pedestrians of approaching vehicles. The Project would locate driveways at right angles to avoid visibility challenges once vehicles have exited the subterranean parking garage.
- The project location, or project-related changes to the public right-of-way, relative to proximity to the High Injury Network or a Safe Routes to School program area.
  - Vine Street is on the City's High Injury Network, and under the Vine & De Longpre Driveways Scenario, the Project proposes a right-in/right-out driveway to reduce conflicts that might otherwise occur between left-turning vehicles and pedestrians, bicyclists, and vehicles traveling on Vine Street and would not preclude the City from implementing changes associated with Vision Zero. The Project is not located in a Safe Routes to School program area.
- Any other conditions, including the approximate location of incompatible uses that would substantially increase a transportation hazard.
  - The Project is located in a mixed-use area and proposes mixed-uses that is in line with the surrounding area. The Project's multimodal amenities and location of driveways would not substantially increase transportation hazards.

### Cumulative Impacts

The nearest related project to the Project site is the mixed-use office, residential, and retail project ("On Vine") at 1340 Vine Street across Vine Street to the west. The On Vine project, currently under construction, encompasses the entire block bounded by Vine Street, De Longpre Avenue, Ivar Avenue, and Homewood Avenue and will provide publicly-accessible, landscaped outdoor space in street-level courtyards and paseos and landscaped sidewalks along the project frontages. The On Vine project will have driveways on De Longpre Avenue, Ivar Avenue, and Homewood Avenue. Given that the Project and the On Vine project do not have driveways on the same street on the same block, the On Vine project is not expected to have a cumulative impact. Other related projects located farther from the Project site would not share adjacent street frontages with the Project site.

# Appendix D: Vehicle Miles Traveled Analysis Worksheets

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2



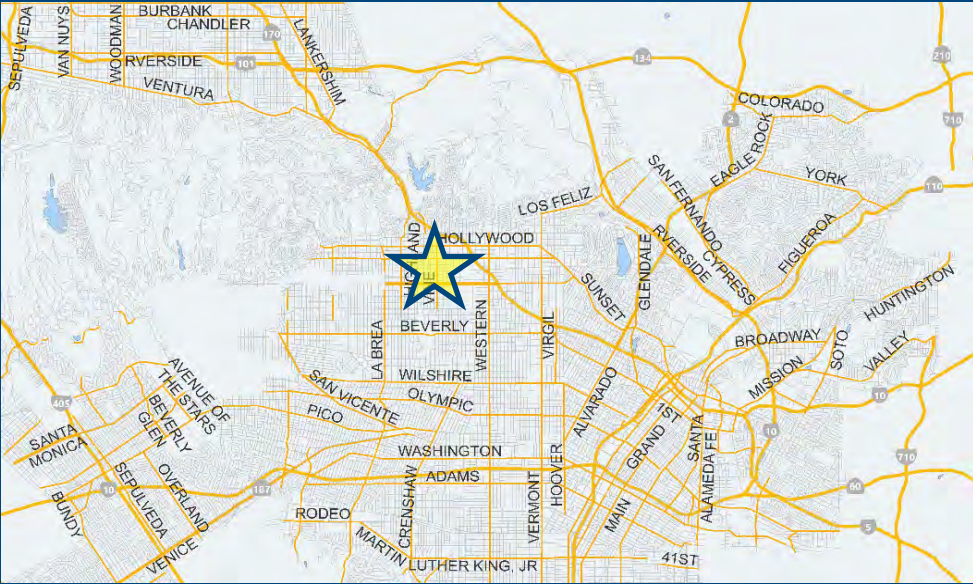
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 1360 N Vine

Scenario: Residential Option

Address: 1360 N VINE 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
Office   General Office		ksf
Retail   General Retail	8	ksf
Office   General Office	21.6	ksf

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	8.988	ksf
Housing   Multi-Family	429	DU
Retail   General Retail	5	ksf
Retail   Supermarket	55	ksf
Retail   High-Turnover Sit-Down Restaurant	8.988	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
352 Daily Vehicle Trips	5,439 Daily Vehicle Trips
2,443 Daily VMT	34,520 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

5,087  
Net Daily Trips

The net increase in daily VMT ≤ 0

32,077  
Net Daily VMT

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

68.988  
ksf

The proposed project is required to perform VMT analysis.



# CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

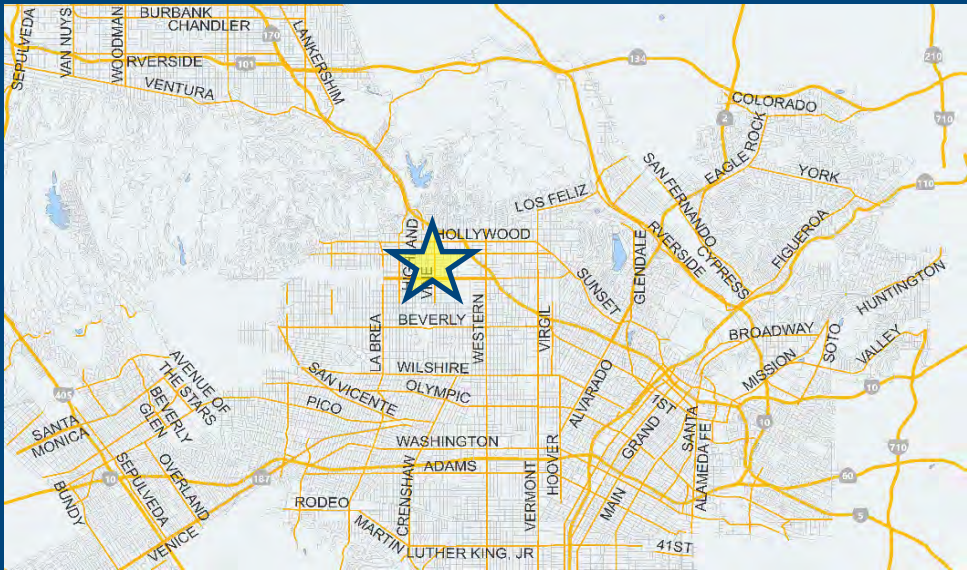


## Project Information

Project: 1360 N Vine

Scenario: Residential Option

Address: 1360 N VINE ST, 90028



Proposed Project Land Use Type	Value	Unit
Housing   Multi-Family	429	DU
Retail   General Retail	5	ksf
Retail   Supermarket	55	ksf
Retail   High-Turnover Sit-Down Restaurant	8.988	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

Max Home Based TDM Achieved?	Proposed Project	With Mitigation
Max Work Based TDM Achieved?	No	No

A

Parking

Reduce Parking Supply

☐ Proposed Prj

☐ Mitigation

100

city code parking provision for the project site

689

actual parking provision for the project site

Unbundle Parking

☐ Proposed Prj

☐ Mitigation

150

monthly parking cost (dollar) for the project site

Parking Cash-Out

☐ Proposed Prj

☐ Mitigation

50

percent of employees eligible

Price Workplace Parking

☐ Proposed Prj

☐ Mitigation

6.00

daily parking charge (dollar)

25

percent of employees subject to priced parking

Residential Area Parking Permits

☐ Proposed Prj

☐ Mitigation

200

cost (dollar) of annual permit

B

Transit

C

Education & Encouragement

D

Commute Trip Reductions

E

Shared Mobility

F

Bicycle Infrastructure

G

Neighborhood Enhancement

## Analysis Results

Proposed Project	With Mitigation
5,371 Daily Vehicle Trips	5,371 Daily Vehicle Trips
34,090 Daily VMT	34,090 Daily VMT
5.6 Household VMT per Capita	5.6 Household VMT per Capita
N/A Work VMT per Employee	N/A Work VMT per Employee

Significant VMT Impact?	
Household: No Threshold = 6.0 15% Below APC	Household: No Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	Work: N/A Threshold = 7.6 15% Below APC



# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: October 2, 2020

Project Name: 1360 N Vine

Project Scenario: Residential Option

Project Address: 1360 N VINE ST, 90028



Version 1.2

Project Information			
Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	429	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	0	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	5.000	ksf
	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.000	ksf
	Supermarket	55.000	ksf
	Bank	0.000	ksf
	Health Club	0.000	ksf
	High-Turnover Sit-Down Restaurant	8.988	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: October 2, 2020

Project Name: 1360 N Vine

Project Scenario: Residential Option

Project Address: 1360 N VINE ST, 90028



Version 1.2

Analysis Results			
Total Employees: 266			
Total Population: 967			
Proposed Project		With Mitigation	
5,371	Daily Vehicle Trips	5,371	Daily Vehicle Trips
34,090	Daily VMT	34,090	Daily VMT
5.6	Household VMT per Capita	5.6	Household VMT per Capita
N/A	Work VMT per Employee	N/A	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	No	Household > 6.0	No
Work > 7.6	N/A	Work > 7.6	N/A

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: October 2, 2020

Project Name: 1360 N Vine

Project Scenario: Residential Option

Project Address: 1360 N VINE ST, 90028



Version 1.2

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

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: October 2, 2020

Project Name: 1360 N Vine

Project Scenario: Residential Option

Project Address: 1360 N VINE 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%
		Existing transit mode share (as a percent of total daily trips) (%)	0%
		Lines within project site improved (<50%, >=50%)	0
	Implement neighborhood shuttle	Degree of implementation (low, medium, high)	0
		Employees and residents eligible (%)	0%
	Transit subsidies	Employees and residents eligible (%)	0%
		Amount of transit subsidy per passenger (daily equivalent) (\$)	\$0.00
Education & Encouragement	Voluntary travel behavior change program	Employees and residents participating (%)	0%
	Promotions and marketing	Employees and residents participating (%)	0%
(cont. on following page)			

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: October 2, 2020

Project Name: 1360 N Vine

Project Scenario: Residential Option

Project Address: 1360 N VINE 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
	Employer sponsored vanpool or shuttle	Degree of implementation (low, medium, high)	0	0
		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: October 2, 2020

Project Name: 1360 N Vine

Project Scenario: Residential Option

Project Address: 1360 N VINE ST, 90028



Version 1.2

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
<b>Bicycle Infrastructure</b>	<i>Implement/Improve on-street bicycle facility</i>	<i>Provide bicycle facility along site (Yes/No)</i>	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)	Yes	Yes
<b>Neighborhood Enhancement</b>	<i>Traffic calming improvements</i>	<i>Streets with traffic calming improvements (%)</i>	0%	0%
		<i>Intersections with traffic calming improvements (%)</i>	0%	0%
	<i>Pedestrian network improvements</i>	<i>Included (within project and connecting off-site/within project only)</i>	0	0

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: October 2, 2020  
 Project Name: 1360 N Vine  
 Project Scenario: Residential Option  
 Project Address: 1360 N VINE ST, 90028



Version 1.2

### TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

		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%	0%	0%	0%	0%	0%	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: October 2, 2020  
 Project Name: 1360 N Vine  
 Project Scenario: Residential Option  
 Project Address: 1360 N VINE ST, 90028



Version 1.2

### TDM Adjustments by Trip Purpose & Strategy, Cont.

#### Place type: Urban

		<i>Home Based Work Production</i>		<i>Home Based Work Attraction</i>		<i>Home Based Other Production</i>		<i>Home Based Other Attraction</i>		<i>Non-Home Based Other Production</i>		<i>Non-Home Based Other Attraction</i>		<i>Source</i>
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
<b>Bicycle Infrastructure</b>	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	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
<b>Neighborhood Enhancement</b>	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

		<i>Home Based Work Production</i>		<i>Home Based Work Attraction</i>		<i>Home Based Other Production</i>		<i>Home Based Other Attraction</i>		<i>Non-Home Based Other Production</i>		<i>Non-Home Based Other Attraction</i>	
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
<b>COMBINED TOTAL</b>		1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
<b>MAX. TDM EFFECT</b>		1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%

**= Minimum (X%, 1-[(1-A)\*(1-B)...])**  
 where X%=

<b>PLACE</b>	urban	75%
<b>TYPE</b>	compact infill	40%
<b>MAX:</b>	suburban center	20%
	suburban	15%

Note: (1-[(1-A)\*(1-B)...]) 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: October 2, 2020

Project Name: 1360 N Vine

Project Scenario: Residential Option

Project Address: 1360 N VINE 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	581	-49.6%	293	7.4	4,299	2,168
Home Based Other Production	1,556	-53.8%	719	4.6	7,158	3,307
Non-Home Based Other Production	1,448	-16.9%	1,204	7.4	10,715	8,910
Home-Based Work Attraction	386	-51.6%	187	8.5	3,281	1,590
Home-Based Other Attraction	3,604	-52.9%	1,699	5.8	20,903	9,854
Non-Home Based Other Attraction	1,604	-16.6%	1,337	6.5	10,426	8,691

### 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	-1.2%	289	2,141	-1.2%	289	2,141
Home Based Other Production	-1.2%	710	3,266	-1.2%	710	3,266
Non-Home Based Other Production	-1.2%	1,189	8,799	-1.2%	1,189	8,799
Home-Based Work Attraction	-1.2%	185	1,570	-1.2%	185	1,570
Home-Based Other Attraction	-1.2%	1,678	9,731	-1.2%	1,678	9,731
Non-Home Based Other Attraction	-1.2%	1,320	8,583	-1.2%	1,320	8,583

### MXD VMT Methodology Per Capita & Per Employee

Total Population: 967

Total Employees: 266

APC: Central

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	<b>5,407</b>	<b>5,407</b>
<i>Total Home Based Work Attraction VMT</i>	<b>1,570</b>	<b>1,570</b>
<i>Total Home Based VMT Per Capita</i>	<b>5.6</b>	<b>5.6</b>
<i>Total Work Based VMT Per Employee</i>	<b>N/A</b>	<b>N/A</b>

# CITY OF LOS ANGELES VMT CALCULATOR Version 1.2



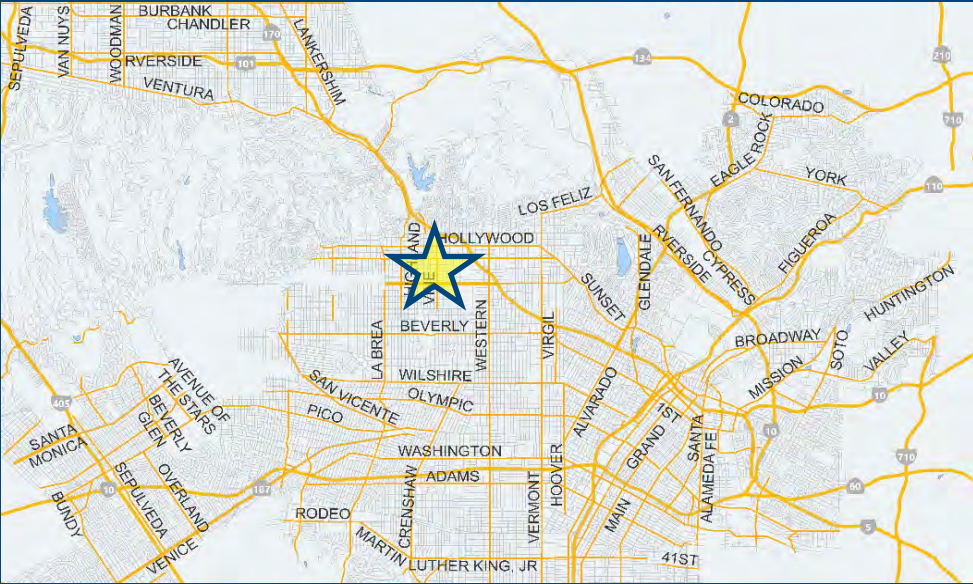
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

## Project Information

Project: 1360 N Vine

Scenario: Residential Option: Bungalows as Residential [www](#)

Address: 1360 N VINE 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	
Office   General Office		ksf	+
Retail   General Retail	8	ksf	
Office   General Office	21.6	ksf	

☐ 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   General Retail	5	ksf	✗
Retail   General Retail	5	ksf	
Retail   Supermarket	55	ksf	
Housing   Multi-Family	417	DU	
Housing   Single Family	12	DU	

☐ 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
352 Daily Vehicle Trips	4,973 Daily Vehicle Trips
2,443 Daily VMT	31,417 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 4,621  
Net Daily Trips

The net increase in daily VMT ≤ 0 28,974  
Net Daily VMT

The proposed project consists of only retail land uses ≤ 50,000 square feet total. 60,000  
ksf

The proposed project is required to perform VMT analysis.

# CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

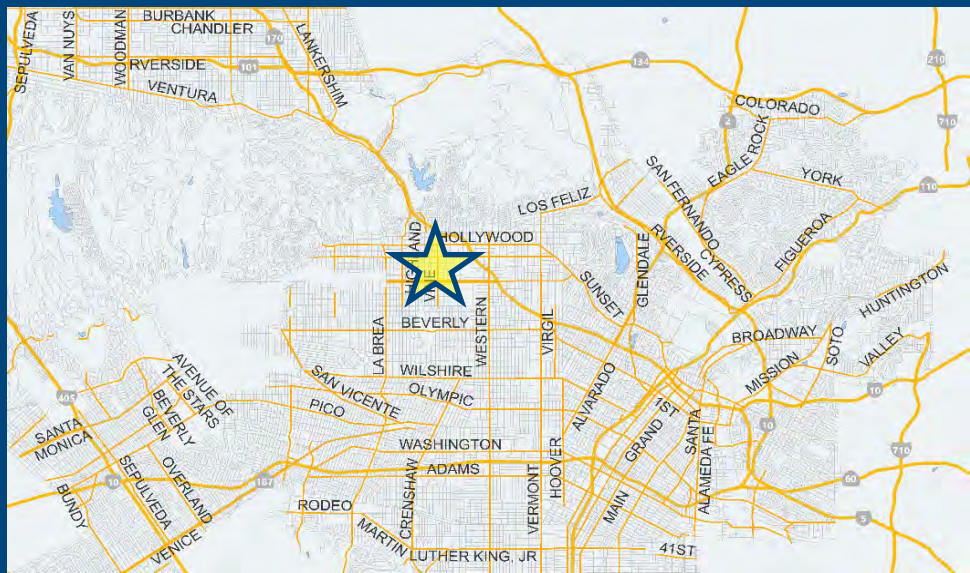


## Project Information

Project: 1360 N Vine

Scenario: Residential Option: Bungalows as Residential

Address: 1360 N VINE ST, 90028



Proposed Project Land Use Type	Value	Unit
Retail   General Retail	5	ksf
Retail   Supermarket	55	ksf
Housing   Multi-Family	417	DU
Housing   Single Family	12	DU

## 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

Max Home Based TDM Achieved?	Proposed Project	With Mitigation
Max Work Based TDM Achieved?	No	No

A

Parking

Reduce Parking Supply

☐ Proposed Prj

☐ Mitigation

100

city code parking provision for the project site

689

actual parking provision for the project site

Unbundle Parking

☐ Proposed Prj

☐ Mitigation

150

monthly parking cost (dollar) for the project site

Parking Cash-Out

☐ Proposed Prj

☐ Mitigation

50

percent of employees eligible

Price Workplace Parking

☐ Proposed Prj

☐ Mitigation

6.00

daily parking charge (dollar)

25

percent of employees subject to priced parking

Residential Area Parking Permits

☐ Proposed Prj

☐ Mitigation

200

cost (dollar) of annual permit

- B

Transit
- C

Education & Encouragement
- D

Commute Trip Reductions
- E

Shared Mobility
- F

Bicycle Infrastructure
- G

Neighborhood Enhancement

## Analysis Results

Proposed Project	With Mitigation
4,911 Daily Vehicle Trips	4,911 Daily Vehicle Trips
31,026 Daily VMT	31,026 Daily VMT
5.6 Household VMT per Capita	5.6 Household VMT per Capita
N/A Work VMT per Employee	N/A Work VMT per Employee

Significant VMT Impact?	
Household: No Threshold = 6.0 15% Below APC	Household: No Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	Work: N/A Threshold = 7.6 15% Below APC



# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: June 10, 2021

Project Name: 1360 N Vine

Project Scenario: Residential Option: Bungalows as Reside

Project Address: 1360 N VINE ST, 90028



Version 1.2

Project Information			
Land Use Type		Value	Units
Housing	Single Family	12	DU
	Multi Family	417	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	0	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	5.000	ksf
	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.000	ksf
	Supermarket	55.000	ksf
	Bank	0.000	ksf
	Health Club	0.000	ksf
	High-Turnover Sit-Down	0.000	ksf
	Restaurant	0.000	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: June 10, 2021

Project Name: 1360 N Vine

Project Scenario: Residential Option: Bungalows as Reside

Project Address: 1360 N VINE ST, 90028



Version 1.2

Analysis Results			
Total Employees: 230			
Total Population: 977			
Proposed Project		With Mitigation	
4,911	Daily Vehicle Trips	4,911	Daily Vehicle Trips
31,026	Daily VMT	31,026	Daily VMT
5.6	Household VMT per Capita	5.6	Household VMT per Capita
N/A	Work VMT per Employee	N/A	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	No	Household > 6.0	No
Work > 7.6	N/A	Work > 7.6	N/A

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: June 10, 2021

Project Name: 1360 N Vine

Project Scenario: Residential Option: Bungalows as Reside

Project Address: 1360 N VINE 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	\$0
	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: June 10, 2021

Project Name: 1360 N Vine

Project Scenario: Residential Option: Bungalows as Reside

Project Address: 1360 N VINE 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%
		Existing transit mode share (as a percent of total daily trips) (%)	0%
		Lines within project site improved (<50%, >=50%)	0
	Implement neighborhood shuttle	Degree of implementation (low, medium, high)	0
		Employees and residents eligible (%)	0%
	Transit subsidies	Employees and residents eligible (%)	0%
		Amount of transit subsidy per passenger (daily equivalent) (\$)	\$0.00
Education & Encouragement	Voluntary travel behavior change program	Employees and residents participating (%)	0%
	Promotions and marketing	Employees and residents participating (%)	0%
(cont. on following page)			



# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: June 10, 2021

Project Name: 1360 N Vine

Project Scenario: Residential Option: Bungalows as Residence

Project Address: 1360 N VINE 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
	Employer sponsored vanpool or shuttle	Degree of implementation (low, medium, high)	0	0
		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: June 10, 2021

Project Name: 1360 N Vine

Project Scenario: Residential Option: Bungalows as Residence

Project Address: 1360 N VINE 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)	Yes	Yes
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: June 10, 2021  
 Project Name: 1360 N Vine  
 Project Scenario: Residential Option: Bungalows as Residential  
 Project Address: 1360 N VINE ST, 90028



Version 1.2

### TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

		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%	0%	0%	0%	0%	0%	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: June 10, 2021  
 Project Name: 1360 N Vine  
 Project Scenario: Residential Option: Bungalows as Residential  
 Project Address: 1360 N VINE ST, 90028



Version 1.2

### TDM Adjustments by Trip Purpose & Strategy, Cont.

#### Place type: Urban

		<i>Home Based Work Production</i>		<i>Home Based Work Attraction</i>		<i>Home Based Other Production</i>		<i>Home Based Other Attraction</i>		<i>Non-Home Based Other Production</i>		<i>Non-Home Based Other Attraction</i>		<i>Source</i>
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
<b>Bicycle Infrastructure</b>	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	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
<b>Neighborhood Enhancement</b>	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

		<i>Home Based Work Production</i>		<i>Home Based Work Attraction</i>		<i>Home Based Other Production</i>		<i>Home Based Other Attraction</i>		<i>Non-Home Based Other Production</i>		<i>Non-Home Based Other Attraction</i>	
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
<b>COMBINED TOTAL</b>		1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
<b>MAX. TDM EFFECT</b>		1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%

**= Minimum (X%, 1-[(1-A)\*(1-B)...])**  
 where X%=

<b>PLACE</b>	urban	75%
<b>TYPE</b>	compact infill	40%
<b>MAX:</b>	suburban center	20%
	suburban	15%

Note: (1-[(1-A)\*(1-B)...]) 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: June 10, 2021

Project Name: 1360 N Vine

Project Scenario: Residential Option: Bungalows as Residence

Project Address: 1360 N VINE 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	590	-49.5%	298	7.4	4,366	2,205
Home Based Other Production	1,581	-53.7%	732	4.6	7,273	3,367
Non-Home Based Other Production	1,281	-16.9%	1,065	7.4	9,479	7,881
Home-Based Work Attraction	334	-52.1%	160	8.5	2,839	1,360
Home-Based Other Attraction	3,227	-53.0%	1,518	5.8	18,717	8,804
Non-Home Based Other Attraction	1,440	-16.7%	1,200	6.5	9,360	7,800

### 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	-1.2%	294	2,178	-1.2%	294	2,178
Home Based Other Production	-1.2%	723	3,325	-1.2%	723	3,325
Non-Home Based Other Production	-1.2%	1,052	7,783	-1.2%	1,052	7,783
Home-Based Work Attraction	-1.2%	158	1,343	-1.2%	158	1,343
Home-Based Other Attraction	-1.2%	1,499	8,694	-1.2%	1,499	8,694
Non-Home Based Other Attraction	-1.2%	1,185	7,703	-1.2%	1,185	7,703

### MXD VMT Methodology Per Capita & Per Employee

Total Population: 977

Total Employees: 230

APC: Central

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	<b>5,503</b>	<b>5,503</b>
<i>Total Home Based Work Attraction VMT</i>	<b>1,343</b>	<b>1,343</b>
<i>Total Home Based VMT Per Capita</i>	<b>5.6</b>	<b>5.6</b>
<i>Total Work Based VMT Per Employee</i>	<b>N/A</b>	<b>N/A</b>

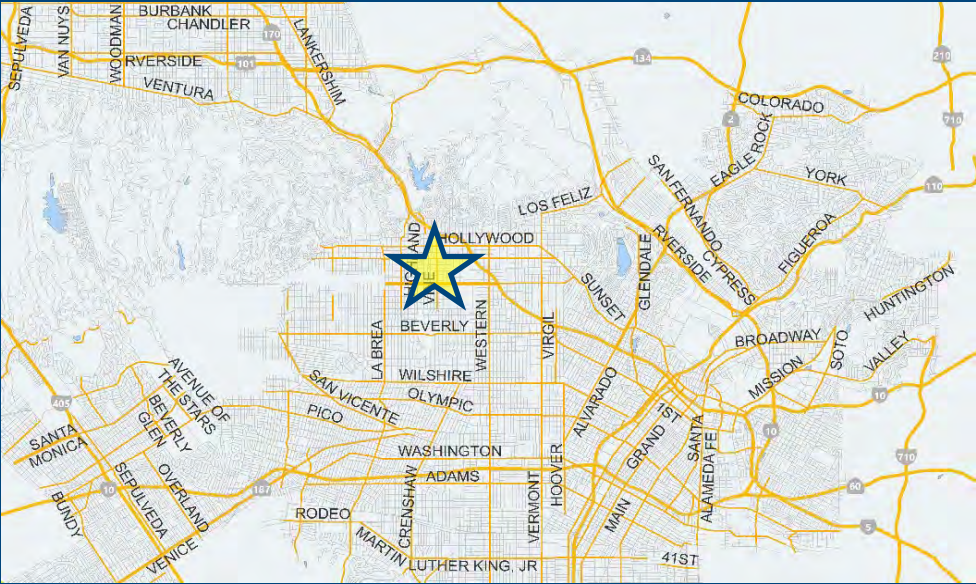
# CITY OF LOS ANGELES VMT CALCULATOR Version 1.2



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

## Project Information

Project: 1360 N Vine  
Scenario: Office Option with Bungalows as Residential  
Address: 1360 N VINE 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
Retail   General Retail	8	ksf
Office   General Office	21.6	ksf

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
Housing   Single Family	9	DU
Retail   Quality Restaurant	11.914	ksf
Office   General Office	463.521	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
352 Daily Vehicle Trips	3,010 Daily Vehicle Trips
2,443 Daily VMT	21,812 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 2,658  
Net Daily Trips

The net increase in daily VMT ≤ 0 19,369  
Net Daily VMT

The proposed project consists of only retail land uses ≤ 50,000 square feet total. 11,914  
ksf

The proposed project is required to perform VMT analysis.

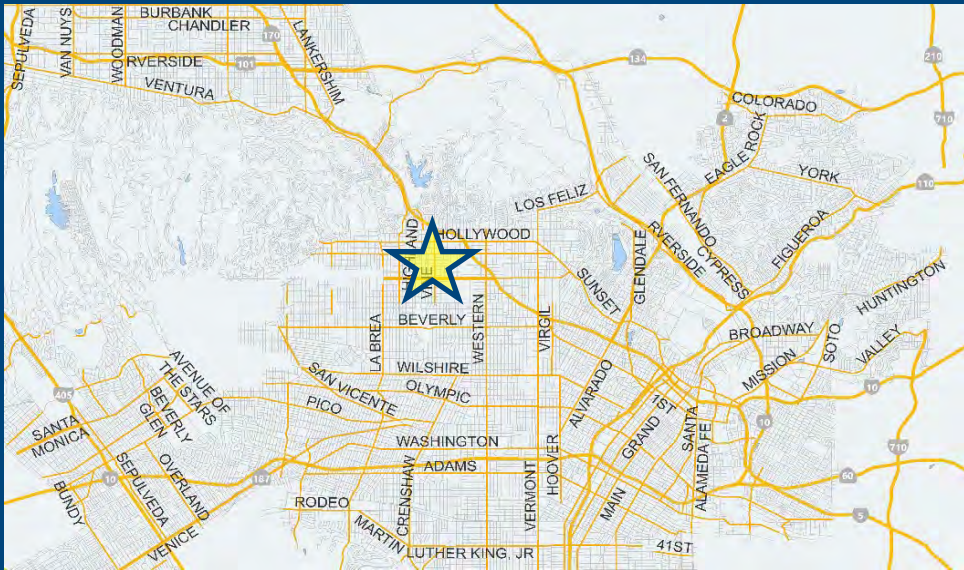


# CITY OF LOS ANGELES VMT CALCULATOR Version 1.2



## Project Information

**Project:** 1360 N Vine  
**Scenario:** Office Option with Bungalows as Residential  
**Address:** 1360 N VINE ST, 90028



Proposed Project Land Use Type	Value	Unit
Housing   Single Family	9	DU
Retail   Quality Restaurant	11.914	ksf
Office   General Office	463.521	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

Max Home Based TDM Achieved?	Proposed Project	With Mitigation
Max Work Based TDM Achieved?	No	No

A

Parking

Reduce Parking Supply

☐ Proposed Prj

☐ Mitigation

100

city code parking provision for the project site

1600

actual parking provision for the project site

Unbundle Parking

☐ Proposed Prj

☐ Mitigation

150

monthly parking cost (dollar) for the project site

Parking Cash-Out

☐ Proposed Prj

☐ Mitigation

50

percent of employees eligible

Price Workplace Parking

☐ Proposed Prj

☐ Mitigation

6.00

daily parking charge (dollar)

25

percent of employees subject to priced parking

Residential Area Parking Permits

☐ Proposed Prj

☐ Mitigation

200

cost (dollar) of annual permit

B

Transit

C

Education & Encouragement

D

Commute Trip Reductions

E

Shared Mobility

F

Bicycle Infrastructure

G

Neighborhood Enhancement

## Analysis Results

Proposed Project	With Mitigation
2,972 Daily Vehicle Trips	2,972 Daily Vehicle Trips
21,539 Daily VMT	21,539 Daily VMT
3.0 Household VMT per Capita	3.0 Household VMT per Capita
4.9 Work VMT per Employee	4.9 Work VMT per Employee

Significant VMT Impact?	
Household: No 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: November 17, 2021

Project Name: 1360 N Vine

Project Scenario: Office Option with Bungalows as Residential

Project Address: 1360 N VINE ST, 90028



Version 1.2

Project Information			
Land Use Type		Value	Units
Housing	Single Family	9	DU
	Multi Family	0	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	0	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	0.000	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	0.000	ksf
	Restaurant	0.000	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	11.914	ksf
	Auto Repair	0.000	ksf
	Home Improvement	0.000	ksf
	Free-Standing Discount	0.000	ksf
Office	Movie Theater	0	Seats
	General Office	463.521	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

1 of 2

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: November 17, 2021

Project Name: 1360 N Vine

Project Scenario: Office Option with Bungalows as Residential

Project Address: N VINE ST, 90028



Version 1.2

Analysis Results			
Total Employees: 1,902			
Total Population: 28			
Proposed Project		With Mitigation	
2,972	Daily Vehicle Trips	2,972	Daily Vehicle Trips
21,539	Daily VMT	21,539	Daily VMT
3	Household VMT per Capita	3	Household VMT per Capita
4.9	Work VMT per Employee	4.9	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	No	Household > 6.0	No
Work > 7.6	No	Work > 7.6	No

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: November 17, 2021

Project Name: 1360 N Vine

Project Scenario: Office Option with Bungalows as Residential

Project Address: 1360 N VINE ST, 90028



Version 1.2

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

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: November 17, 2021

Project Name: 1360 N Vine

Project Scenario: Office Option with Bungalows as Residential

Project Address: 1360 N VINE 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%
		Existing transit mode share (as a percent of total daily trips) (%)	0%
		Lines within project site improved (<50%, >=50%)	0
	Implement neighborhood shuttle	Degree of implementation (low, medium, high)	0
		Employees and residents eligible (%)	0%
	Transit subsidies	Employees and residents eligible (%)	0%
		Amount of transit subsidy per passenger (daily equivalent) (\$)	\$0.00
Education & Encouragement	Voluntary travel behavior change program	Employees and residents participating (%)	0%
	Promotions and marketing	Employees and residents participating (%)	0%
(cont. on following page)			

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: November 17, 2021

Project Name: 1360 N Vine

Project Scenario: Office Option with Bungalows as Residential

Project Address: 1360 N VINE 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
	Employer sponsored vanpool or shuttle	Degree of implementation (low, medium, high)	0	0
		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: November 17, 2021

Project Name: 1360 N Vine

Project Scenario: Office Option with Bungalows as Residential

Project Address: 1360 N VINE 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)	Yes	Yes
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: November 17, 2021  
 Project Name: 1360 N Vine  
 Project Scenario: Office Option with Bungalows as Residential  
 Project Address: 1360 N VINE ST, 90028



Version 1.2

### TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

		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%	0%	0%	0%	0%	0%	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: November 17, 2021  
 Project Name: 1360 N Vine  
 Project Scenario: Office Option with Bungalows as Residential  
 Project Address: 1360 N VINE ST, 90028



Version 1.2

### TDM Adjustments by Trip Purpose & Strategy, Cont.

#### Place type: Urban

		<i>Home Based Work Production</i>		<i>Home Based Work Attraction</i>		<i>Home Based Other Production</i>		<i>Home Based Other Attraction</i>		<i>Non-Home Based Other Production</i>		<i>Non-Home Based Other Attraction</i>		<i>Source</i>
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
<b>Bicycle Infrastructure</b>	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	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
<b>Neighborhood Enhancement</b>	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

		<i>Home Based Work Production</i>		<i>Home Based Work Attraction</i>		<i>Home Based Other Production</i>		<i>Home Based Other Attraction</i>		<i>Non-Home Based Other Production</i>		<i>Non-Home Based Other Attraction</i>	
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
<b>COMBINED TOTAL</b>		1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
<b>MAX. TDM EFFECT</b>		1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%

**= Minimum (X%, 1-[(1-A)\*(1-B)...])**  
 where X%=

<b>PLACE</b>	urban	75%
<b>TYPE</b>	compact infill	40%
<b>MAX:</b>	suburban center	20%
	suburban	15%

Note: (1-[(1-A)\*(1-B)...]) 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: November 17, 2021

Project Name: 1360 N Vine

Project Scenario: Office Option with Bungalows as Residential

Project Address: 1360 N VINE 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	19	-94.7%	1	7.4	141	7
Home Based Other Production	52	-67.3%	17	4.6	239	78
Non-Home Based Other Production	733	-18.7%	596	7.4	5,424	4,410
Home-Based Work Attraction	2,284	-51.4%	1,111	8.5	19,414	9,444
Home-Based Other Attraction	1,544	-55.6%	685	5.8	8,955	3,973
Non-Home Based Other Attraction	738	-18.7%	600	6.5	4,797	3,900

### 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	-1.2%	1	7	-1.2%	1	7
Home Based Other Production	-1.2%	17	77	-1.2%	17	77
Non-Home Based Other Production	-1.2%	589	4,355	-1.2%	589	4,355
Home-Based Work Attraction	-1.2%	1,097	9,326	-1.2%	1,097	9,326
Home-Based Other Attraction	-1.2%	676	3,923	-1.2%	676	3,923
Non-Home Based Other Attraction	-1.2%	592	3,851	-1.2%	592	3,851

### MXD VMT Methodology Per Capita & Per Employee

Total Population: 28

Total Employees: 1,902

APC: Central

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
Total Home Based Production VMT	84	84
Total Home Based Work Attraction VMT	9,326	9,326
Total Home Based VMT Per Capita	3.0	3.0
Total Work Based VMT Per Employee	4.9	4.9

# CITY OF LOS ANGELES VMT CALCULATOR Version 1.2



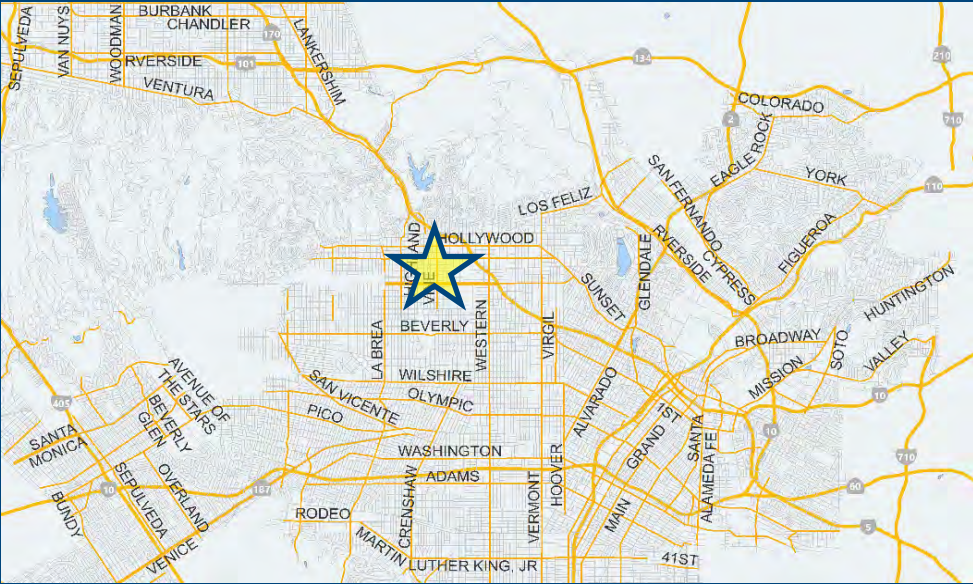
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

## Project Information

Project: 1360 N Vine

Scenario: Office Option

Address: 1360 N VINE 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	
Office   General Office		DU	+
Retail   General Retail	8	ksf	
Office   General Office	21.6	ksf	

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   Quality Restaurant	20.902	ksf	+
Retail   Quality Restaurant	20.902	ksf	
Office   General Office	463.521	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
352 Daily Vehicle Trips	3,578 Daily Vehicle Trips
2,443 Daily VMT	25,708 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	3,226 Net Daily Trips
The net increase in daily VMT ≤ 0	23,265 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	20.902 ksf

The proposed project is required to perform VMT analysis.



# CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

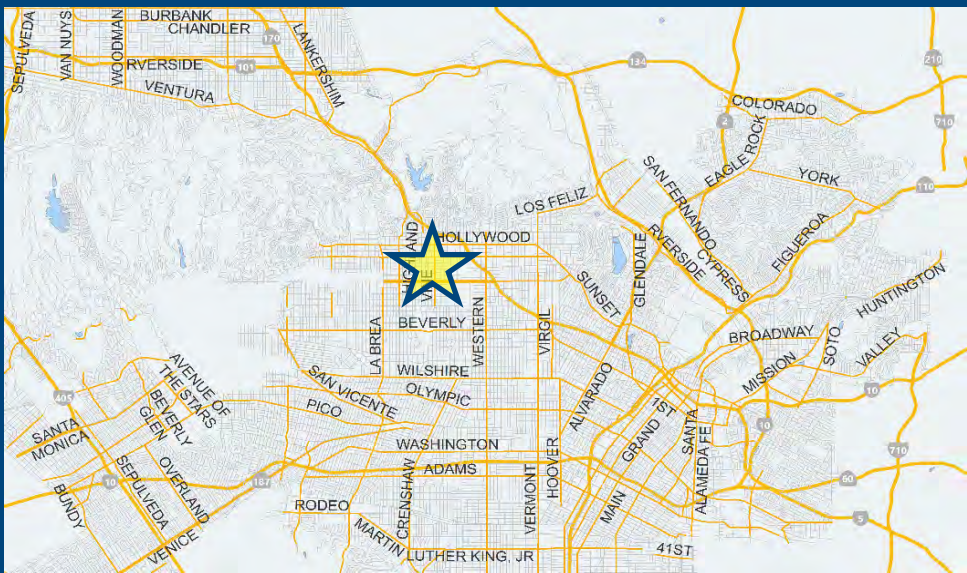


## Project Information

Project: 1360 N Vine

Scenario: Office Option

Address: 1360 N VINE ST, 90028



Proposed Project Land Use Type	Value	Unit
Retail   Quality Restaurant	20.902	ksf
Office   General Office	463.521	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

Max Home Based TDM Achieved?	Proposed Project	With Mitigation
Max Work Based TDM Achieved?	No	No

A

Parking

Reduce Parking Supply

☐ Proposed Prj

☐ Mitigation

100

city code parking provision for the project site

1600

actual parking provision for the project site

Unbundle Parking

☐ Proposed Prj

☐ Mitigation

150

monthly parking cost (dollar) for the project site

Parking Cash-Out

☐ Proposed Prj

☐ Mitigation

50

percent of employees eligible

Price Workplace Parking

☐ Proposed Prj

☐ Mitigation

6.00

daily parking charge (dollar)

25

percent of employees subject to priced parking

Residential Area Parking Permits

☐ Proposed Prj

☐ Mitigation

200

cost (dollar) of annual permit

B

Transit

C

Education & Encouragement

D

Commute Trip Reductions

E

Shared Mobility

F

Bicycle Infrastructure

G

Neighborhood Enhancement

## Analysis Results

Proposed Project	With Mitigation
3,534 Daily Vehicle Trips	3,534 Daily Vehicle Trips
25,389 Daily VMT	25,389 Daily VMT
0.0 Household VMT per Capita	0.0 Household VMT per Capita
5.2 Work VMT per Employee	5.2 Work VMT per Employee

Significant VMT Impact?	
Household: No 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

10/2/2020

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: October 2, 2020

Project Name: 1360 N Vine

Project Scenario: Office Option

Project Address: 1360 N VINE ST, 90028



Version 1.2

Project Information			
Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	0	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	0	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	0.000	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	0.000	ksf
	Restaurant	0.000	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	20.902	ksf
	Auto Repair	0.000	ksf
	Home Improvement	0.000	ksf
	Free-Standing Discount	0.000	ksf
Office	Movie Theater	0	Seats
	General Office	463.521	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: October 2, 2020

Project Name: 1360 N Vine

Project Scenario: Office Option

Project Address: 1360 N VINE ST, 90028



Version 1.2

Analysis Results			
Total Employees: 1,938			
Total Population: 0			
Proposed Project		With Mitigation	
3,534	Daily Vehicle Trips	3,534	Daily Vehicle Trips
25,389	Daily VMT	25,389	Daily VMT
0	Household VMT per Capita	0	Household VMT per Capita
5.2	Work VMT per Employee	5.2	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	No	Household > 6.0	No
Work > 7.6	No	Work > 7.6	No

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: October 2, 2020

Project Name: 1360 N Vine

Project Scenario: Office Option

Project Address: 1360 N VINE 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	\$0
	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: October 2, 2020

Project Name: 1360 N Vine

Project Scenario: Office Option

Project Address: 1360 N VINE ST, 90028



Version 1.2

TDM Strategy Inputs, Cont.			
Strategy Type	Description	Proposed Project	Mitigations
Transit	Reduction in headways (increase in frequency) (%)	0%	0%
	Reduce transit headways	Existing transit mode share (as a percent of total daily trips) (%)	0%
	Lines within project site improved (<50%, >=50%)	0	0
	Implement neighborhood shuttle	Degree of implementation (low, medium, high)	0
	Employees and residents eligible (%)	0%	0%
	Transit subsidies	Employees and residents eligible (%)	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%
	Promotions and marketing	Employees and residents participating (%)	0%
(cont. on following page)			

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: October 2, 2020

Project Name: 1360 N Vine

Project Scenario: Office Option

Project Address: 1360 N VINE 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
	Employer sponsored vanpool or shuttle	Degree of implementation (low, medium, high)	0	0
		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: October 2, 2020

Project Name: 1360 N Vine

Project Scenario: Office Option

Project Address: 1360 N VINE 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)	Yes	Yes
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: October 2, 2020  
 Project Name: 1360 N Vine  
 Project Scenario: Office Option  
 Project Address: 1360 N VINE ST, 90028



Version 1.2

### TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

		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%	0%	0%	0%	0%	0%	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: October 2, 2020  
 Project Name: 1360 N Vine  
 Project Scenario: Office Option  
 Project Address: 1360 N VINE ST, 90028



Version 1.2

### TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

		<i>Home Based Work Production</i>		<i>Home Based Work Attraction</i>		<i>Home Based Other Production</i>		<i>Home Based Other Attraction</i>		<i>Non-Home Based Other Production</i>		<i>Non-Home Based Other Attraction</i>		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
<b>Bicycle Infrastructure</b>	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	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
<b>Neighborhood Enhancement</b>	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

		<i>Home Based Work Production</i>		<i>Home Based Work Attraction</i>		<i>Home Based Other Production</i>		<i>Home Based Other Attraction</i>		<i>Non-Home Based Other Production</i>		<i>Non-Home Based Other Attraction</i>	
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
<b>COMBINED TOTAL</b>		1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
<b>MAX. TDM EFFECT</b>		1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%

**= Minimum (X%, 1-[(1-A)\*(1-B)...])**  
 where X%=

<b>PLACE</b>	urban	75%
<b>TYPE</b>	compact infill	40%
<b>MAX:</b>	suburban center	20%
	suburban	15%

Note: (1-[(1-A)\*(1-B)...]) 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: October 2, 2020

Project Name: 1360 N Vine

Project Scenario: Office Option

Project Address: 1360 N VINE 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	0	0.0%	0	7.4	0	0
Home Based Other Production	0	0.0%	0	4.6	0	0
Non-Home Based Other Production	909	-18.4%	742	7.4	6,727	5,491
Home-Based Work Attraction	2,336	-48.5%	1,203	8.5	19,856	10,226
Home-Based Other Attraction	1,938	-54.0%	891	5.8	11,240	5,168
Non-Home Based Other Attraction	909	-18.4%	742	6.5	5,909	4,823

### 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	-1.2%	0	0	-1.2%	0	0
Home Based Other Production	-1.2%	0	0	-1.2%	0	0
Non-Home Based Other Production	-1.2%	733	5,423	-1.2%	733	5,423
Home-Based Work Attraction	-1.2%	1,188	10,099	-1.2%	1,188	10,099
Home-Based Other Attraction	-1.2%	880	5,104	-1.2%	880	5,104
Non-Home Based Other Attraction	-1.2%	733	4,763	-1.2%	733	4,763

### MXD VMT Methodology Per Capita & Per Employee

Total Population: 0

Total Employees: 1,938

APC: Central

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
Total Home Based Production VMT	0	0
Total Home Based Work Attraction VMT	10,099	10,099
Total Home Based VMT Per Capita	0.0	0.0
Total Work Based VMT Per Employee	5.2	5.2

# Appendix E: Intersection Counts



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5765-011

Day: Thursday

City: Hollywood

TOTALS

Date: 11/17/2016

NS/EW Streets:		AM												
		Vine St			Vine St			Sunset Blvd			Sunset Blvd			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	
7:00 AM	20	98	24	5	281	20	3	131	12	37	418	7	1056	
7:15 AM	16	114	35	3	284	20	7	164	11	43	382	7	1086	
7:30 AM	22	121	30	8	313	19	5	186	13	33	372	8	1130	
7:45 AM	26	140	21	7	304	18	6	204	18	38	392	14	1188	
8:00 AM	41	143	34	8	242	19	19	175	19	52	380	15	1147	
8:15 AM	26	164	32	4	284	21	8	199	17	58	344	16	1173	
8:30 AM	23	142	46	3	287	27	11	222	17	46	340	14	1178	
8:45 AM	22	145	53	6	267	28	15	205	15	40	346	18	1160	
9:00 AM	26	119	43	12	195	29	15	192	17	52	336	26	1062	
9:15 AM	14	142	45	8	258	25	16	170	12	52	292	20	1054	
9:30 AM	17	151	43	11	267	25	18	166	19	47	286	21	1071	
9:45 AM	18	120	39	6	250	22	15	185	17	42	299	13	1026	
TOTAL VOLUMES :	NL 271	NT 1599	NR 445	SL 81	ST 3232	SR 273	EL 138	ET 2199	ER 187	WL 540	WT 4187	WR 179	TOTAL 13331	
APPROACH %'s :	11.71%	69.07%	19.22%	2.26%	90.13%	7.61%	5.47%	87.12%	7.41%	11.01%	85.34%	3.65%		
PEAK HR START TIME :	745 AM													TOTAL
PEAK HR VOL :	116	589	133	22	1117	85	44	800	71	194	1456	59	4686	
PEAK HR FACTOR :	0.944			0.930			0.915			0.956			0.986	

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5765-011

Day: Thursday

City: Hollywood

**TOTALS**

Date: 11/17/2016

NS/EW Streets:		PM												
		Vine St			Vine St			Sunset Blvd			Sunset Blvd			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL
3:00 PM		36	220	44	15	184	32	22	248	24	47	271	32	1175
3:15 PM		27	250	45	17	229	39	19	267	23	33	288	27	1264
3:30 PM		38	268	46	16	229	24	21	253	17	38	284	30	1264
3:45 PM		17	270	43	18	273	26	12	251	21	42	283	57	1313
4:00 PM		29	255	39	26	236	29	17	268	27	39	275	54	1294
4:15 PM		17	280	52	14	251	30	19	287	21	39	276	39	1325
4:30 PM		21	264	45	23	246	30	21	285	22	34	255	53	1299
4:45 PM		35	241	48	32	232	37	14	278	31	41	284	31	1304
5:00 PM		26	250	51	21	237	32	17	290	24	48	291	45	1332
5:15 PM		17	227	33	34	180	43	21	304	36	53	287	63	1298
5:30 PM		27	258	41	27	195	25	24	315	24	33	274	34	1277
5:45 PM		18	237	38	24	225	37	21	316	21	44	274	39	1294
TOTAL VOLUMES :		308	3020	525	267	2717	384	228	3362	291	491	3342	504	15439
APPROACH %'s :		7.99%	78.38%	13.63%	7.93%	80.67%	11.40%	5.87%	86.63%	7.50%	11.32%	77.06%	11.62%	
PEAK HR START TIME :		415 PM												TOTAL
PEAK HR VOL :		99	1035	196	90	966	129	71	1140	98	162	1106	168	5260
PEAK HR FACTOR :		0.953			0.984			0.989			0.935			0.987

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5765-012

Day: Thursday

City: Hollywood

**TOTALS**

Date: 11/17/2016

NS/EW Streets:		AM											
		Vine St			Vine St			De longpre Ave			De longpre Ave		
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
7:00 AM	11	141	3	6	303	16	5	1	7	2	2	4	501
7:15 AM	9	150	1	3	332	5	7	4	4	2	4	3	524
7:30 AM	16	172	1	0	346	11	5	5	7	4	12	3	582
7:45 AM	10	184	2	4	334	10	4	4	5	3	18	1	579
8:00 AM	9	202	4	2	324	17	9	10	11	6	7	3	604
8:15 AM	18	224	4	5	324	23	8	10	10	1	8	1	636
8:30 AM	19	210	3	6	307	16	10	9	8	1	12	0	601
8:45 AM	19	210	4	0	286	32	11	9	11	13	24	8	627
9:00 AM	18	177	7	8	233	23	15	8	14	8	12	4	527
9:15 AM	24	201	11	3	321	9	2	8	15	7	14	5	620
9:30 AM	18	195	4	6	292	16	6	16	7	3	10	2	575
9:45 AM	20	160	9	4	273	23	8	11	18	2	17	2	547
TOTAL VOLUMES :	NL 191	NT 2226	NR 53	SL 47	ST 3675	SR 201	EL 90	ET 95	ER 117	WL 52	WT 140	WR 36	TOTAL 6923
APPROACH %'s :	7.73%	90.12%	2.15%	1.20%	93.68%	5.12%	29.80%	31.46%	38.74%	22.81%	61.40%	15.79%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	65	846	15	13	1241	88	38	38	40	21	51	12	2468
PEAK HR FACTOR :	0.941			0.953			0.935			0.467			0.970

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5765-012

Day: Thursday

City: Hollywood

TOTALS

Date: 11/17/2016

NS/EW Streets:		PM												
		Vine St			Vine St			De longpre Ave			De longpre Ave			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	
3:00 PM	16	272	5	1	238	9	18	20	20	7	7	14	627	
3:15 PM	13	312	5	2	249	21	15	29	11	10	5	4	676	
3:30 PM	16	299	12	3	270	15	30	44	22	6	7	9	733	
3:45 PM	11	308	4	7	309	16	24	38	21	6	8	5	757	
4:00 PM	13	266	5	2	285	21	50	36	19	5	11	15	728	
4:15 PM	26	290	4	3	263	14	28	39	12	9	11	17	716	
4:30 PM	12	281	5	10	254	20	25	34	27	10	10	14	702	
4:45 PM	24	283	7	4	287	30	29	36	22	9	13	11	755	
5:00 PM	22	291	8	2	272	33	29	43	30	3	19	9	761	
5:15 PM	16	236	6	0	265	20	35	50	16	5	17	7	673	
5:30 PM	22	270	8	7	213	22	30	43	19	2	14	13	663	
5:45 PM	19	236	4	6	235	25	25	40	24	8	15	9	646	
TOTAL VOLUMES :	NL 210	NT 3344	NR 73	SL 47	ST 3140	SR 246	EL 338	ET 452	ER 243	WL 80	WT 137	WR 127	TOTAL 8437	
APPROACH %'s :	5.79%	92.20%	2.01%	1.37%	91.47%	7.17%	32.72%	43.76%	23.52%	23.26%	39.83%	36.92%		
PEAK HR START TIME :	415 PM													TOTAL
PEAK HR VOL :	84	1145	24	19	1076	97	111	152	91	31	53	51	2934	
PEAK HR FACTOR :	0.976			0.928			0.868			0.912			0.964	

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5765-013

Day: Thursday

City: Hollywood

TOTALS

Date: 11/17/2016

AM													
NS/EW Streets:	Vine St			Vine St			Fountain Ave			Fountain Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	TOTAL
7:00 AM	4	139	5	2	285	19	5	33	4	9	86	4	595
7:15 AM	11	147	7	10	312	22	8	37	7	16	67	8	652
7:30 AM	10	161	12	6	332	10	16	53	4	16	96	9	725
7:45 AM	16	186	10	6	327	24	8	51	3	31	125	10	797
8:00 AM	7	202	10	11	280	26	12	71	5	14	95	7	740
8:15 AM	7	217	7	6	291	43	16	56	6	29	90	11	779
8:30 AM	8	207	9	7	297	24	13	49	6	27	136	12	795
8:45 AM	4	203	7	5	266	22	13	64	8	22	131	10	755
9:00 AM	11	180	8	6	228	22	18	62	9	36	124	12	716
9:15 AM	5	209	9	5	296	28	12	47	6	34	108	7	766
9:30 AM	5	201	8	11	284	18	15	59	11	33	136	8	789
9:45 AM	17	170	13	5	268	12	17	48	8	32	143	8	741
TOTAL VOLUMES :	105	2222	105	80	3466	270	153	630	77	299	1337	106	8850
APPROACH %'s :	4.32%	91.37%	4.32%	2.10%	90.83%	7.08%	17.79%	73.26%	8.95%	17.16%	76.75%	6.08%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	38	812	36	30	1195	117	49	227	20	101	446	40	3111
PEAK HR FACTOR :	0.959			0.940			0.841			0.839			0.976

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5765-013

Day: Thursday

City: Hollywood

TOTALS

Date: 11/17/2016

NS/EW Streets:		PM												
		Vine St			Vine St			Fountain Ave			Fountain Ave			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	TOTAL	
3:00 PM	11	238	16	14	222	20	33	102	18	23	92	12	801	
3:15 PM	16	292	13	12	245	12	27	114	9	17	84	20	861	
3:30 PM	17	317	15	8	272	15	17	111	5	23	81	20	901	
3:45 PM	15	304	18	13	305	15	20	118	12	26	77	12	935	
4:00 PM	19	251	14	12	271	17	20	124	9	14	83	13	847	
4:15 PM	13	276	14	8	264	17	18	141	7	8	95	16	877	
4:30 PM	11	282	17	8	259	11	21	119	8	26	85	9	856	
4:45 PM	13	282	16	9	295	14	28	106	10	20	74	17	884	
5:00 PM	15	291	12	15	285	4	24	134	5	15	77	12	889	
5:15 PM	12	225	20	12	267	15	20	117	13	21	89	29	840	
5:30 PM	16	265	13	13	213	9	22	128	19	18	101	7	824	
5:45 PM	14	243	22	14	251	22	18	129	6	16	96	9	840	
TOTAL VOLUMES :	NL 172	NT 3266	NR 190	SL 138	ST 3149	SR 171	EL 268	ET 1443	ER 121	WL 227	WT 1034	WR 176	TOTAL 10355	
APPROACH %'s :	4.74%	90.02%	5.24%	3.99%	91.06%	4.95%	14.63%	78.77%	6.60%	15.80%	71.96%	12.25%		
PEAK HR START TIME :	330 PM													TOTAL
PEAK HR VOL :	64	1148	61	41	1112	64	75	494	33	71	336	61	3560	
PEAK HR FACTOR :	0.912			0.914			0.907			0.944			0.952	

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5765-026

Day: Thursday

City: Hollywood

TOTALS

Date: 11/17/2016

AM													
NS/EW Streets:	Vine St			Vine St			Homewood Ave_Afton Pl			Homewood Ave_Afton Pl			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 0	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
7:00 AM	3	140	4	2	330	2	0	0	0	3	0	4	488
7:15 AM	1	151	3	3	362	4	0	0	0	3	0	2	529
7:30 AM	5	179	5	0	327	5	0	0	0	1	0	2	524
7:45 AM	0	210	2	4	324	3	0	0	0	3	0	3	549
8:00 AM	1	195	0	2	299	2	1	1	1	3	0	3	508
8:15 AM	6	209	0	2	315	2	0	0	2	3	0	0	539
8:30 AM	3	199	2	6	318	7	2	1	2	4	0	4	548
8:45 AM	2	246	3	4	299	4	1	0	3	3	0	1	566
9:00 AM	7	214	1	3	264	8	0	0	4	1	1	1	504
9:15 AM	9	243	4	3	314	2	1	0	4	1	0	3	584
9:30 AM	2	228	2	4	286	5	0	0	4	2	1	5	539
9:45 AM	12	205	4	4	299	5	0	0	1	2	1	4	537
TOTAL VOLUMES :	51	2419	30	37	3737	49	5	2	21	29	3	32	6415
APPROACH %'s :	2.04%	96.76%	1.20%	0.97%	97.75%	1.28%	17.86%	7.14%	75.00%	45.31%	4.69%	50.00%	
PEAK HR START TIME :	830 AM												TOTAL
PEAK HR VOL :	21	902	10	16	1195	21	4	1	13	9	1	9	2202
PEAK HR FACTOR :	0.911			0.931			0.900			0.594			0.943

CONTROL : 2-Way Stop(EB/WB)



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5765-026

Day: Thursday

City: Hollywood

TOTALS

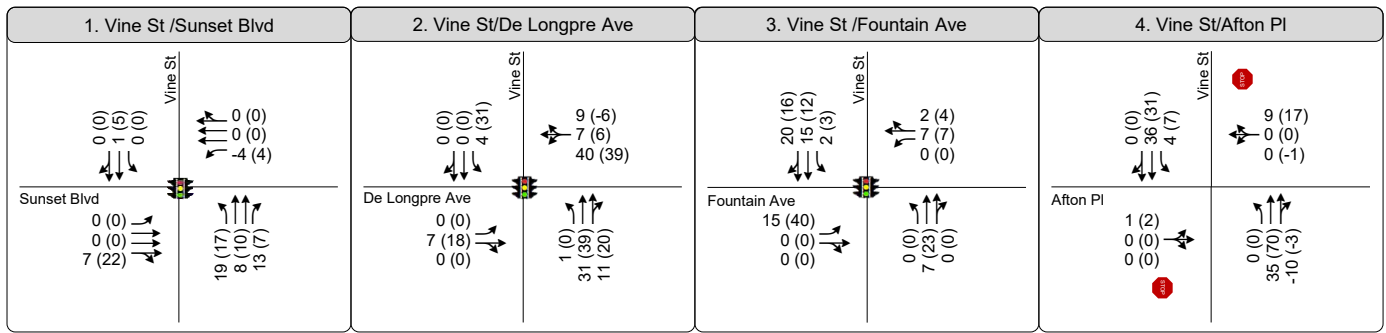
Date: 11/17/2016

NS/EW Streets:		PM											
		Vine St			Vine St			Homewood Ave_Afton Pl			Homewood Ave_Afton Pl		
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
LANES:	NL 1	NT 2	NR 0	SL 0	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
3:00 PM	1	295	5	1	246	1	0	0	2	0	0	5	556
3:15 PM	2	294	3	2	291	1	1	0	0	1	0	1	596
3:30 PM	3	332	2	5	259	0	0	0	5	0	0	8	614
3:45 PM	2	308	9	7	284	1	0	0	3	3	0	4	621
4:00 PM	0	299	2	4	281	2	0	1	7	0	0	2	598
4:15 PM	7	325	5	1	309	1	0	0	1	0	0	4	653
4:30 PM	4	311	4	1	271	4	2	1	4	1	0	2	605
4:45 PM	9	285	3	4	283	4	2	2	2	1	0	6	601
5:00 PM	5	289	6	3	262	4	0	1	6	0	1	9	586
5:15 PM	5	279	7	4	300	3	0	0	3	2	0	2	605
5:30 PM	8	304	2	4	274	6	0	0	4	0	1	5	608
5:45 PM	9	273	1	2	309	6	1	0	8	4	0	3	616
TOTAL VOLUMES :	NL 55	NT 3594	NR 49	SL 38	ST 3369	SR 33	EL 6	ET 5	ER 45	WL 12	WT 2	WR 51	TOTAL 7259
APPROACH %'s :	1.49%	97.19%	1.33%	1.10%	97.94%	0.96%	10.71%	8.93%	80.36%	18.46%	3.08%	78.46%	
PEAK HR START TIME :	330 PM												TOTAL
PEAK HR VOL :	12	1264	18	17	1133	4	0	1	16	3	0	18	2486
PEAK HR FACTOR :	0.960			0.928			0.531			0.656			0.952

CONTROL : 2-Way Stop(EB/WB)

# Appendix F: Intersection Lane Configurations and Volumes





**LEGEND**

# Study Intersection

AM (PM) Peak Hour Traffic Volume

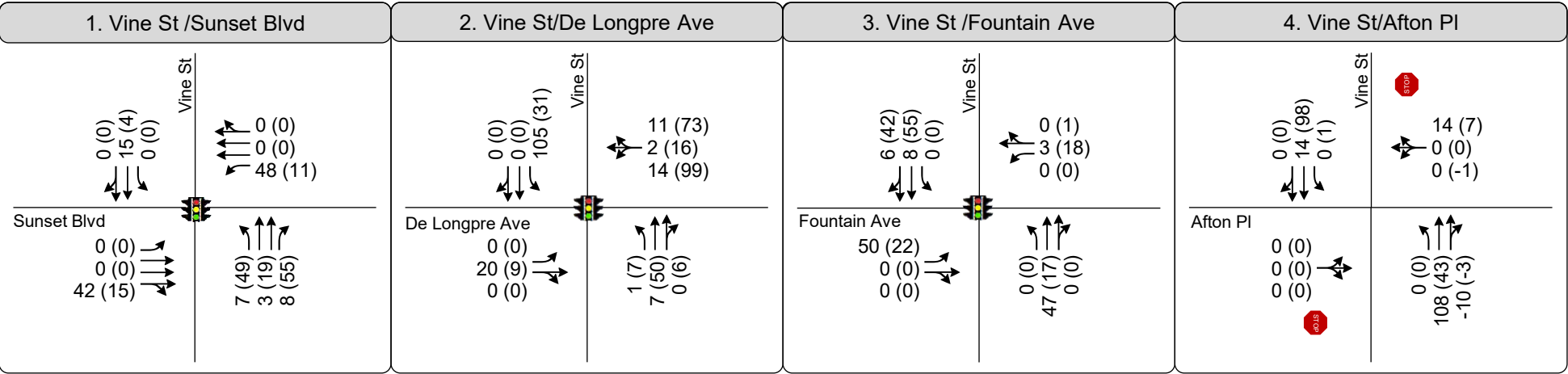
↔ Lane Configuration

STOP

Stop Sign

Signalized





**LEGEND**

# Study Intersection

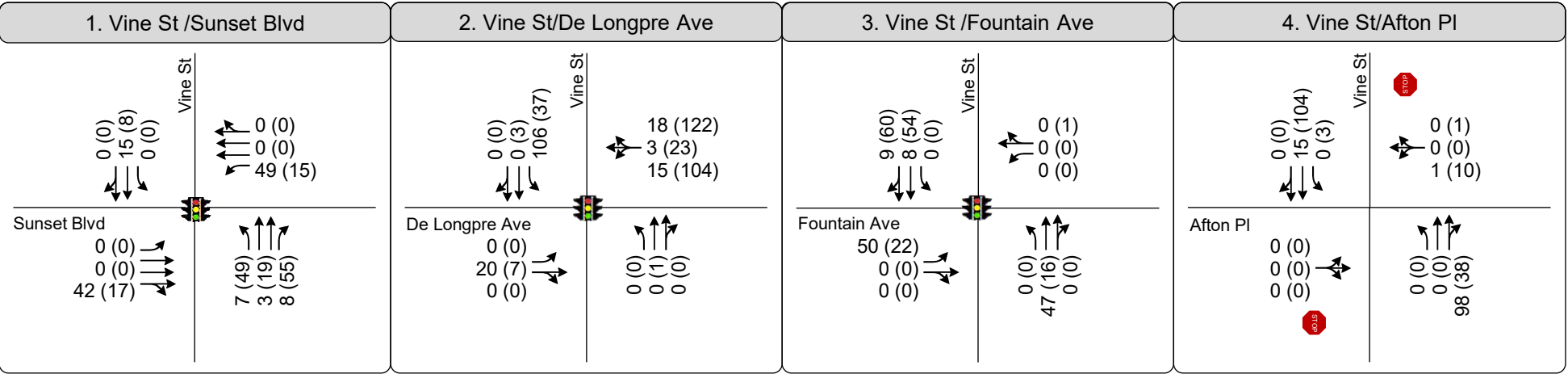
AM (PM) Peak Hour Traffic Volume

Lane Configuration

Stop Sign

Signalized





**LEGEND**

# Study Intersection

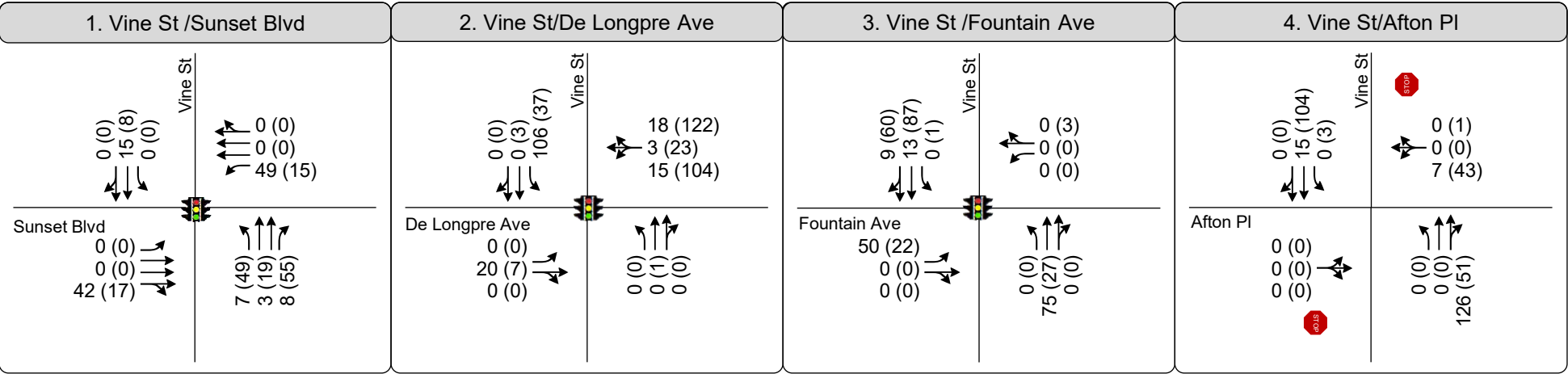
AM (PM) Peak Hour Traffic Volume

Lane Configuration

Stop Sign

Signalized





**LEGEND**

# Study Intersection

AM (PM) Peak Hour Traffic Volume

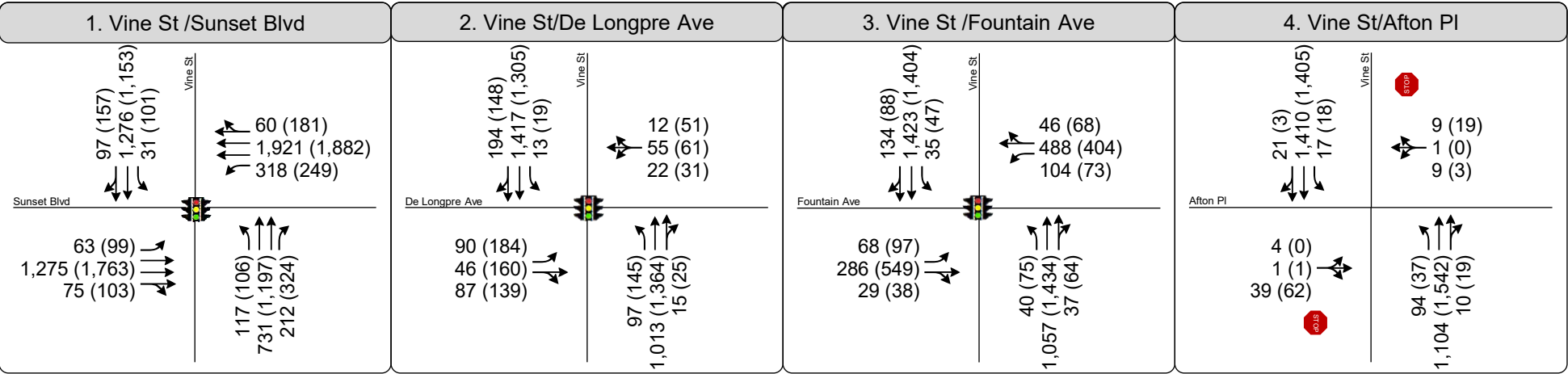
Lane Configuration

Stop Sign

Signalized







LEGEND

# Study Intersection

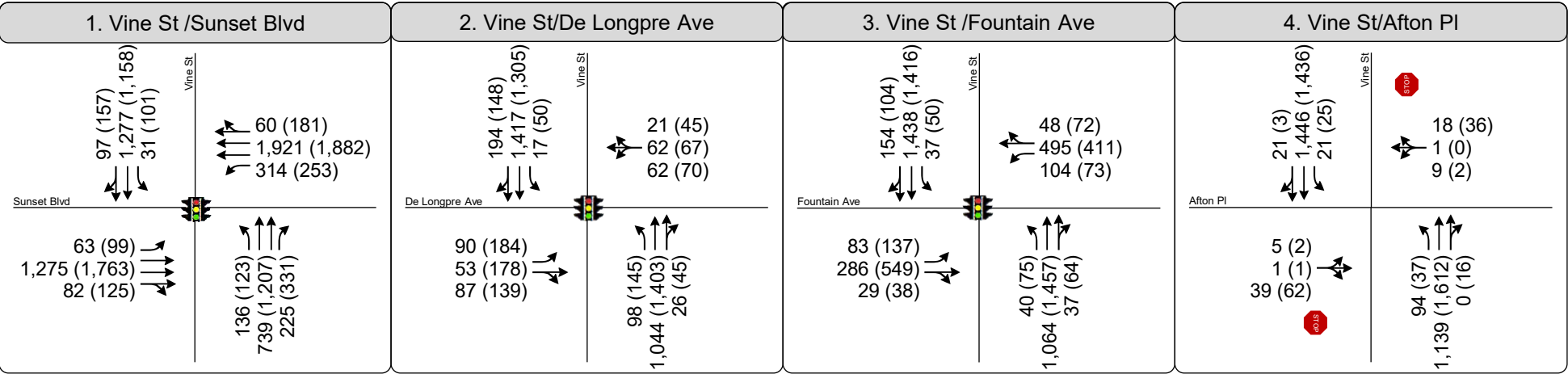
AM (PM) Peak Hour Traffic Volume

Lane Configuration

Stop Sign

Signalized





**LEGEND**

# Study Intersection

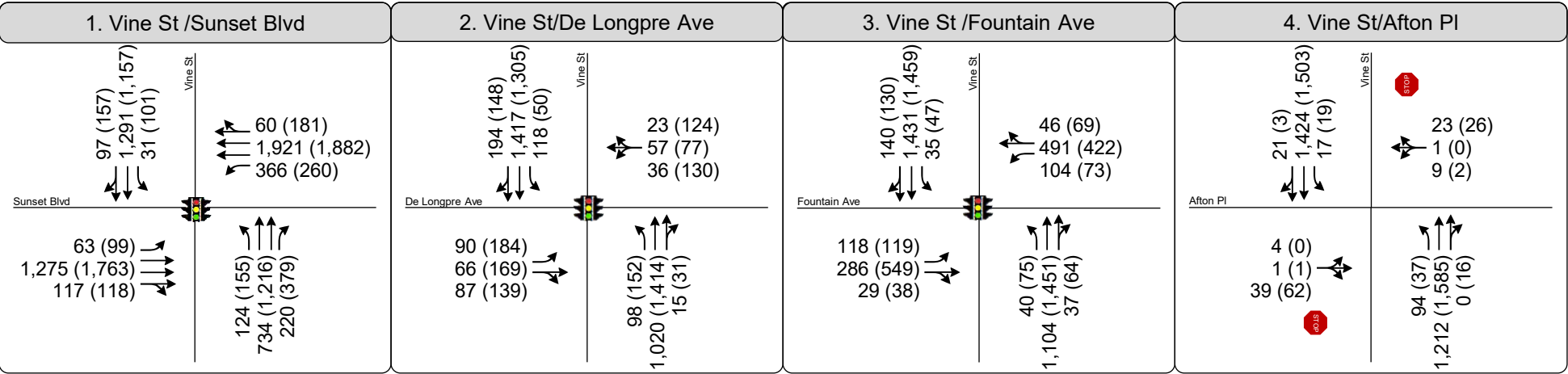
AM (PM) Peak Hour Traffic Volume

Lane Configuration

Stop Sign

Signalized





**LEGEND**

# Study Intersection

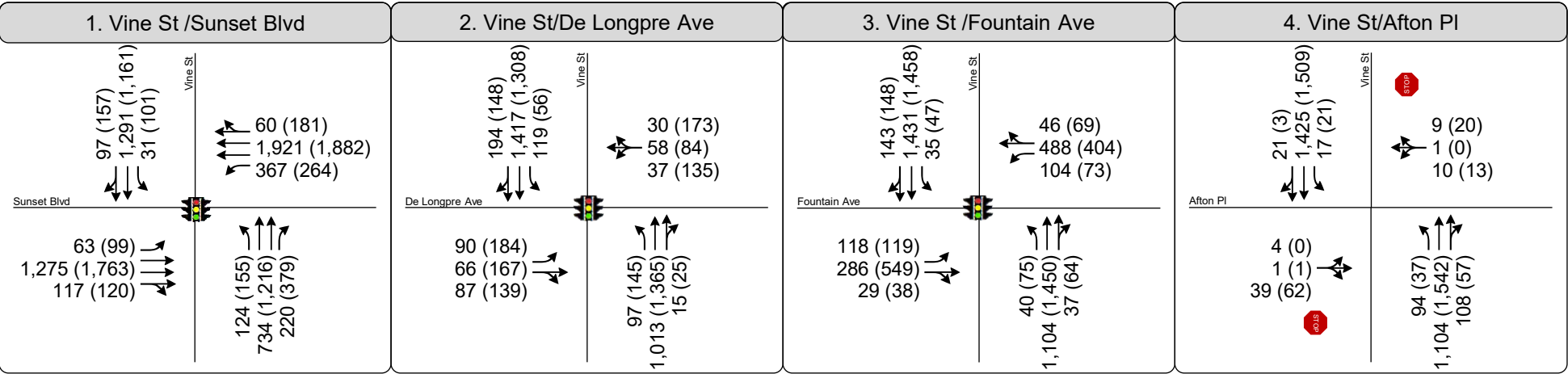
AM (PM) Peak Hour Traffic Volume

Lane Configuration

Stop Sign

Signalized





**LEGEND**

# Study Intersection

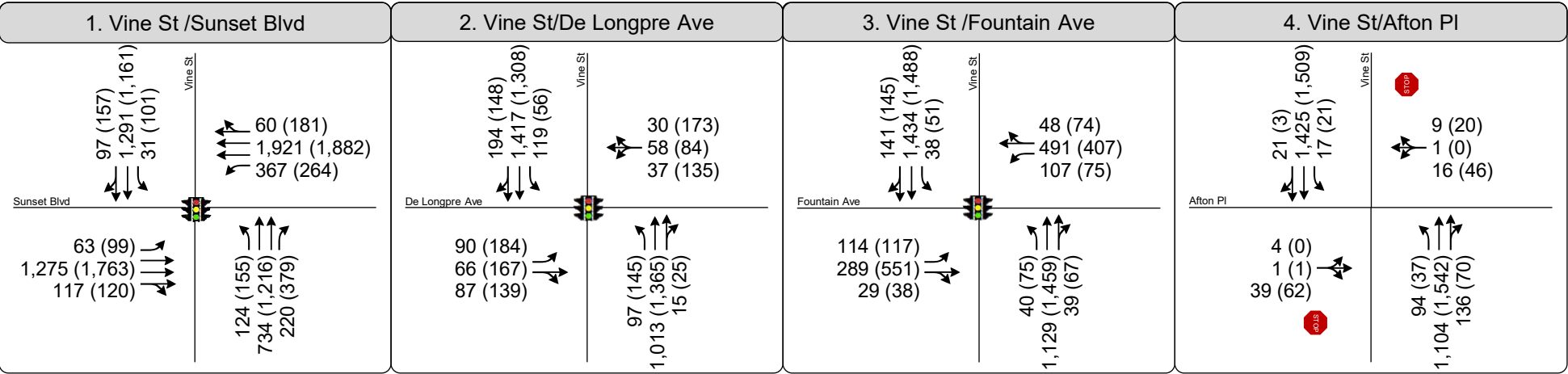
AM (PM) Peak Hour Traffic Volume

Lane Configuration

Stop Sign

Signalized





**LEGEND**

# Study Intersection

AM (PM) Peak Hour Traffic Volume

Lane Configuration

Stop Sign

Signalized



# Appendix G: Intersection Level of Service Worksheets

# Level of Service Worksheet (Circular 212 Method)



I/S #: **1**

**PROJECT TITLE:** 1360 N Vine Street  
**North-South Street:** Vine St  
**Scenario:** Existing  
**Count Date:** 11/17/2016

**East-West Street:** Sunset Blvd

**Analyst:** <Fehr & Peers>

**Date:**

12/12/2019

		AM			PM		
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 3	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				1300			1150
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	111	1	111	99	1	99
	Left-Through		0			0	
	Through	584	2	292	1030	2	515
	Through-Right		0			0	
	Right	129	1	0	193	1	30
	Left-Through-Right		0			0	
SOUTHBOUND	Left	21	1	21	90	1	90
	Left-Through		0			0	
	Through	1109	1	594	956	1	543
	Through-Right		1			1	
	Right	79	0	79	129	0	129
	Left-Through-Right		0			0	
EASTBOUND	Left	43	1	43	71	1	71
	Left-Through		0			0	
	Through	764	2	277	1122	2	406
	Through-Right		1			1	
	Right	68	0	68	97	0	97
	Left-Through-Right		0			0	
WESTBOUND	Left	194	1	194	163	1	163
	Left-Through		0			0	
	Through	1431	2	494	1102	2	422
	Through-Right		1			1	
	Right	51	0	51	163	0	163
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 705			North-South: 642		
		East-West: 537			East-West: 569		
		SUM: 1242			SUM: 1211		
VOLUME/CAPACITY (V/C) RATIO:		0.955			1.053		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.855			0.953		
LEVEL OF SERVICE (LOS):		D			E		



# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b>	<b>PROJECT TITLE:</b> 1360 N Vine Street	<b>East-West Street:</b> De Longpre Ave
<b>2</b>	<b>North-South Street:</b> Vine St	
	<b>Scenario:</b> Existing	
	<b>Count Date:</b> 11/17/2016	<b>Analyst:</b> <Fehr & Peers> <b>Date:</b> 12/12/2019

		AM			PM		
No. of Phases		2			2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	65	1	65	85	1	85
	Left-Through		0			0	
	Through	829	1	422	1134	1	579
	Through-Right		1			1	
	Right	15	0	15	24	0	24
	Left-Through-Right		0			0	
SOUTHBOUND	Left	13	1	13	18	1	18
	Left-Through		0			0	
	Through	1227	1	658	1068	1	583
	Through-Right		1			1	
	Right	88	0	88	98	0	98
	Left-Through-Right		0			0	
EASTBOUND	Left	38	1	38	111	1	111
	Left-Through		0			0	
	Through	38	0	78	152	0	244
	Through-Right		1			1	
	Right	40	0	0	92	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	21	0	21	30	0	30
	Left-Through		0			0	
	Through	52	0	85	52	0	131
	Through-Right		0			0	
	Right	12	0	0	49	0	0
	Left-Through-Right		1			1	
CRITICAL VOLUMES		North-South: 723			North-South: 668		
		East-West: 123			East-West: 274		
		SUM: 846			SUM: 942		
VOLUME/CAPACITY (V/C) RATIO:		0.564			0.628		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.464			0.528		
LEVEL OF SERVICE (LOS):		A			A		

# Level of Service Worksheet (Circular 212 Method)



I/S #: **3**

**PROJECT TITLE:** 1360 N Vine Street  
**North-South Street:** Vine St  
**Scenario:** Existing  
**Count Date:** 11/17/2016

**East-West Street:** Fountain Ave

**Analyst:** <Fehr & Peers>

**Date:**

12/12/2019

		AM			PM		
No. of Phases		2			2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	37	1	37	65	1	65
	Left-Through		0			0	
	Through	796	1	416	1146	1	604
	Through-Right		1			1	
	Right	36	0	36	62	0	62
	Left-Through-Right		0			0	
SOUTHBOUND	Left	29	1	29	41	1	41
	Left-Through		0			0	
	Through	1181	1	649	1102	1	584
	Through-Right		1			1	
	Right	117	0	117	65	0	65
	Left-Through-Right		0			0	
EASTBOUND	Left	48	1	48	75	1	75
	Left-Through		0			0	
	Through	226	0	246	496	0	529
	Through-Right		1			1	
	Right	20	0	0	33	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	101	1	101	71	1	71
	Left-Through		0			0	
	Through	446	0	484	338	0	399
	Through-Right		1			1	
	Right	38	0	0	61	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 686			North-South: 649		
		East-West: 532			East-West: 600		
		SUM: 1218			SUM: 1249		
VOLUME/CAPACITY (V/C) RATIO:		0.812			0.833		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.712			0.733		
LEVEL OF SERVICE (LOS):		C			C		



# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b> <b>1</b>	<b>PROJECT TITLE:</b>	1360 N Vine Street	<b>East-West Street:</b>	Sunset Blvd
	<b>North-South Street:</b>	Vine St		
	<b>Scenario:</b>	Future Year 2025	<b>Analyst:</b>	<Fehr & Peers>
	<b>Count Date:</b>	11/17/2016	<b>Date:</b>	12/12/2019

		AM			PM		
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 3	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				1300			1150
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	117	1	117	106	1	106
	Left-Through		0			0	
	Through	731	2	366	1197	2	599
	Through-Right		0			0	
	Right	212	1	0	324	1	75
	Left-Through-Right		0			0	
SOUTHBOUND	Left	31	1	31	101	1	101
	Left-Through		0			0	
	Through	1276	1	687	1153	1	655
	Through-Right		1			1	
	Right	97	0	97	157	0	157
	Left-Through-Right		0			0	
EASTBOUND	Left	63	1	63	99	1	99
	Left-Through		0			0	
	Through	1275	2	450	1763	2	622
	Through-Right		1			1	
	Right	75	0	75	103	0	103
	Left-Through-Right		0			0	
WESTBOUND	Left	318	1	318	249	1	249
	Left-Through		0			0	
	Through	1921	2	660	1882	2	688
	Through-Right		1			1	
	Right	60	0	60	181	0	181
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		804	North-South:		761
		East-West:		768	East-West:		871
		SUM:		1572	SUM:		1632
VOLUME/CAPACITY (V/C) RATIO:				1.209			1.419
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.109			1.319
LEVEL OF SERVICE (LOS):				F			F

# Level of Service Worksheet (Circular 212 Method)



I/S #: **2**

**PROJECT TITLE:** 1360 N Vine Street  
**North-South Street:** Vine St  
**Scenario:** Future Year 2025  
**Count Date:** 11/17/2016

**East-West Street:** De Longpre Ave

**Analyst:** <Fehr & Peers>

**Date:**

12/12/2019

		AM			PM		
No. of Phases		2			2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	97	1	97	145	1	145
	Left-Through		0			0	
	Through	1013	1	514	1364	1	695
	Through-Right		1			1	
	Right	15	0	15	25	0	25
	Left-Through-Right		0			0	
SOUTHBOUND	Left-Right		0			0	
	Left	13	1	13	19	1	19
	Left-Through		0			0	
	Through	1417	1	806	1305	1	727
	Through-Right		1			1	
	Right	194	0	194	148	0	148
EASTBOUND	Left-Through-Right		0			0	
	Left-Right		0			0	
	Left	90	1	90	184	1	184
	Left-Through		0			0	
	Through	46	0	133	160	0	299
	Through-Right		1			1	
WESTBOUND	Right	87	0	0	139	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	Left	22	0	22	31	0	31
	Left-Through		0			0	
	Through	55	0	89	61	0	143
			0			0	
			0			0	
			0			0	
			0			0	
			1			1	
			0			0	
CRITICAL VOLUMES		North-South: 903		North-South: 872			
		East-West: 179		East-West: 330			
		SUM: 1082		SUM: 1202			
VOLUME/CAPACITY (V/C) RATIO:		0.721		0.801			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.621		0.701			
LEVEL OF SERVICE (LOS):		B		C			

# Level of Service Worksheet (Circular 212 Method)



I/S #: **3**

**PROJECT TITLE:** 1360 N Vine Street  
**North-South Street:** Vine St  
**Scenario:** Future Year 2025  
**Count Date:** 11/17/2016

**East-West Street:** Fountain Ave

**Analyst:** <Fehr & Peers>

**Date:**

12/12/2019

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	40	75	1	75
	Left-Through		0			0	
	Through	1057	1	547	1434	1	749
	Through-Right		1			1	
	Right	37	0	37	64	0	64
	Left-Through-Right		0			0	
SOUTHBOUND	Left	35	1	35	47	1	47
	Left-Through		0			0	
	Through	1423	1	779	1404	1	746
	Through-Right		1			1	
	Right	134	0	134	88	0	88
	Left-Through-Right		0			0	
EASTBOUND	Left	68	1	68	97	1	97
	Left-Through		0			0	
	Through	286	0	315	549	0	587
	Through-Right		1			1	
	Right	29	0	0	38	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	104	1	104	73	1	73
	Left-Through		0			0	
	Through	488	0	534	404	0	472
	Through-Right		1			1	
	Right	46	0	0	68	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		819	North-South:		821
		East-West:		602	East-West:		660
		SUM:		1421	SUM:		1481
VOLUME/CAPACITY (V/C) RATIO:				0.947			0.987
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.847			0.887
LEVEL OF SERVICE (LOS):				D			D

# Level of Service Worksheet (Circular 212 Method)



I/S #: **1**

**PROJECT TITLE:** 1360 N Vine Street  
**North-South Street:** Vine St

**East-West Street:** Sunset Blvd

**Scenario:** Future plus Project - Residential Option - Vine DeLongpre Driveways

**Count Date:** 11/17/2016

**Analyst:** <Fehr & Peers>

**Date:**

12/12/2019

		AM			PM		
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 3	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				1300			1150
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	136	1	136	123	1	123
	Left-Through		0			0	
	Through	739	2	370	1207	2	604
	Through-Right		0			0	
	Right	225	1	0	331	1	78
	Left-Through-Right		0			0	
SOUTHBOUND	Left	31	1	31	101	1	101
	Left-Through		0			0	
	Through	1277	1	687	1158	1	658
	Through-Right		1			1	
	Right	97	0	97	157	0	157
	Left-Through-Right		0			0	
EASTBOUND	Left	63	1	63	99	1	99
	Left-Through		0			0	
	Through	1275	2	452	1763	2	629
	Through-Right		1			1	
	Right	82	0	82	125	0	125
	Left-Through-Right		0			0	
WESTBOUND	Left	314	1	314	253	1	253
	Left-Through		0			0	
	Through	1921	2	660	1882	2	688
	Through-Right		1			1	
	Right	60	0	60	181	0	181
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		823	North-South:		781
		East-West:		766	East-West:		882
		SUM:		1589	SUM:		1663
VOLUME/CAPACITY (V/C) RATIO:				1.222			1.446
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.122			1.346
LEVEL OF SERVICE (LOS):				F			F

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b>	<b>PROJECT TITLE:</b> 1360 N Vine Street	<b>East-West Street:</b> De Longpre Ave
<b>2</b>	<b>North-South Street:</b> Vine St	
	<b>Scenario:</b> Future plus Project - Residential Option - Vine DeLongpre Driveways	
	<b>Count Date:</b> 11/17/2016	<b>Analyst:</b> <Fehr & Peers> <b>Date:</b> 12/12/2019

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	98	1	98	145	1	145
	Left-Through		0			0	
	Through	1044	1	535	1403	1	724
	Through-Right		1			1	
	Right	26	0	26	45	0	45
	Left-Through-Right		0			0	
SOUTHBOUND	Left-Right		0			0	
	Left	17	1	17	50	1	50
	Left-Through		0			0	
	Through	1417	1	806	1305	1	727
	Through-Right		1			1	
	Right	194	0	194	148	0	148
EASTBOUND	Left-Through-Right		0			0	
	Left-Right		0			0	
	Left	90	1	90	184	1	184
	Left-Through		0			0	
	Through	53	0	140	178	0	317
	Through-Right		1			1	
WESTBOUND	Right	87	0	0	139	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	Left	62	0	62	70	0	70
	Left-Through		0			0	
	Through	62	0	145	67	0	182
CRITICAL VOLUMES	Through-Right		0			0	
	Right	21	0	0	45	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	North-South:			904	North-South:		872
	East-West:			235	East-West:		387
SUM:				1139	SUM:		1259
VOLUME/CAPACITY (V/C) RATIO:				0.759			0.839
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.659			0.739
LEVEL OF SERVICE (LOS):				B			C



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**3**

**PROJECT TITLE:** 1360 N Vine Street  
**North-South Street:** Vine St

**East-West Street:** Fountain Ave

**Scenario:** Future plus Project - Residential Option - Vine DeLongpre Driveways  
**Count Date:** 11/17/2016

**Analyst:** <Fehr & Peers>

**Date:**

12/12/2019

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	40	75	1	75
	Left-Through		0			0	
	Through	1064	1	551	1457	1	761
	Through-Right		1			1	
	Right	37	0	37	64	0	64
	Left-Through-Right		0			0	
SOUTHBOUND	Left	37	1	37	50	1	50
	Left-Through		0			0	
	Through	1438	1	796	1416	1	760
	Through-Right		1			1	
	Right	154	0	154	104	0	104
	Left-Through-Right		0			0	
EASTBOUND	Left	83	1	83	137	1	137
	Left-Through		0			0	
	Through	286	0	315	549	0	587
	Through-Right		1			1	
	Right	29	0	0	38	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	104	1	104	73	1	73
	Left-Through		0			0	
	Through	495	0	543	411	0	483
	Through-Right		1			1	
	Right	48	0	0	72	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		836	North-South:		835
		East-West:		626	East-West:		660
		SUM:		1462	SUM:		1495
VOLUME/CAPACITY (V/C) RATIO:				0.975			0.997
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.875			0.897
LEVEL OF SERVICE (LOS):				D			D

# Level of Service Worksheet (Circular 212 Method)



I/S #: **1**

**PROJECT TITLE:** 1360 N Vine Street  
**North-South Street:** Vine St

**East-West Street:** Sunset Blvd

**Scenario:** Future plus Project - Office Option - Vine DeLongpre Driveways  
**Count Date:** 11/17/2016

**Analyst:** <Fehr & Peers>

**Date:**

12/12/2019

		AM			PM		
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 3	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				1300			1150
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	124	1	124	155	1	155
	Left-Through		0			0	
	Through	734	2	367	1216	2	608
	Through-Right		0			0	
	Right	220	1	0	379	1	119
	Left-Through-Right		0			0	
SOUTHBOUND	Left	31	1	31	101	1	101
	Left-Through		0			0	
	Through	1291	1	694	1157	1	657
	Through-Right		1			1	
	Right	97	0	97	157	0	157
	Left-Through-Right		0			0	
EASTBOUND	Left	63	1	63	99	1	99
	Left-Through		0			0	
	Through	1275	2	464	1763	2	627
	Through-Right		1			1	
	Right	117	0	117	118	0	118
	Left-Through-Right		0			0	
WESTBOUND	Left	366	1	366	260	1	260
	Left-Through		0			0	
	Through	1921	2	660	1882	2	688
	Through-Right		1			1	
	Right	60	0	60	181	0	181
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		818	North-South:		812
		East-West:		830	East-West:		887
		SUM:		1648	SUM:		1699
VOLUME/CAPACITY (V/C) RATIO:				1.268			1.477
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.168			1.377
LEVEL OF SERVICE (LOS):				F			F

# Level of Service Worksheet (Circular 212 Method)



I/S #: **2**

**PROJECT TITLE:** 1360 N Vine Street  
**North-South Street:** Vine St

**East-West Street:** De Longpre Ave

**Scenario:** Future plus Project - Office Option - Vine DeLongpre Driveways  
**Count Date:** 11/17/2016

**Analyst:** <Fehr & Peers>

**Date:**

12/12/2019

		AM			PM		
No. of Phases		2			2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	98	1	98	152	1	152
	Left-Through		0			0	
	Through	1020	1	518	1414	1	723
	Through-Right		1			1	
	Right	15	0	15	31	0	31
	Left-Through-Right		0			0	
SOUTHBOUND	Left	118	1	118	50	1	50
	Left-Through		0			0	
	Through	1417	1	806	1305	1	727
	Through-Right		1			1	
	Right	194	0	194	148	0	148
	Left-Through-Right		0			0	
EASTBOUND	Left	90	1	90	184	1	184
	Left-Through		0			0	
	Through	66	0	153	169	0	308
	Through-Right		1			1	
	Right	87	0	0	139	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	36	0	36	130	0	130
	Left-Through		0			0	
	Through	57	0	116	77	0	331
	Through-Right		0			0	
	Right	23	0	0	124	0	0
	Left-Through-Right		1			1	
CRITICAL VOLUMES		North-South: 904			North-South: 879		
		East-West: 206			East-West: 515		
		SUM: 1110			SUM: 1394		
VOLUME/CAPACITY (V/C) RATIO:		0.740			0.929		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.640			0.829		
LEVEL OF SERVICE (LOS):		B			D		

# Level of Service Worksheet (Circular 212 Method)



I/S #: **3**

**PROJECT TITLE:** 1360 N Vine Street  
**North-South Street:** Vine St

**East-West Street:** Fountain Ave

**Scenario:** Future plus Project - Office Option - Vine DeLongpre Driveways  
**Count Date:** 11/17/2016

**Analyst:** <Fehr & Peers>

**Date:**

12/12/2019

		AM			PM		
No. of Phases		2			2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	40	75	1	75
	Left-Through		0			0	
	Through	1104	1	571	1451	1	758
	Through-Right		1			1	
	Right	37	0	37	64	0	64
	Left-Through-Right		0			0	
SOUTHBOUND	Left	35	1	35	47	1	47
	Left-Through		0			0	
	Through	1431	1	786	1459	1	795
	Through-Right		1			1	
	Right	140	0	140	130	0	130
	Left-Through-Right		0			0	
EASTBOUND	Left	118	1	118	119	1	119
	Left-Through		0			0	
	Through	286	0	315	549	0	587
	Through-Right		1			1	
	Right	29	0	0	38	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	104	1	104	73	1	73
	Left-Through		0			0	
	Through	491	0	537	422	0	491
	Through-Right		1			1	
	Right	46	0	0	69	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 826			North-South: 870		
		East-West: 655			East-West: 660		
		SUM: 1481			SUM: 1530		
VOLUME/CAPACITY (V/C) RATIO:		0.987			1.020		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.887			0.920		
LEVEL OF SERVICE (LOS):		D			E		

# Level of Service Worksheet (Circular 212 Method)



I/S #: **1**

**PROJECT TITLE:** 1360 N Vine Street  
**North-South Street:** Vine St

**East-West Street:** Sunset Blvd

**Scenario:** Future plus Project - Office Option - Afton & DeLongpre Driveways

**Count Date:** 11/17/2016

**Analyst:** <Fehr & Peers>

**Date:**

12/12/2019

		AM			PM		
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 3	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				1300			1150
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	124	1	124	155	1	155
	Left-Through		0			0	
	Through	734	2	367	1216	2	608
	Through-Right		0			0	
	Right	220	1	0	379	1	115
	Left-Through-Right		0			0	
SOUTHBOUND	Left	31	1	31	101	1	101
	Left-Through		0			0	
	Through	1291	1	694	1161	1	659
	Through-Right		1			1	
	Right	97	0	97	157	0	157
	Left-Through-Right		0			0	
EASTBOUND	Left	63	1	63	99	1	99
	Left-Through		0			0	
	Through	1275	2	464	1763	2	628
	Through-Right		1			1	
	Right	117	0	117	120	0	120
	Left-Through-Right		0			0	
WESTBOUND	Left	367	1	367	264	1	264
	Left-Through		0			0	
	Through	1921	2	660	1882	2	688
	Through-Right		1			1	
	Right	60	0	60	181	0	181
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 818			North-South: 814		
		East-West: 831			East-West: 892		
		SUM: 1649			SUM: 1706		
VOLUME/CAPACITY (V/C) RATIO:		1.268			1.483		
V/C LESS ATSAC/ATCS ADJUSTMENT:		1.168			1.383		
LEVEL OF SERVICE (LOS):		F			F		

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b> <b>2</b>	<b>PROJECT TITLE:</b>	1360 N Vine Street	
	<b>North-South Street:</b>	Vine St	<b>East-West Street:</b> De Longpre Ave
	<b>Scenario:</b>	Future plus Project - Office Option - Afton & DeLongpre Driveways	
	<b>Count Date:</b>	11/17/2016	<b>Analyst:</b> <Fehr & Peers> <b>Date:</b> 12/12/2019

		AM			PM		
No. of Phases		2			2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	97	1	97	145	1	145
	Left-Through		0			0	
	Through	1013	1	514	1365	1	695
	Through-Right		1			1	
	Right	15	0	15	25	0	25
	Left-Through-Right		0			0	
SOUTHBOUND	Left	119	1	119	56	1	56
	Left-Through		0			0	
	Through	1417	1	806	1308	1	728
	Through-Right		1			1	
	Right	194	0	194	148	0	148
	Left-Through-Right		0			0	
EASTBOUND	Left	90	1	90	184	1	184
	Left-Through		0			0	
	Through	66	0	153	167	0	306
	Through-Right		1			1	
	Right	87	0	0	139	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	37	0	37	135	0	135
	Left-Through		0			0	
	Through	58	0	125	84	0	392
	Through-Right		0			0	
	Right	30	0	0	173	0	0
	Left-Through-Right		1			1	
CRITICAL VOLUMES		North-South: 903			North-South: 873		
		East-West: 215			East-West: 576		
		SUM: 1118			SUM: 1449		
VOLUME/CAPACITY (V/C) RATIO:		0.745			0.966		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.645			0.866		
LEVEL OF SERVICE (LOS):		B			D		

# Level of Service Worksheet (Circular 212 Method)



I/S #: **3**

**PROJECT TITLE:** 1360 N Vine Street  
**North-South Street:** Vine St

**East-West Street:** Fountain Ave

**Scenario:** Future plus Project - Office Option - Afton & DeLongpre Driveways

**Count Date:** 11/17/2016

**Analyst:** <Fehr & Peers>

**Date:**

12/12/2019

		AM			PM		
No. of Phases		2			2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0			0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
Override Capacity		2			2		
		0			0		
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	40	75	1	75
	Left-Through		0			0	
	Through	1104	1	571	1450	1	757
	Through-Right		1			1	
	Right	37	0	37	64	0	64
	Left-Through-Right		0			0	
SOUTHBOUND	Left	35	1	35	47	1	47
	Left-Through		0			0	
	Through	1431	1	787	1458	1	803
	Through-Right		1			1	
	Right	143	0	143	148	0	148
	Left-Through-Right		0			0	
EASTBOUND	Left	118	1	118	119	1	119
	Left-Through		0			0	
	Through	286	0	315	549	0	587
	Through-Right		1			1	
	Right	29	0	0	38	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	104	1	104	73	1	73
	Left-Through		0			0	
	Through	488	0	534	404	0	473
	Through-Right		1			1	
	Right	46	0	0	69	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South: 827			North-South: 878		
		East-West: 652			East-West: 660		
		SUM: 1479			SUM: 1538		
VOLUME/CAPACITY (V/C) RATIO:		0.986			1.025		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.886			0.925		
LEVEL OF SERVICE (LOS):		D			E		



## Level of Service Worksheet (Circular 212 Method)



**I/S #:**  
**1**

**PROJECT TITLE:** 1360 N Vine Street  
**North-South Street:** Vine St

**East-West Street:** Sunset Blvd

**Scenario:** Future plus Project - Office Option - Afton Culdesac & DeLongpre Driveways  
**Count Date:** 11/17/2016

**Analyst:** <Fehr & Peers>

**Date:**

12/12/2019

		AM			PM		
No. of Phases				0			0
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3	SB-- 0	0	NB-- 3	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				1300			1150
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	124	1	124	155	1	155
	Left-Through		0			0	
	Through	734	2	367	1216	2	608
	Through-Right		0			0	
	Right	220	1	0	379	1	115
	Left-Through-Right		0			0	
SOUTHBOUND	Left	31	1	31	101	1	101
	Left-Through		0			0	
	Through	1291	1	694	1161	1	659
	Through-Right		1			1	
	Right	97	0	97	157	0	157
	Left-Through-Right		0			0	
EASTBOUND	Left	63	1	63	99	1	99
	Left-Through		0			0	
	Through	1275	2	464	1763	2	628
	Through-Right		1			1	
	Right	117	0	117	120	0	120
	Left-Through-Right		0			0	
WESTBOUND	Left	367	1	367	264	1	264
	Left-Through		0			0	
	Through	1921	2	660	1882	2	688
	Through-Right		1			1	
	Right	60	0	60	181	0	181
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		818	North-South:		814
		East-West:		831	East-West:		892
		SUM:		1649	SUM:		1706
VOLUME/CAPACITY (V/C) RATIO:				1.268			1.483
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.168			1.383
LEVEL OF SERVICE (LOS):				F			F

## Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b>	<b>2</b>	<b>PROJECT TITLE:</b> 1360 N Vine Street	<b>East-West Street:</b> De Longpre Ave	
		<b>North-South Street:</b> Vine St		
		<b>Scenario:</b> Future plus Project - Office Option - Afton Culdesac & DeLongpre Driveways		
		<b>Count Date:</b> 11/17/2016	<b>Analyst:</b> <Fehr & Peers>	<b>Date:</b> 12/12/2019

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	0	NB-- 0	SB-- 0	0
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	0	EB-- 0	WB-- 0	0
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	97	1	97	145	1	145
	Left-Through		0			0	
	Through	1013	1	514	1365	1	695
	Through-Right		1			1	
	Right	15	0	15	25	0	25
	Left-Through-Right		0			0	
SOUTHBOUND	Left-Right		0			0	
	Left	119	1	119	56	1	56
	Left-Through		0			0	
	Through	1417	1	806	1308	1	728
	Through-Right		1			1	
	Right	194	0	194	148	0	148
EASTBOUND	Left-Through-Right		0			0	
	Left-Right		0			0	
	Left	90	1	90	184	1	184
	Left-Through		0			0	
	Through	66	0	153	167	0	306
	Through-Right		1			1	
WESTBOUND	Right	87	0	0	139	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	Left	37	0	37	135	0	135
	Left-Through		0			0	
	Through	58	0	125	84	0	392
CRITICAL VOLUMES	Through-Right		0			0	
	Right	30	0	0	173	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
	North-South:			903	North-South:		873
	East-West:			215	East-West:		576
SUM:				1118	SUM:		1449
VOLUME/CAPACITY (V/C) RATIO:				0.745			0.966
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.645			0.866
LEVEL OF SERVICE (LOS):				B			D

# Level of Service Worksheet (Circular 212 Method)



I/S #: **3**

**PROJECT TITLE:** 1360 N Vine Street  
**North-South Street:** Vine St

**East-West Street:** Fountain Ave

**Scenario:** Future plus Project - Office Option - Afton Culdesac & DeLongpre Driveways  
**Count Date:** 11/17/2016

**Analyst:** <Fehr & Peers>

**Date:**

12/12/2019

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0		NB-- 0	SB-- 0	
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0		EB-- 0	WB-- 0	
Override Capacity				2			2
				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	40	1	40	75	1	75
	Left-Through		0			0	
	Through	1129	1	584	1459	1	763
	Through-Right		1			1	
	Right	39	0	39	67	0	67
	Left-Through-Right		0			0	
SOUTHBOUND	Left	38	1	38	51	1	51
	Left-Through		0			0	
	Through	1434	1	788	1488	1	817
	Through-Right		1			1	
	Right	141	0	141	145	0	145
	Left-Through-Right		0			0	
EASTBOUND	Left	114	1	114	117	1	117
	Left-Through		0			0	
	Through	289	0	318	551	0	589
	Through-Right		1			1	
	Right	29	0	0	38	0	0
	Left-Through-Right		0			0	
WESTBOUND	Left	107	1	107	75	1	75
	Left-Through		0			0	
	Through	491	0	539	407	0	481
	Through-Right		1			1	
	Right	48	0	0	74	0	0
	Left-Through-Right		0			0	
CRITICAL VOLUMES		North-South:		828	North-South:		892
		East-West:		653	East-West:		664
		SUM:		1481	SUM:		1556
VOLUME/CAPACITY (V/C) RATIO:				0.987			1.037
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.887			0.937
LEVEL OF SERVICE (LOS):				D			E

HCM 6th TWSC  
26: Vine St & Homewood Ave/Afton Pl

02/14/2020

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	4	1	13	9	1	9	20	888	10	16	1176	20
Future Vol, veh/h	4	1	13	9	1	9	20	888	10	16	1176	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	1	14	10	1	10	22	965	11	17	1278	22

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1850	2343	650	1689	2349	488	1300	0	0	976	0	0
Stage 1	1323	1323	-	1015	1015	-	-	-	-	-	-	-
Stage 2	527	1020	-	674	1334	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	46	36	412	61	36	526	529	-	-	703	-	-
Stage 1	165	224	-	255	314	-	-	-	-	-	-	-
Stage 2	502	312	-	410	221	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	42	34	412	55	34	526	529	-	-	703	-	-
Mov Cap-2 Maneuver	42	34	-	55	34	-	-	-	-	-	-	-
Stage 1	158	219	-	244	301	-	-	-	-	-	-	-
Stage 2	470	299	-	384	216	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	42.6		56.5		0.3		0.1	
HCM LOS	E		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	529	-	-	115	90	703	-
HCM Lane V/C Ratio	0.041	-	-	0.17	0.229	0.025	-
HCM Control Delay (s)	12.1	-	-	42.6	56.5	10.3	-
HCM Lane LOS	B	-	-	E	F	B	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0.8	0.1	-

HCM 6th TWSC  
26: Vine St & Homewood Ave/Afton PI







02/14/2020

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↕		↙	↕	
Traffic Vol, veh/h	0	1	16	3	0	18	12	1250	18	17	1123	3
Future Vol, veh/h	0	1	16	3	0	18	12	1250	18	17	1123	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	17	3	0	20	13	1359	20	18	1221	3

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1965	2664	612	2042	2655	690	1224	0	0	1379	0	0
Stage 1	1259	1259	-	1395	1395	-	-	-	-	-	-	-
Stage 2	706	1405	-	647	1260	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	38	22	436	33	23	388	565	-	-	493	-	-
Stage 1	181	240	-	149	207	-	-	-	-	-	-	-
Stage 2	393	204	-	426	240	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	34	21	436	29	22	388	565	-	-	493	-	-
Mov Cap-2 Maneuver	34	21	-	29	22	-	-	-	-	-	-	-
Stage 1	177	231	-	146	202	-	-	-	-	-	-	-
Stage 2	365	199	-	392	231	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	24.6		35.7		0.1		0.2	
HCM LOS	C		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	565	-	-	202	140	493	-
HCM Lane V/C Ratio	0.023	-	-	0.091	0.163	0.037	-
HCM Control Delay (s)	11.5	-	-	24.6	35.7	12.6	-
HCM Lane LOS	B	-	-	C	E	B	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.6	0.1	-

Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	1	39	9	1	9	94	1104	10	17	1410	21
Future Vol, veh/h	4	1	39	9	1	9	94	1104	10	17	1410	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	1	42	10	1	10	102	1200	11	18	1533	23
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2386	2996	778	2213	3002	606	1556	0	0	1211	0	0
Stage 1	1581	1581	-	1410	1410	-	-	-	-	-	-	-
Stage 2	805	1415	-	803	1592	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	18	13	339	24	13	440	421	-	-	572	-	-
Stage 1	114	167	-	145	203	-	-	-	-	-	-	-
Stage 2	342	202	-	343	165	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	13	10	339	15	10	440	421	-	-	572	-	-
Mov Cap-2 Maneuver	13	10	-	15	10	-	-	-	-	-	-	-
Stage 1	86	162	-	110	154	-	-	-	-	-	-	-
Stage 2	252	153	-	289	160	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	93.7		\$ 324.4		1.3		0.1					
HCM LOS	F		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	421	-	-	84 26	572	-	-					
HCM Lane V/C Ratio	0.243	-	-	0.569 0.794	0.032	-	-					
HCM Control Delay (s)	16.3	-	-	93.7\$ 324.4	11.5	-	-					
HCM Lane LOS	C	-	-	F F	B	-	-					
HCM 95th %tile Q(veh)	0.9	-	-	2.5 2.5	0.1	-	-					
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

HCM 6th TWSC  
26: Vine St & Homewood Ave/Afton PI







02/14/2020

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↕		↙	↕	
Traffic Vol, veh/h	0	1	62	3	0	19	37	1542	19	18	1405	3
Future Vol, veh/h	0	1	62	3	0	19	37	1542	19	18	1405	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	67	3	0	21	40	1676	21	20	1527	3
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2487	3346	765	2571	3337	849	1530	0	0	1697	0	0
Stage 1	1569	1569	-	1767	1767	-	-	-	-	-	-	-
Stage 2	918	1777	-	804	1570	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	15	8	346	13	8	304	431	-	-	372	-	-
Stage 1	116	170	-	87	135	-	-	-	-	-	-	-
Stage 2	292	134	-	343	170	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	12	7	346	8	7	304	431	-	-	372	-	-
Mov Cap-2 Maneuver	12	7	-	8	7	-	-	-	-	-	-	-
Stage 1	105	161	-	79	122	-	-	-	-	-	-	-
Stage 2	247	122	-	260	161	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	32.9		130.7		0.3		0.2					
HCM LOS	D		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	431	-	-	196	50	372	-	-				
HCM Lane V/C Ratio	0.093	-	-	0.349	0.478	0.053	-	-				
HCM Control Delay (s)	14.2	-	-	32.9	130.7	15.2	-	-				
HCM Lane LOS	B	-	-	D	F	C	-	-				
HCM 95th %tile Q(veh)	0.3	-	-	1.5	1.8	0.2	-	-				



HCM 6th TWSC  
26: Vine St & Homewood Ave/Afton PI

02/14/2020

Intersection												
Int Delay, s/veh	5.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	1	39	9	1	18	94	1139	0	21	1446	21
Future Vol, veh/h	5	1	39	9	1	18	94	1139	0	21	1446	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	1	42	10	1	20	102	1238	0	23	1572	23
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2454	3072	798	2275	3083	619	1595	0	0	1238	0	0
Stage 1	1630	1630	-	1442	1442	-	-	-	-	-	-	-
Stage 2	824	1442	-	833	1641	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	16	12	329	22	12	432	407	-	-	558	-	-
Stage 1	106	158	-	139	196	-	-	-	-	-	-	-
Stage 2	333	196	-	329	156	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	11	9	329	14	9	432	407	-	-	558	-	-
Mov Cap-2 Maneuver	11	9	-	14	9	-	-	-	-	-	-	-
Stage 1	79	152	-	104	147	-	-	-	-	-	-	-
Stage 2	236	147	-	273	150	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	148.2		281.3		1.3		0.2					
HCM LOS	F		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	407	-	-	66	35	558	-	-				
HCM Lane V/C Ratio	0.251	-	-	0.741	0.87	0.041	-	-				
HCM Control Delay (s)	16.8	-	-	148.2	281.3	11.7	-	-				
HCM Lane LOS	C	-	-	F	F	B	-	-				
HCM 95th %tile Q(veh)	1	-	-	3.3	3.1	0.1	-	-				







HCM 6th TWSC  
26: Vine St & Homewood Ave/Afton PI







02/14/2020

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↕		↙	↕	
Traffic Vol, veh/h	2	1	62	2	0	36	37	1612	16	25	1436	3
Future Vol, veh/h	2	1	62	2	0	36	37	1612	16	25	1436	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	1	67	2	0	39	40	1752	17	27	1561	3
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2573	3466	782	2676	3459	885	1564	0	0	1769	0	0
Stage 1	1617	1617	-	1841	1841	-	-	-	-	-	-	-
Stage 2	956	1849	-	835	1618	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	13	7	337	11	7	288	418	-	-	348	-	-
Stage 1	108	161	-	78	124	-	-	-	-	-	-	-
Stage 2	277	123	-	328	161	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	10	6	337	7	6	288	418	-	-	348	-	-
Mov Cap-2 Maneuver	10	6	-	7	6	-	-	-	-	-	-	-
Stage 1	98	148	-	71	112	-	-	-	-	-	-	-
Stage 2	216	111	-	240	148	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	73.2		71.5		0.3		0.3					
HCM LOS	F		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	418	-	-	118	93	348	-	-				
HCM Lane V/C Ratio	0.096	-	-	0.599	0.444	0.078	-	-				
HCM Control Delay (s)	14.5	-	-	73.2	71.5	16.2	-	-				
HCM Lane LOS	B	-	-	F	F	C	-	-				
HCM 95th %tile Q(veh)	0.3	-	-	3	1.9	0.3	-	-				

HCM 6th TWSC  
26: Vine St & Homewood Ave/Afton PI

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Intersection												
Int Delay, s/veh	6.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	1	39	9	1	23	94	1212	0	17	1424	21
Future Vol, veh/h	4	1	39	9	1	23	94	1212	0	17	1424	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	1	42	10	1	25	102	1317	0	18	1548	23
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2459	3117	786	2332	3128	659	1571	0	0	1317	0	0
Stage 1	1596	1596	-	1521	1521	-	-	-	-	-	-	-
Stage 2	863	1521	-	811	1607	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	16	11	335	20	11	406	416	-	-	521	-	-
Stage 1	111	165	-	124	179	-	-	-	-	-	-	-
Stage 2	316	179	-	339	163	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	11	8	335	12	8	406	416	-	-	521	-	-
Mov Cap-2 Maneuver	11	8	-	12	8	-	-	-	-	-	-	-
Stage 1	84	159	-	94	135	-	-	-	-	-	-	-
Stage 2	222	135	-	284	157	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	120.1		\$ 331.3		1.2		0.1					
HCM LOS	F		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	416	-	-	73 35	521	-	-					
HCM Lane V/C Ratio	0.246	-	-	0.655 1.025	0.035	-	-					
HCM Control Delay (s)	16.4	-	-	120.1\$ 331.3	12.2	-	-					
HCM Lane LOS	C	-	-	F F	B	-	-					
HCM 95th %tile Q(veh)	1	-	-	2.9 3.7	0.1	-	-					
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1	62	2	0	26	37	1585	16	19	1503	3
Future Vol, veh/h	0	1	62	2	0	26	37	1585	16	19	1503	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	67	2	0	28	40	1723	17	21	1634	3
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2620	3498	819	2672	3491	870	1637	0	0	1740	0	0
Stage 1	1678	1678	-	1812	1812	-	-	-	-	-	-	-
Stage 2	942	1820	-	860	1679	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	12	6	319	11	6	295	392	-	-	358	-	-
Stage 1	99	150	-	81	128	-	-	-	-	-	-	-
Stage 2	283	127	-	317	150	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	10	5	319	6	5	295	392	-	-	358	-	-
Mov Cap-2 Maneuver	10	5	-	6	5	-	-	-	-	-	-	-
Stage 1	89	141	-	73	115	-	-	-	-	-	-	-
Stage 2	230	114	-	234	141	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	43.4		99.6		0.3		0.2					
HCM LOS	E		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	392	-	-	160	66	358	-	-				
HCM Lane V/C Ratio	0.103	-	-	0.428	0.461	0.058	-	-				
HCM Control Delay (s)	15.2	-	-	43.4	99.6	15.7	-	-				
HCM Lane LOS	C	-	-	E	F	C	-	-				
HCM 95th %tile Q(veh)	0.3	-	-	1.9	1.8	0.2	-	-				

Intersection												
Int Delay, s/veh	5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	4	1	39	10	1	9	94	1104	108	17	1425	21
Future Vol, veh/h	4	1	39	10	1	9	94	1104	108	17	1425	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	1	42	11	1	10	102	1200	117	18	1549	23

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2402	3118	786	2274	3071	659	1572	0	0	1317	0	0
Stage 1	1597	1597	-	1463	1463	-	-	-	-	-	-	-
Stage 2	805	1521	-	811	1608	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	17	11	335	22	12	406	415	-	-	521	-	-
Stage 1	111	164	-	135	191	-	-	-	-	-	-	-
Stage 2	342	179	-	339	162	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	12	8	335	14	9	406	415	-	-	521	-	-
Mov Cap-2 Maneuver	12	8	-	14	9	-	-	-	-	-	-	-
Stage 1	84	158	-	102	144	-	-	-	-	-	-	-
Stage 2	250	135	-	284	156	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	109.1	\$ 382	1.2	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	415	-	-	77 24	521	-	-
HCM Lane V/C Ratio	0.246	-	-	0.621 0.906	0.035	-	-
HCM Control Delay (s)	16.5	-	-	109.1 \$ 382	12.2	-	-
HCM Lane LOS	C	-	-	F F	B	-	-
HCM 95th %tile Q(veh)	1	-	-	2.8 2.7	0.1	-	-

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

HCM 6th TWSC  
26: Vine St & Homewood Ave/Afton PI

02/14/2020

Intersection												
Int Delay, s/veh	12.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↕		↙	↕	
Traffic Vol, veh/h	0	1	62	13	0	20	37	1542	57	21	1509	3
Future Vol, veh/h	0	1	62	13	0	20	37	1542	57	21	1509	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	67	14	0	22	40	1676	62	23	1640	3
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2606	3506	822	2654	3476	869	1643	0	0	1738	0	0
Stage 1	1688	1688	-	1787	1787	-	-	-	-	-	-	-
Stage 2	918	1818	-	867	1689	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	12	6	317	~ 11	6	295	390	-	-	358	-	-
Stage 1	97	148	-	84	132	-	-	-	-	-	-	-
Stage 2	292	128	-	314	148	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	10	5	317	~ 6	5	295	390	-	-	358	-	-
Mov Cap-2 Maneuver	10	5	-	~ 6	5	-	-	-	-	-	-	-
Stage 1	87	139	-	75	118	-	-	-	-	-	-	-
Stage 2	243	115	-	230	139	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	43.8		\$ 1154.9		0.3		0.2					
HCM LOS	E		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	390	-	-	159	15	358	-	-				
HCM Lane V/C Ratio	0.103	-	-	0.431	2.391	0.064	-	-				
HCM Control Delay (s)	15.3	-	-	43.8	\$ 1154.9	15.7	-	-				
HCM Lane LOS	C	-	-	E	F	C	-	-				
HCM 95th %tile Q(veh)	0.3	-	-	1.9	5.2	0.2	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

Intersection												
Int Delay, s/veh	8.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	4	1	39	16	1	9	94	1104	136	17	1425	21
Future Vol, veh/h	4	1	39	16	1	9	94	1104	136	17	1425	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	1	42	17	1	10	102	1200	148	18	1549	23

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2402	3149	786	2289	3086	674	1572	0	0	1348	0	0
Stage 1	1597	1597	-	1478	1478	-	-	-	-	-	-	-
Stage 2	805	1552	-	811	1608	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	17	11	335	21	12	397	415	-	-	507	-	-
Stage 1	111	164	-	132	188	-	-	-	-	-	-	-
Stage 2	342	173	-	339	162	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	12	8	335	~ 13	9	397	415	-	-	507	-	-
Mov Cap-2 Maneuver	12	8	-	~ 13	9	-	-	-	-	-	-	-
Stage 1	84	158	-	100	142	-	-	-	-	-	-	-
Stage 2	250	130	-	284	156	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	109.1	\$ 676.8	1.2	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	415	-	-	77 19	507	-	-
HCM Lane V/C Ratio	0.246	-	-	0.621 1.487	0.036	-	-
HCM Control Delay (s)	16.5	-	-	109.1\$ 676.8	12.4	-	-
HCM Lane LOS	C	-	-	F F	B	-	-
HCM 95th %tile Q(veh)	1	-	-	2.8 3.9	0.1	-	-

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Intersection												
Int Delay, s/veh	79.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	0	1	62	46	0	20	37	1542	70	21	1509	3
Future Vol, veh/h	0	1	62	46	0	20	37	1542	70	21	1509	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	67	50	0	22	40	1676	76	23	1640	3

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2606	3520	822	2661	3483	876	1643	0	0	1752	0	0
Stage 1	1688	1688	-	1794	1794	-	-	-	-	-	-	-
Stage 2	918	1832	-	867	1689	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	12	6	317	~ 11	6	292	390	-	-	354	-	-
Stage 1	97	148	-	83	131	-	-	-	-	-	-	-
Stage 2	292	126	-	314	148	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	10	5	317	~ 6	5	292	390	-	-	354	-	-
Mov Cap-2 Maneuver	10	5	-	~ 6	5	-	-	-	-	-	-	-
Stage 1	87	138	-	74	118	-	-	-	-	-	-	-
Stage 2	243	113	-	229	138	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	43.8	\$ 3947	0.3	0.2
HCM LOS	E	F		




Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	390	-	-	159	9	354	-
HCM Lane V/C Ratio	0.103	-	-	0.431	7.971	0.064	-
HCM Control Delay (s)	15.3	-	-	43.8	\$ 3947	15.9	-
HCM Lane LOS	C	-	-	E	F	C	-
HCM 95th %tile Q(veh)	0.3	-	-	1.9	10.4	0.2	-

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

# Appendix H: Driveway Level of Service Analysis

Intersection

Int Delay, s/veh 4.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	76	53	35	89	75	48
Future Vol, veh/h	76	53	35	89	75	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	83	58	38	97	82	52




Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	141
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1442
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1442
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	766	-	-	1442	-
HCM Lane V/C Ratio	0.175	-	-	0.026	-
HCM Control Delay (s)	10.7	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

Intersection

Int Delay, s/veh 0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	44	1145	50	0	1497
Future Vol, veh/h	0	44	1145	50	0	1497
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	48	1245	54	0	1627

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	650	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	412	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	412	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.9	0	0
HCM LOS	B		




Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	412
HCM Lane V/C Ratio	-	-	0.116
HCM Control Delay (s)	-	-	14.9
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.4

HCM 6th TWSC  
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Intersection




Int Delay, s/veh 3.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	206	104	70	147	91	41
Future Vol, veh/h	206	104	70	147	91	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	224	113	76	160	99	45

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	337
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1222
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1222
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.6	15
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	502	-	-	1222	-
HCM Lane V/C Ratio	0.286	-	-	0.062	-
HCM Control Delay (s)	15	-	-	8.1	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.2	-	-	0.2	-

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	68	1600	99	0	1504
Future Vol, veh/h	0	68	1600	99	0	1504
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	74	1739	108	0	1635




Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	924	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	271	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	-	271	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	- 271	-
HCM Lane V/C Ratio	-	- 0.273	-
HCM Control Delay (s)	-	- 23.2	-
HCM Lane LOS	-	- C	-
HCM 95th %tile Q(veh)	-	- 1.1	-

Intersection

Int Delay, s/veh 2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	76	139	48	89	31	14
Future Vol, veh/h	76	139	48	89	31	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	83	151	52	97	34	15

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	234
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1333
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1333
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	678	-	-	1333	-
HCM Lane V/C Ratio	0.072	-	-	0.039	-
HCM Control Delay (s)	10.7	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-






Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↗↘			↗↘
Traffic Vol, veh/h	0	8	1128	122	0	1458
Future Vol, veh/h	0	8	1128	122	0	1458
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	9	1226	133	0	1585
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	680	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	393	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	393	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	14.4	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBT		
Capacity (veh/h)	-	- 393		-		
HCM Lane V/C Ratio	-	- 0.022		-		
HCM Control Delay (s)	-	- 14.4		-		
HCM Lane LOS	-	- B		-		
HCM 95th %tile Q(veh)	-	- 0.1		-		

HCM 6th TWSC  
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Intersection

Int Delay, s/veh 7.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	206	51	25	147	207	87
Future Vol, veh/h	206	51	25	147	207	87
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	224	55	27	160	225	95




Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	279
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1284
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1284
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	17.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	597	-	-	1284	-
HCM Lane V/C Ratio	0.535	-	-	0.021	-
HCM Control Delay (s)	17.8	-	-	7.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	3.2	-	-	0.1	-

Intersection

Int Delay, s/veh 0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	58	1576	47	0	1535
Future Vol, veh/h	0	58	1576	47	0	1535
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	63	1713	51	0	1668

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	882	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	289	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	-	289	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.9	0	0
HCM LOS	C		




Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	- 289	-
HCM Lane V/C Ratio	-	- 0.218	-
HCM Control Delay (s)	-	- 20.9	-
HCM Lane LOS	-	- C	-
HCM 95th %tile Q(veh)	-	- 0.8	-

HCM 6th TWSC  
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Intersection

Int Delay, s/veh 4.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	76	47	12	89	105	23
Future Vol, veh/h	76	47	12	89	105	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	83	51	13	97	114	25




Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	134
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1451
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1451
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	778	-	-	1451	-
HCM Lane V/C Ratio	0.179	-	-	0.009	-
HCM Control Delay (s)	10.6	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0	-

Intersection

Int Delay, s/veh 6.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	59	0	0	21	25	14
Future Vol, veh/h	59	0	0	21	25	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	64	0	0	23	27	15

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	23	0	0 140 12
Stage 1	-	-	- 12 -
Stage 2	-	-	- 128 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1592	-	- 853 1069
Stage 1	-	-	- 1011 -
Stage 2	-	-	- 898 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1592	-	- 819 1069
Mov Cap-2 Maneuver	-	-	- 819 -
Stage 1	-	-	- 971 -
Stage 2	-	-	- 898 -

Approach	EB	WB	SB
HCM Control Delay, s	7.4	0	9.2
HCM LOS			A




Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1592	-	-	-	894
HCM Lane V/C Ratio	0.04	-	-	-	0.047
HCM Control Delay (s)	7.4	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

HCM 6th TWSC  
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Intersection

Int Delay, s/veh 3.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	206	92	26	147	132	17
Future Vol, veh/h	206	92	26	147	132	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	224	100	28	160	143	18

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	324
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1236
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1236
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	14.4
HCM LOS			B




Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	544	-	-	1236	-
HCM Lane V/C Ratio	0.298	-	-	0.023	-
HCM Control Delay (s)	14.4	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	1.2	-	-	0.1	-

HCM 6th TWSC  
28: Afton PI & Driveway

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Intersection

Int Delay, s/veh 6.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	115	0	0	40	30	21
Future Vol, veh/h	115	0	0	40	30	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	125	0	0	43	33	23

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	43	0	0 272 22
Stage 1	-	-	- 22 -
Stage 2	-	-	- 250 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1566	-	- 717 1055
Stage 1	-	-	- 1001 -
Stage 2	-	-	- 792 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1566	-	- 660 1055
Mov Cap-2 Maneuver	-	-	- 660 -
Stage 1	-	-	- 921 -
Stage 2	-	-	- 792 -




Approach	EB	WB	SB
HCM Control Delay, s	7.5	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1566	-	-	-	780
HCM Lane V/C Ratio	0.08	-	-	-	0.071
HCM Control Delay (s)	7.5	0	-	-	10
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.3	-	-	-	0.2



Intersection

Int Delay, s/veh 1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	76	138	31	89	40	6
Future Vol, veh/h	76	138	31	89	40	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	83	150	34	97	43	7




Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	233
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1335
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1335
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2	10.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	676	-	-	1335	-
HCM Lane V/C Ratio	0.074	-	-	0.025	-
HCM Control Delay (s)	10.8	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection

Int Delay, s/veh 6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	108	0	0	31	6	2
Future Vol, veh/h	108	0	0	31	6	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	117	0	0	34	7	2




Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	34	0	0 251 17
Stage 1	-	-	- 17 -
Stage 2	-	-	- 234 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1578	-	- 738 1062
Stage 1	-	-	- 1006 -
Stage 2	-	-	- 805 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1578	-	- 683 1062
Mov Cap-2 Maneuver	-	-	- 683 -
Stage 1	-	-	- 932 -
Stage 2	-	-	- 805 -

Approach	EB	WB	SB
HCM Control Delay, s	7.5	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1578	-	-	-	750
HCM Lane V/C Ratio	0.074	-	-	-	0.012
HCM Control Delay (s)	7.5	0	-	-	9.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0

Intersection

Int Delay, s/veh 8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	206	49	12	147	268	35
Future Vol, veh/h	206	49	12	147	268	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	224	53	13	160	291	38




Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	277
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1286
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1286
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	18.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	590	-	-	1286	-
HCM Lane V/C Ratio	0.558	-	-	0.01	-
HCM Control Delay (s)	18.5	-	-	7.8	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	3.4	-	-	0	-

Intersection

Int Delay, s/veh 7.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	47	0	0	15	37	13
Future Vol, veh/h	47	0	0	15	37	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	0	0	16	40	14

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	16	0	0 110 8
Stage 1	-	-	- 8 -
Stage 2	-	-	- 102 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1602	-	- 887 1074
Stage 1	-	-	- 1015 -
Stage 2	-	-	- 922 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1602	-	- 859 1074
Mov Cap-2 Maneuver	-	-	- 859 -
Stage 1	-	-	- 983 -
Stage 2	-	-	- 922 -

Approach	EB	WB	SB
HCM Control Delay, s	7.3	0	9.2
HCM LOS			A




Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1602	-	-	-	906
HCM Lane V/C Ratio	0.032	-	-	-	0.06
HCM Control Delay (s)	7.3	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

HCM 6th TWSC  
27: Driveway & De Longpre Ave

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Intersection

Int Delay, s/veh 4.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	76	47	12	89	105	23
Future Vol, veh/h	76	47	12	89	105	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	83	51	13	97	114	25

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	134
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1451
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1451
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	778	-	-	1451	-
HCM Lane V/C Ratio	0.179	-	-	0.009	-
HCM Control Delay (s)	10.6	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0	-

Intersection

Int Delay, s/veh 7.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
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Lane Configurations		↰	↱		↰	↱
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Traffic Vol, veh/h	80	0	0	0	0	39
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Future Vol, veh/h	80	0	0	0	0	39
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Conflicting Peds, #/hr	0	0	0	0	0	0
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Sign Control	Free	Free	Free	Free	Stop	Stop
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RT Channelized	-	None	-	None	-	None
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Storage Length	-	-	-	-	0	-
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Veh in Median Storage, #	-	0	0	-	0	-
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Grade, %	-	0	0	-	0	-
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Peak Hour Factor	92	92	92	92	92	92
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Heavy Vehicles, %	2	2	2	2	2	2
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Mvmt Flow	87	0	0	0	0	42
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Major/Minor	Major1	Major2	Minor2
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Conflicting Flow All	1	0	0
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Stage 1	-	-	1
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Stage 2	-	-	174
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Critical Hdwy	4.12	-	6.42
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Critical Hdwy Stg 1	-	-	5.42
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Critical Hdwy Stg 2	-	-	5.42
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Follow-up Hdwy	2.218	-	3.518
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Pot Cap-1 Maneuver	1622	-	815
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Stage 1	-	-	1022
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Stage 2	-	-	856
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Platoon blocked, %	-	-	-
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Mov Cap-1 Maneuver	1622	-	771
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Mov Cap-2 Maneuver	-	-	771
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Stage 1	-	-	967
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Stage 2	-	-	856
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Approach	EB	WB	SB
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HCM Control Delay, s	7.3	0	8.5
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HCM LOS			A
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Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
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Capacity (veh/h)	1622	-	-	-	1084
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HCM Lane V/C Ratio	0.054	-	-	-	0.039
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HCM Control Delay (s)	7.3	0	-	-	8.5
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HCM Lane LOS	A	A	-	-	A
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HCM 95th %tile Q(veh)	0.2	-	-	-	0.1
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Intersection

Int Delay, s/veh 3.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	206	92	26	147	132	17
Future Vol, veh/h	206	92	26	147	132	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	224	100	28	160	143	18




Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	324
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1236
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1236
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	14.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	544	-	-	1236	-
HCM Lane V/C Ratio	0.298	-	-	0.023	-
HCM Control Delay (s)	14.4	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	1.2	-	-	0.1	-

Intersection

Int Delay, s/veh 7.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	155	0	0	0	0	51
Future Vol, veh/h	155	0	0	0	0	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	168	0	0	0	0	55

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1	0	0 337 1
Stage 1	-	-	- 1 -
Stage 2	-	-	- 336 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1622	-	- 658 1084
Stage 1	-	-	- 1022 -
Stage 2	-	-	- 724 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1622	-	- 590 1084
Mov Cap-2 Maneuver	-	-	- 590 -
Stage 1	-	-	- 916 -
Stage 2	-	-	- 724 -

Approach	EB	WB	SB
HCM Control Delay, s	7.5	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1622	-	-	-	1084
HCM Lane V/C Ratio	0.104	-	-	-	0.051
HCM Control Delay (s)	7.5	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.3	-	-	-	0.2






HCM 6th TWSC  
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Intersection

Int Delay, s/veh 1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	76	138	31	89	40	6
Future Vol, veh/h	76	138	31	89	40	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	83	150	34	97	43	7




Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	233
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1335
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1335
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2	10.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	676	-	-	1335	-
HCM Lane V/C Ratio	0.074	-	-	0.025	-
HCM Control Delay (s)	10.8	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection

Int Delay, s/veh 7.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	139	0	0	0	0	8
Future Vol, veh/h	139	0	0	0	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	151	0	0	0	0	9

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1	0	0 303 1
Stage 1	-	-	- 1 -
Stage 2	-	-	- 302 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1622	-	- 689 1084
Stage 1	-	-	- 1022 -
Stage 2	-	-	- 750 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1622	-	- 625 1084
Mov Cap-2 Maneuver	-	-	- 625 -
Stage 1	-	-	- 927 -
Stage 2	-	-	- 750 -

Approach	EB	WB	SB
HCM Control Delay, s	7.4	0	8.3
HCM LOS			A




Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1622	-	-	-	1084
HCM Lane V/C Ratio	0.093	-	-	-	0.008
HCM Control Delay (s)	7.4	0	-	-	8.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.3	-	-	-	0

HCM 6th TWSC  
27: Driveway & De Longpre Ave

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Intersection

Int Delay, s/veh 8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	206	49	12	147	268	35
Future Vol, veh/h	206	49	12	147	268	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	224	53	13	160	291	38

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	277
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1286
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1286
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	18.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	590	-	-	1286	-
HCM Lane V/C Ratio	0.558	-	-	0.01	-
HCM Control Delay (s)	18.5	-	-	7.8	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	3.4	-	-	0	-

Intersection

Int Delay, s/veh 7.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
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Lane Configurations						
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Traffic Vol, veh/h	62	0	0	0	0	49
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Future Vol, veh/h	62	0	0	0	0	49
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Conflicting Peds, #/hr	0	0	0	0	0	0
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Sign Control	Free	Free	Free	Free	Stop	Stop
--------------	------	------	------	------	------	------

RT Channelized	-	None	-	None	-	None
----------------	---	------	---	------	---	------

Storage Length	-	-	-	-	0	-
----------------	---	---	---	---	---	---

Veh in Median Storage, #	-	0	0	-	0	-
--------------------------	---	---	---	---	---	---

Grade, %	-	0	0	-	0	-
----------	---	---	---	---	---	---

Peak Hour Factor	92	92	92	92	92	92
------------------	----	----	----	----	----	----

Heavy Vehicles, %	2	2	2	2	2	2
-------------------	---	---	---	---	---	---

Mvmt Flow	67	0	0	0	0	53
-----------	----	---	---	---	---	----

Major/Minor	Major1	Major2	Minor2
-------------	--------	--------	--------

Conflicting Flow All	1	0	0
----------------------	---	---	---

Stage 1	-	-	1
---------	---	---	---

Stage 2	-	-	134
---------	---	---	-----

Critical Hdwy	4.12	-	6.42
---------------	------	---	------

Critical Hdwy Stg 1	-	-	5.42
---------------------	---	---	------

Critical Hdwy Stg 2	-	-	5.42
---------------------	---	---	------

Follow-up Hdwy	2.218	-	3.518
----------------	-------	---	-------

Pot Cap-1 Maneuver	1622	-	859
--------------------	------	---	-----

Stage 1	-	-	1022
---------	---	---	------

Stage 2	-	-	892
---------	---	---	-----

Platoon blocked, %	-	-	-
--------------------	---	---	---

Mov Cap-1 Maneuver	1622	-	824
--------------------	------	---	-----

Mov Cap-2 Maneuver	-	-	824
--------------------	---	---	-----

Stage 1	-	-	980
---------	---	---	-----

Stage 2	-	-	892
---------	---	---	-----

Approach	EB	WB	SB
----------	----	----	----

HCM Control Delay, s	7.3	0	8.5
----------------------	-----	---	-----

HCM LOS			A
---------	--	--	---

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
-----------------------	-----	-----	-----	-----	-------

Capacity (veh/h)	1622	-	-	-	1084
------------------	------	---	---	---	------

HCM Lane V/C Ratio	0.042	-	-	-	0.049
--------------------	-------	---	---	---	-------

HCM Control Delay (s)	7.3	0	-	-	8.5
-----------------------	-----	---	---	---	-----

HCM Lane LOS	A	A	-	-	A
--------------	---	---	---	---	---

HCM 95th %tile Q(veh)	0.1	-	-	-	0.2
-----------------------	-----	---	---	---	-----

# Appendix I: Signal Warrant Analysis

Major Street Vine St  
Minor Street Afton Pl

Project 1360 North Vine  
Scenario EX\_AM  
Peak Hour AM

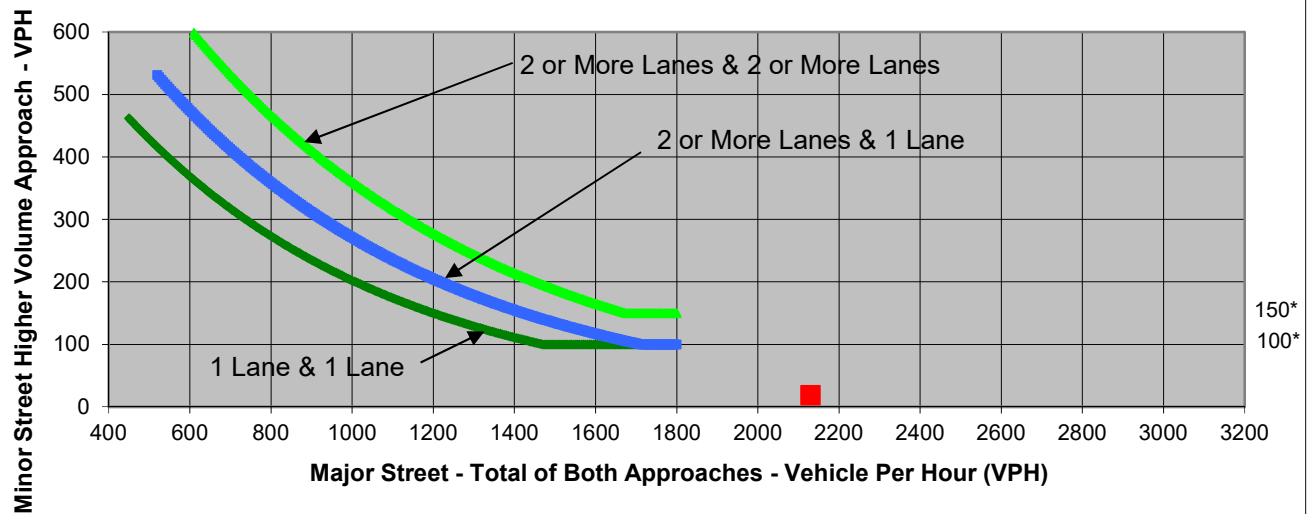
## Turn Movement Volumes

	NB	SB	EB	WB
Left	20	16	4	9
Through	888	1,176	1	1
Right	10	20	13	9
Total	918	1,212	18	19

## Major Street Direction

X	North/South
	East/West

## Warrant 3B, Peak Hour



\* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Vine St	Afton Pl	
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	2,130	19	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Vine St  
Minor Street Afton Pl

Project 1360 North Vine  
Scenario EX\_PM  
Peak Hour PM

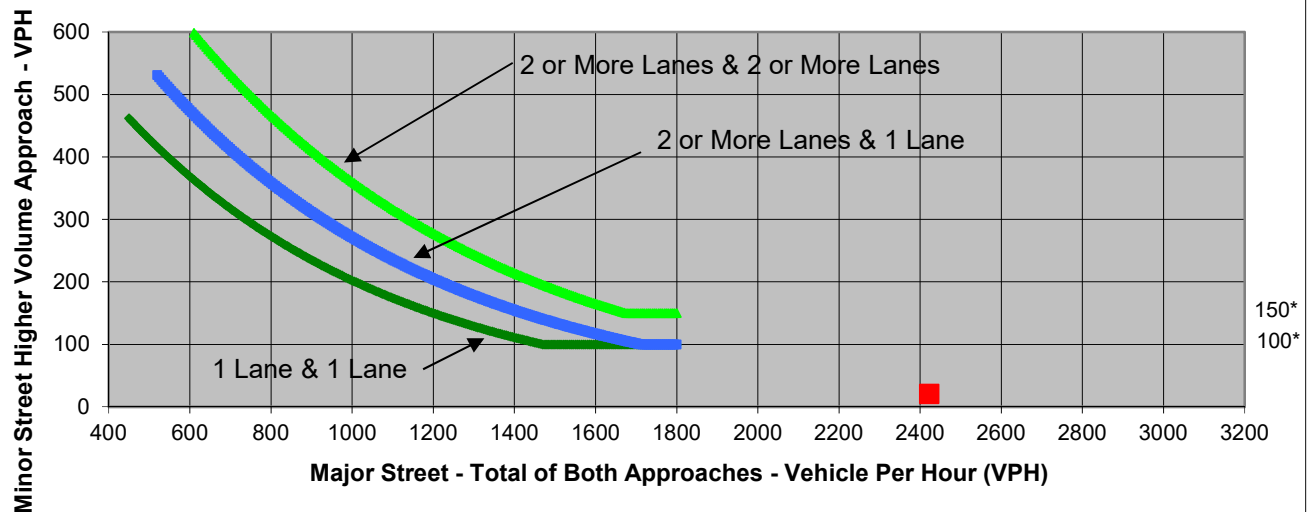
## Turn Movement Volumes

	NB	SB	EB	WB
Left	12	17	0	3
Through	1,250	1,123	1	0
Right	18	3	16	18
Total	1,280	1,143	17	21

## Major Street Direction

X	North/South
	East/West

## Warrant 3B, Peak Hour



\* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Vine St	Afton Pl	
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	2,423	21	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Vine St  
Minor Street Afton Pl

Project 1360 North Vine  
Scenario FB\_AM  
Peak Hour AM

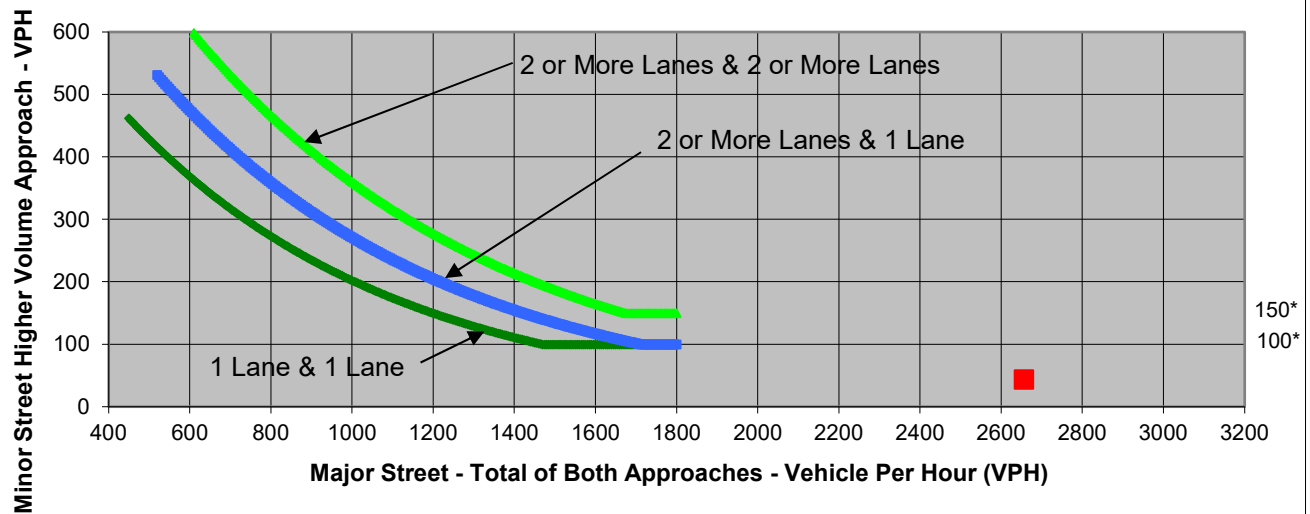
## Turn Movement Volumes

	NB	SB	EB	WB
Left	94	17	4	9
Through	1,104	1,410	1	1
Right	10	21	39	9
Total	1,208	1,448	44	19

## Major Street Direction

X	North/South
	East/West

## Warrant 3B, Peak Hour



\* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Vine St	Afton Pl	
Number of Approach Lanes	2	1	<b><u>NO</u></b>
Traffic Volume (VPH) *	2,656	44	

\* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.  
Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street Vine St  
Minor Street Afton Pl

Project 1360 North Vine  
Scenario FB\_PM  
Peak Hour PM

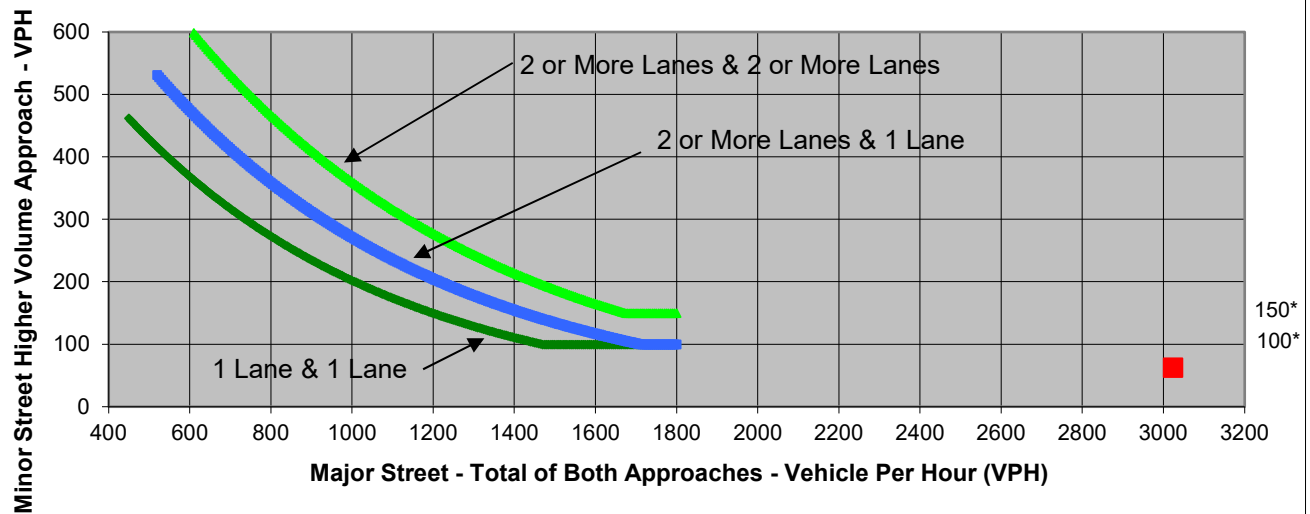
## Turn Movement Volumes

	NB	SB	EB	WB
Left	37	18	0	3
Through	1,542	1,405	1	0
Right	19	3	62	19
Total	1,598	1,426	63	22

## Major Street Direction

X	North/South
	East/West

## Warrant 3B, Peak Hour



\* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Vine St	Afton Pl	
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	3,024	63	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street **Vine St**  
Minor Street **Afton Pl**

Project **1360 North Vine**  
Scenario **FP\_AM\_ResidentialOption\_VineDeLongpre**  
Peak Hour **AM**

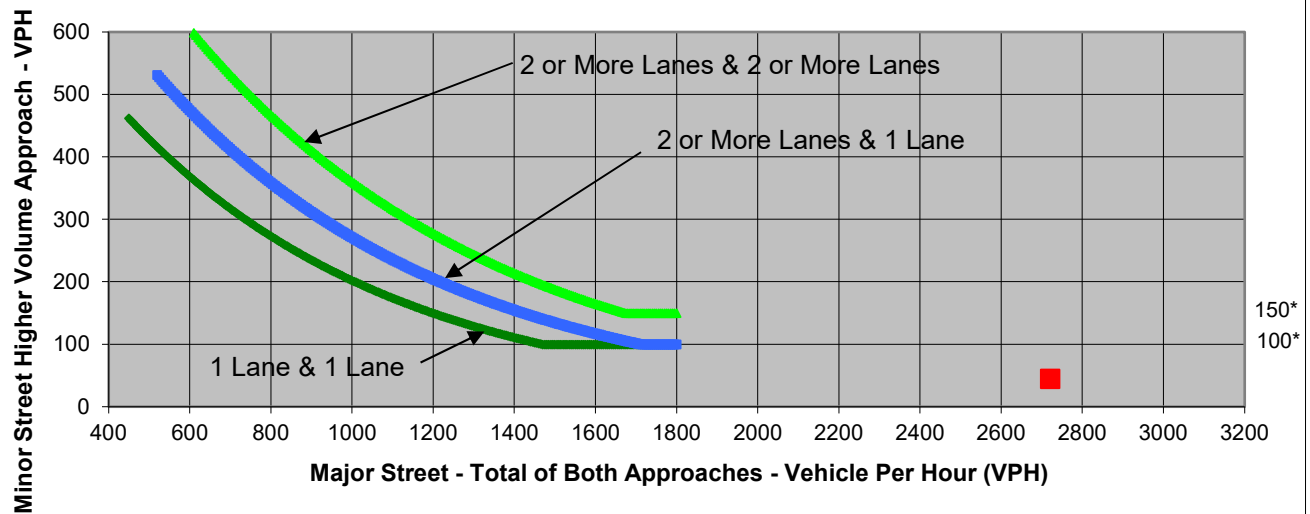
## Turn Movement Volumes

	NB	SB	EB	WB
Left	94	21	5	9
Through	1,139	1,446	1	1
Right	0	21	39	18
Total	1,233	1,488	45	28

## Major Street Direction

X	North/South
	East/West

## Warrant 3B, Peak Hour



\* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Vine St	Afton Pl	
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	2,721	45	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			



Major Street Vine St  
 Minor Street Afton Pl

Project 1360 North Vine  
 Scenario FP\_PM\_ResidentialOption\_VineDeLongpre  
 Peak Hour PM

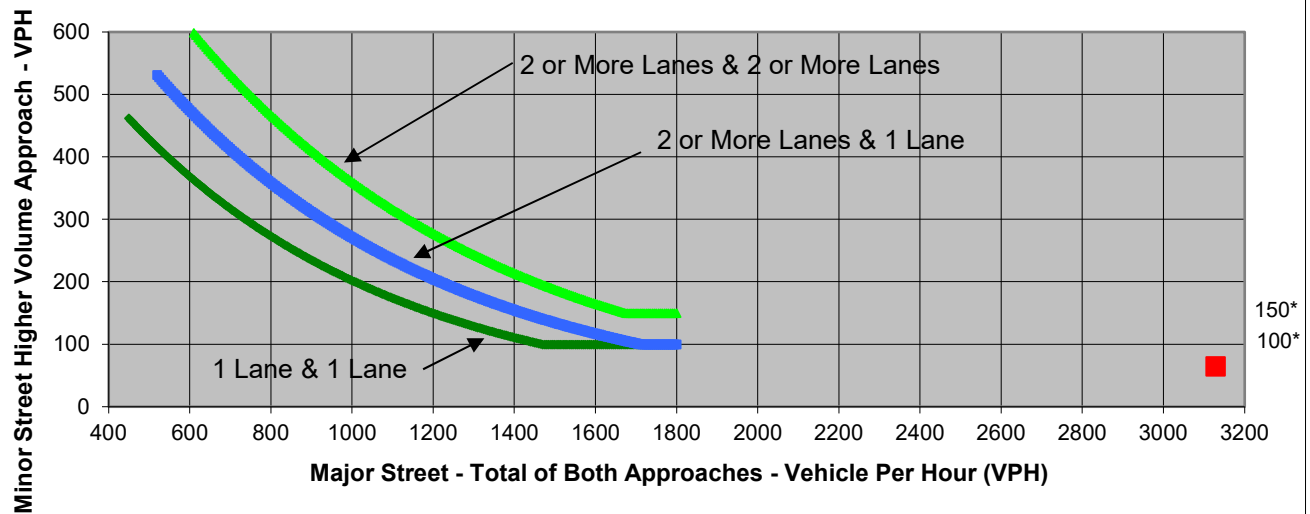
Turn Movement Volumes

	NB	SB	EB	WB
Left	37	25	2	2
Through	1,612	1,436	1	0
Right	16	3	62	36
Total	1,665	1,464	65	38

Major Street Direction

X	North/South
	East/West

**Warrant 3B, Peak Hour**



\* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Vine St	Afton Pl	
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	3,129	65	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Vine St  
Minor Street Afton Pl

Project 1360 North Vine  
Scenario FP\_AM\_OfficeOption\_VineDeLongpre  
Peak Hour AM

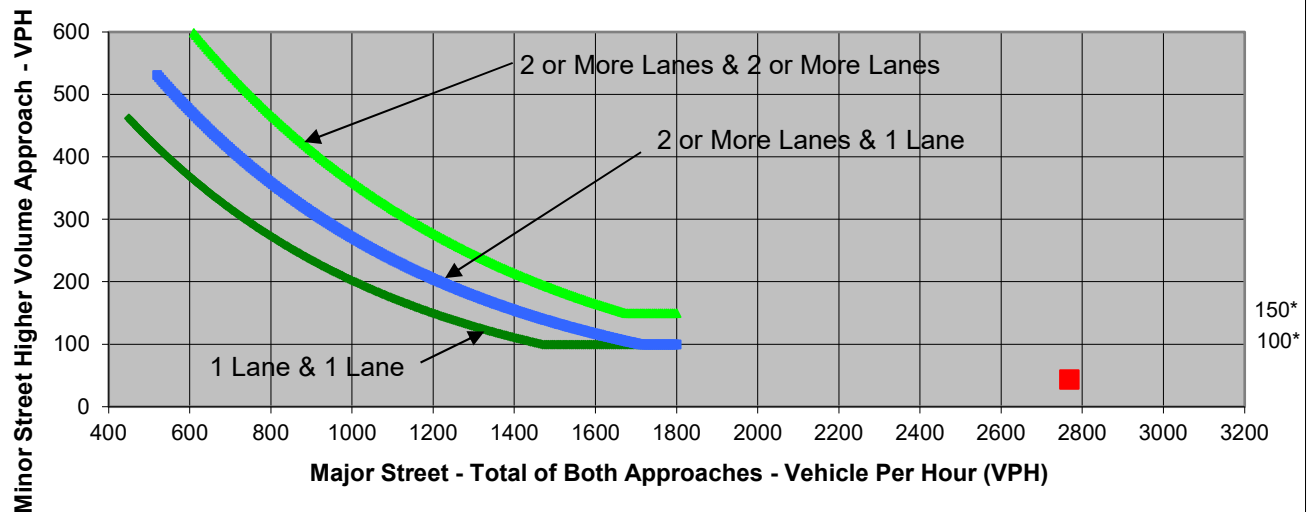
## Turn Movement Volumes

	NB	SB	EB	WB
Left	94	17	4	9
Through	1,212	1,424	1	1
Right	0	21	39	23
Total	1,306	1,462	44	33

## Major Street Direction

X	North/South
	East/West

## Warrant 3B, Peak Hour



\* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Vine St	Afton Pl	
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	2,768	44	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Vine St  
Minor Street Afton Pl

Project 1360 North Vine  
Scenario FP\_PM\_OfficeOption\_VineDeLongpre  
Peak Hour PM

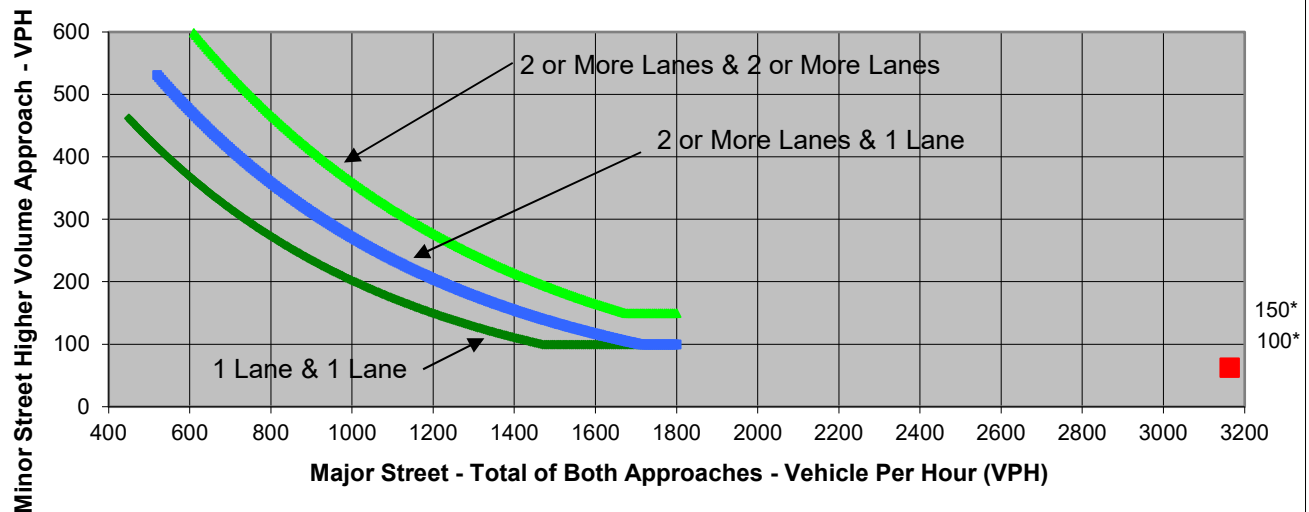
## Turn Movement Volumes

	NB	SB	EB	WB
Left	37	19	0	2
Through	1,585	1,503	1	0
Right	16	3	62	26
Total	1,638	1,525	63	28

## Major Street Direction

X	North/South
	East/West

## Warrant 3B, Peak Hour



\* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Vine St	Afton Pl	
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	3,163	63	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street **Vine St**  
Minor Street **Afton Pl**

Project **1360 North Vine**  
Scenario **FP\_AM\_OfficeOption\_AftonDeLongpre**  
Peak Hour **AM**

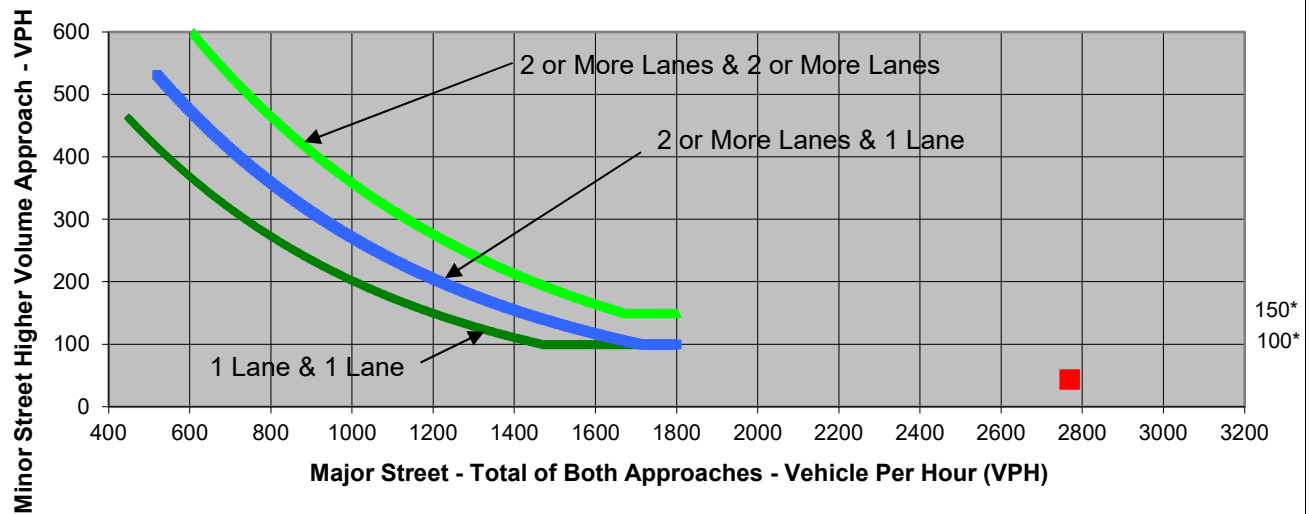
## Turn Movement Volumes

	NB	SB	EB	WB
Left	94	17	4	10
Through	1,104	1,425	1	1
Right	108	21	39	9
Total	1,306	1,463	44	20

## Major Street Direction

X	North/South
	East/West

## Warrant 3B, Peak Hour



\* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Vine St	Afton Pl	
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	2,769	44	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			



Major Street Vine St  
 Minor Street Afton Pl

Project 1360 North Vine  
 Scenario FP\_PM\_OfficeOption\_AftonDeLongpre  
 Peak Hour PM

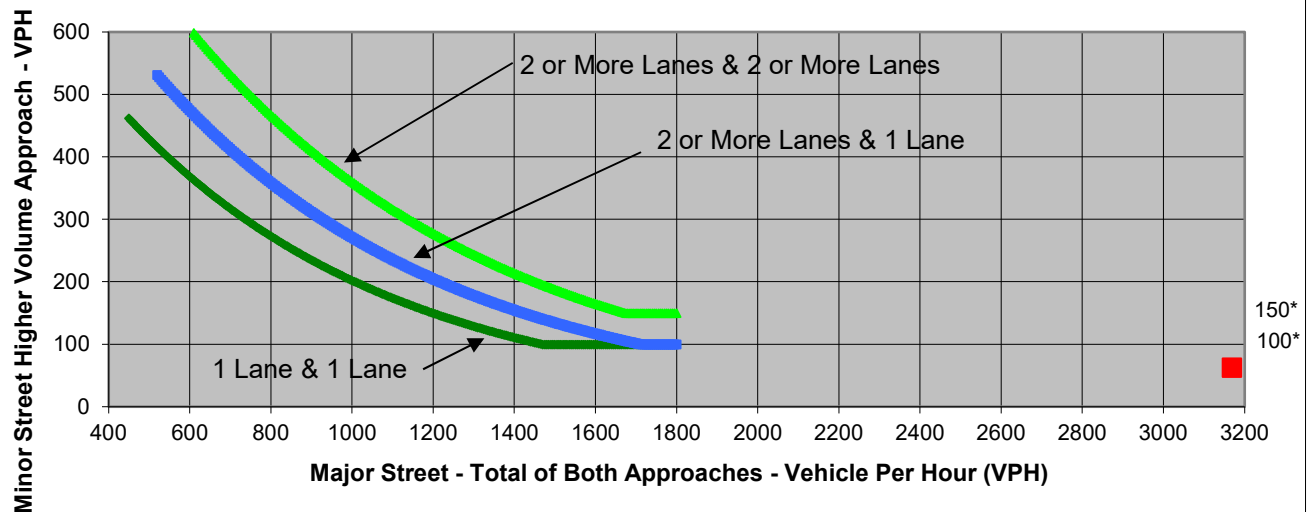
Turn Movement Volumes

	NB	SB	EB	WB
Left	37	21	0	13
Through	1,542	1,509	1	0
Right	57	3	62	20
Total	1,636	1,533	63	33

Major Street Direction

X	North/South
	East/West

**Warrant 3B, Peak Hour**



\* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Vine St	Afton Pl	
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	3,169	63	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street **Vine St**  
Minor Street **Afton Pl**

Project **1360 North Vine**  
Scenario **FP\_AM\_OfficeOption\_AftonCuldesac**  
Peak Hour **AM**

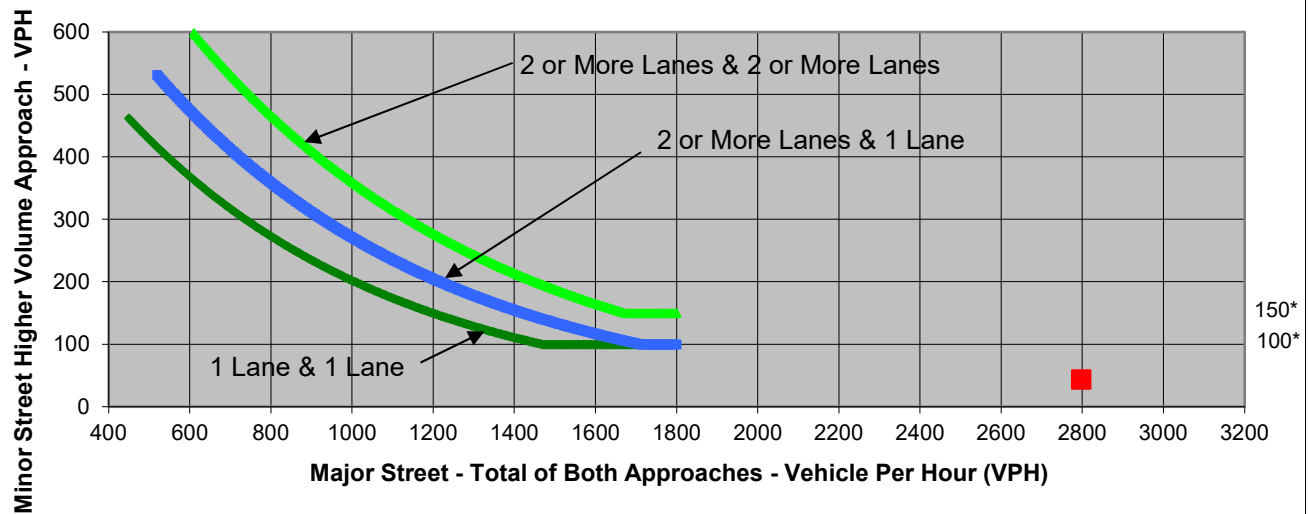
## Turn Movement Volumes

	NB	SB	EB	WB
Left	94	17	4	16
Through	1,104	1,425	1	1
Right	136	21	39	9
Total	1,334	1,463	44	26

## Major Street Direction

X	North/South
	East/West

## Warrant 3B, Peak Hour



\* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Vine St	Afton Pl	
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	2,797	44	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			



Major Street Vine St  
Minor Street Afton Pl

Project 1360 North Vine  
Scenario FP\_PM\_OfficeOption\_AftonCuldesac  
Peak Hour PM

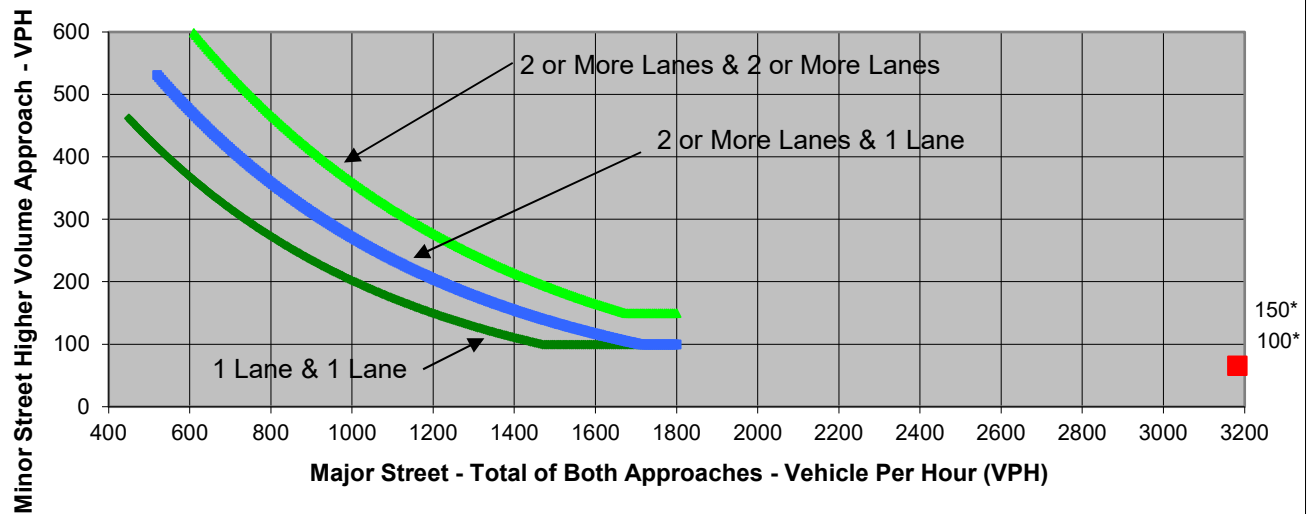
## Turn Movement Volumes

	NB	SB	EB	WB
Left	37	21	0	46
Through	1,542	1,509	1	0
Right	70	3	62	20
Total	1,649	1,533	63	66

## Major Street Direction

X	North/South
	East/West

## Warrant 3B, Peak Hour



\* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2014

	Major Street	Minor Street	Warrant Met
	Vine St	Afton Pl	
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	3,182	66	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

# Appendix J: Ramp Queuing Results

# Queues

## 7: Vine St & US-101 SB Off-Ramp/Franklin Ave

03/29/2021



Lane Group	EBT	EBR	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	235	1635	916	530	344	43
v/c Ratio	0.17	1.18	0.42	0.76	0.13	0.18
Control Delay	4.3	99.5	0.7	23.2	4.0	41.0
Queue Delay	0.0	0.0	0.4	0.0	0.0	0.0
Total Delay	4.3	99.5	1.1	23.2	4.0	41.0
Queue Length 50th (ft)	37	~1185	0	65	27	26
Queue Length 95th (ft)	72	#1452	0	120	47	56
Internal Link Dist (ft)	1627			459		1072
Turn Bay Length (ft)		950				
Base Capacity (vph)	1405	1389	2203	819	2589	319
Starvation Cap Reductn	0	0	685	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.17	1.18	0.60	0.65	0.13	0.13

### Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

## Queues

### 7: Vine St & US-101 SB Off-Ramp/Franklin Ave

03/29/2021



Lane Group	EBT	EBR	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	235	1664	916	535	344	43
v/c Ratio	0.17	1.20	0.42	0.76	0.13	0.18
Control Delay	4.4	109.0	0.7	23.6	4.0	40.9
Queue Delay	0.0	0.0	0.4	0.0	0.0	0.0
Total Delay	4.4	109.0	1.1	23.6	4.0	40.9
Queue Length 50th (ft)	37	~1226	0	66	27	26
Queue Length 95th (ft)	72	#1494	0	122	47	56
Internal Link Dist (ft)	1627			459		1072
Turn Bay Length (ft)		950				
Base Capacity (vph)	1403	1388	2197	820	2586	319
Starvation Cap Reductn	0	0	681	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.17	1.20	0.60	0.65	0.13	0.13

#### Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

SimTraffic Post-Processor  
Average Results from 10 Runs  
Queue Length

Sunset Off-Ramp  
FB\_AM 2027  
AM Peak Hour

Intersection 2

US-101 Off-Ramp to Sunset/US-101 Off-Ramp from Fwy

Uncontrolled

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Through	250	368	431	1,238	1,141	1,448	1,012	5%	8%
	Right Turn	250	58	58	180	138	191	116	7%	0%
WB	Through	139	0	0	0	0	0	0	0%	0%

Intersection 2

Ramp Split/US 101 NB Off-Ramp

Uncontrolled

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Through	250	393	455	1,300	1,195	1,432	1,088	3%	10%
	Right Turn	250	65	61	191	148	183	127	11%	0%
WB	Through	139	0	0	0	0	0	0	0%	0%

Intersection 2

Ramp Split/US 101 NB Off-Ramp

Uncontrolled

Direction	Lane Group	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time	
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	Pocket	Upstream
EB	Through	250	115	238	505	835	764	1,074	0%	3%
	Right Turn	250	13	25	60	88	105	128	0%	0%
WB	Through	139	0	0	0	0	0	0	0%	0%