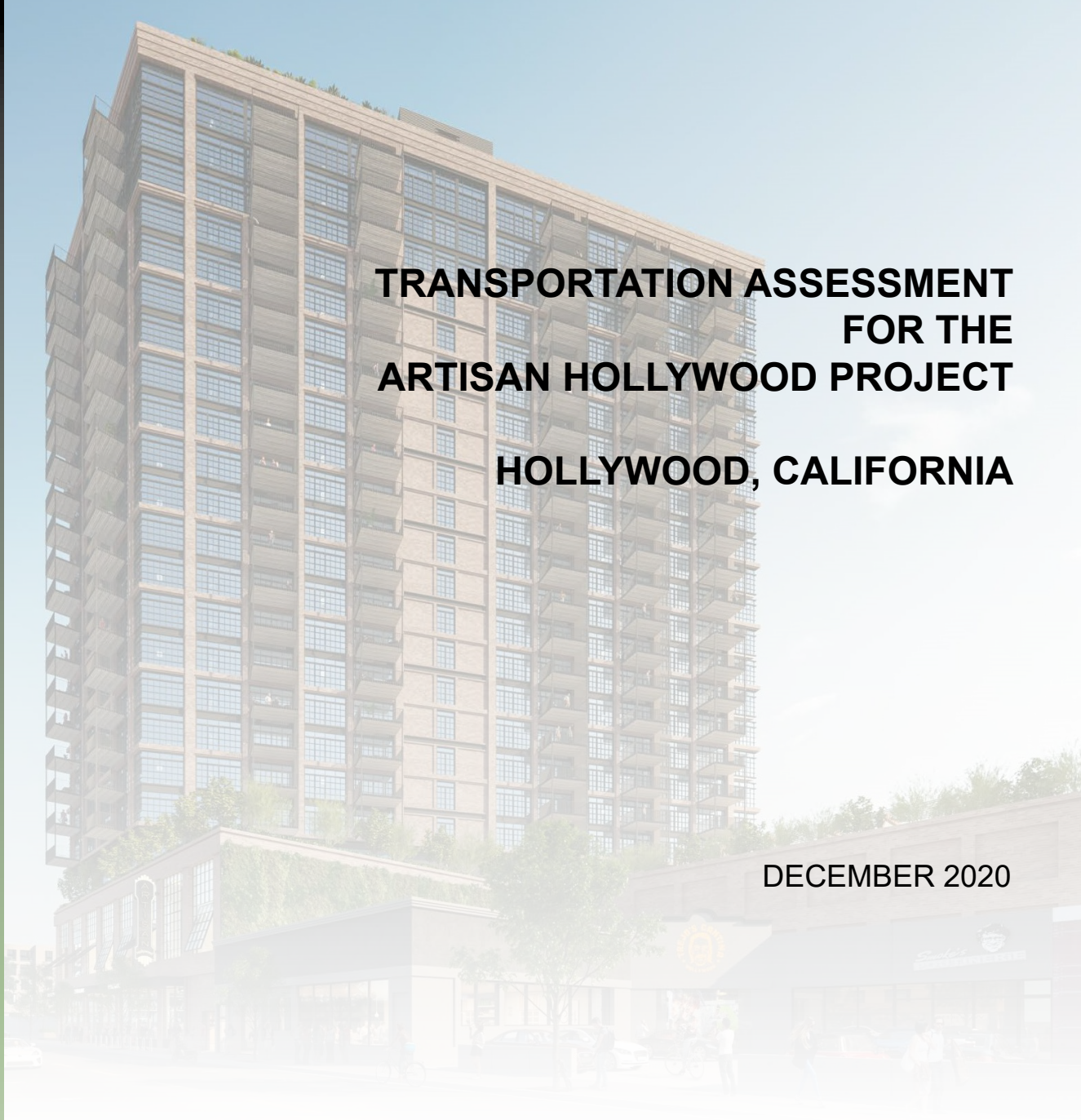
Appendix I

Transportation

Appendix I.1

Transportation Assessment



TRANSPORTATION ASSESSMENT FOR THE ARTISAN HOLLYWOOD PROJECT

HOLLYWOOD, CALIFORNIA

DECEMBER 2020

PREPARED FOR

ARTISAN REALTY ADVISORS

PREPARED BY

Gibson
transportation consulting, inc.

TRANSPORTATION ASSESSMENT
FOR THE
ARTISAN HOLLYWOOD PROJECT

HOLLYWOOD, CALIFORNIA

December 2020

Prepared for:

ARTISAN REALTY ADVISORS

Prepared by:

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Chapter 1
Introduction

This study presents the transportation assessment for the mixed-use development project proposed at 1520-1542 Cahuenga Boulevard, 6350 Selma Avenue, and 1523-1549 Ivar Avenue (Entire Property Site) in the *Hollywood Community Plan* (Los Angeles Department of City Planning [LADCP], 1988) area of the City of Los Angeles, California (City). The methodology and base assumptions used in the analysis were established in conjunction with the Los Angeles Department of Transportation (LADOT).

PROJECT DESCRIPTION

The Project Applicant proposes the construction of a new 25-story mixed-use residential and commercial building (Project) along the northern portion (Project Site) of the Entire Property Site. The southern portion of the Entire Property Site contains 33,828 square feet (sf) of existing commercial uses that will remain, of which 29,828 sf is currently occupied and 4,000 sf is currently vacant. The Project includes 270 multi-family residential units, including 27 affordable housing units and up to 6,805 sf of new neighborhood serving ground floor restaurant uses. Upon completion of the Project, the Entire Property Site would include 270 multi-family residential units and 40,633 of total commercial uses, including the 6,805 sf of newly added commercial space.

The new building will replace an existing surface parking lot, with access from Selma Avenue, that provides approximately 84 spaces. The surface parking lot currently serves the existing commercial retail and restaurant uses located along the southern and western boundaries of the Project Site. The Project will continue to provide parking for the existing commercial uses within its new configuration. Parking for the Entire Property Site would be contained within six levels of parking. The Selma Avenue driveway will be removed and replaced with two new driveways along Ivar Avenue:

- Primary driveway: This driveway accommodates left-turn and right-turn ingress and egress movements. It provides access to the ground-level parking and loading dock as well as ramps to the four levels of subterranean parking.

- Secondary driveway: This driveway accommodates right-turn ingress and egress movements only and provides access to one level of above-grade parking.

Pedestrian access to the residential lobby and commercial entrances would be provided from sidewalks along Selma Avenue and Ivar Avenue. The Project is anticipated to be completed in Year 2025. The conceptual Project Site plan is illustrated in Figure 1.

PROJECT LOCATION

As shown in Figure 2, the Project Site is located in Hollywood within City Council District 13. The Project Site is bounded by Selma Avenue to the north, Ivar Avenue to the east, and the existing commercial uses to the south and west.

The Project Site is located approximately 0.70 miles west of the Hollywood Freeway (US 101), which provides regional transportation between downtown Los Angeles (approximately 6.0 miles southeast) and the San Fernando Valley (approximately 10.0 miles northwest). The Project Site is located less than 0.25 miles southwest of the Los Angeles County Metropolitan Transportation Authority (Metro) B Line (formerly Red Line) Hollywood/Vine Station. The Metro B Line subway travels between Union Station in downtown Los Angeles and North Hollywood at 10-minute intervals throughout the day. Additionally, transit bus service is provided throughout the Study Area by Metro and LADOT Downtown Area Shuttle (DASH) service bus lines.

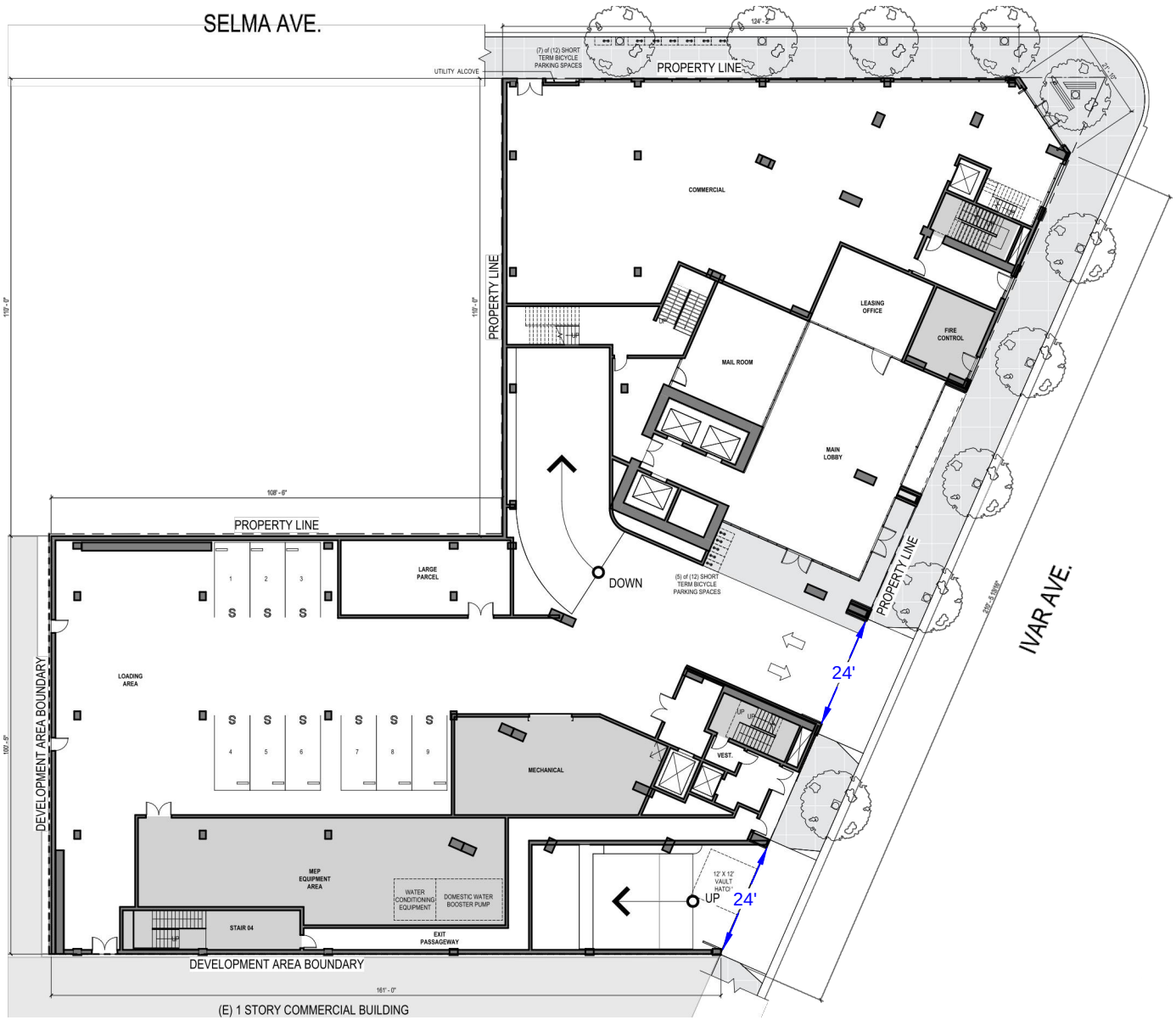
STUDY SCOPE

The scope of analysis for this study was developed in consultation with LADOT and is consistent with *Transportation Assessment Guidelines* (LADOT, July 2020) (TAG) and in compliance with the California Environmental Quality Act (CEQA) Guidelines (California Code of Regulations, Title 14, Section 15000 and following). The base assumptions and technical methodologies (i.e., vehicle miles traveled [VMT], trip generation, study locations, analysis methodology, etc.) were identified

as part of the study approach and were outlined in a Memorandum of Understanding (MOU) that was reviewed and approved by LADOT in June 2020 and is provided in Appendix A.

ORGANIZATION OF REPORT

This report is divided into five chapters, including this Introduction. Chapter 2 describes the Project context including the existing and future circulation system, traffic volumes, and traffic conditions in the Study Area. Chapter 3 presents the CEQA analysis of transportation impacts. Chapter 4 details the non-CEQA transportation analyses. Chapter 5 summarizes the analyses and study conclusions. The appendices contain supporting documentation, including the MOU that outlines the study scope and assumptions, and additional details supporting the technical analyses.



Source: Gensler. April, 2020.

PROJECT SITE PLAN

FIGURE 1

LEGEND

Project Site

Entire Property Site

N
Not to Scale

PROJECT SITE LOCATION

FIGURE 2

Chapter 2
Project Context

A comprehensive data collection effort was undertaken to develop a detailed description of existing and future conditions in the Project Study Area.

The Existing Conditions analysis includes an assessment of the existing transportation infrastructure and conditions of the Study Area including freeway and street systems, and transit service, as well as pedestrian and bicycle circulation, at the time the MOU was approved in June 2020. An inventory of lane configurations, signal phasing, parking restrictions, etc., for the analyzed intersections was also collected.

In addition, this Chapter contains a discussion of the future conditions detailing the assumptions used to develop the Future without Project Conditions in Year 2025, which corresponds to projected occupancy of the Project.

STUDY AREA

The Study Area includes key intersections along Ivar Avenue, as well as the transportation infrastructure described below. This Study Area was established in consultation with LADOT based on the following factors identified in the TAG:

1. Primary driveway(s)
2. Intersections at either end of the block on which the Project is located or up to 600 feet from the primary Project driveway(s)
3. Unsignalized intersections adjacent to the Project Site that are integral to the Project's site access and circulation plan
4. Signalized intersections in proximity to the Project Site where 100 or more Project trips would be added

The following two signalized intersections, adjacent to and nearby the Project Site, were identified during the MOU process for detailed analysis of the above conditions:

- Intersection 1. Ivar Avenue & Selma Avenue
- Intersection 2. Ivar Avenue & Sunset Boulevard

Figure 3 illustrates the Study Area and the two study intersections. The existing lane configurations and intersection mobility facilities at the intersections are provided in Figures 4 and 5, respectively.

EXISTING TRANSPORTATION CONDITIONS

Existing Street System

The existing street system in the Study Area consists of a regional roadway system including Arterial Streets and Local Streets that provide regional, sub-regional, or local access and circulation to the Project Site. These transportation facilities generally provide two to four travel lanes and usually allow parking on either side of the street. Typically, the speed limits range between 25 and 35 miles per hour (mph) on the streets and between 55 mph on freeways.

Street classifications are designated in *Mobility Plan 2035, An Element of the General Plan* (LADCP, September 2016) (the Mobility Plan). The Mobility Plan defines specific street standards in an effort to provide an enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. Per the Mobility Plan, street classifications are defined as follows:

- Arterial Streets are major streets that serve through traffic, as well as provide access to major commercial activity centers. Arterials are divided into two categories:
    - Boulevards represent the widest Arterial 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, and generally includes a right-of-way (ROW) width of 136 feet and pavement width of 100 feet.

        - Boulevard II provides up to three travel lanes in each direction with a target operating speed of 35 mph, with ROW widths varying from 104-110 feet, and pavement widths from 70-80 feet.

    - Avenues are typically narrower Arterial Streets that 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, with a ROW width of 100 feet and pavement width of 70 feet.

        - Avenue II provides up to two travel lanes in each direction with a target operating speed of 30 mph, with a ROW width of 86 feet and pavement width of 56 feet.

        - Avenue III provides up to two travel lanes in each direction with a target operating speed of 25 mph, with a ROW width of 72 feet and pavement width of 46 feet.

- Collector Streets are generally located in residential neighborhoods and provide access to and from Arterial Streets for local traffic and are not intended for cut-through traffic. They provide one travel lane in each direction with operating speed of 25 mph, with a ROW width generally at 65 feet and pavement width of 44 feet.

- Local Streets are intended to accommodate lower volumes of vehicle traffic and provide parking on both sides of the street. They provide one travel lane in each direction with a target operating speed of 15 to 20 mph. Pavement widths may vary between 30-36 feet within a ROW width of 50-60 feet. Local Streets include two categories:

    - Continuous Local Streets connect to other streets at both ends

    - Non-continuous Local Streets lead to a dead-end

Primary regional access to the Project Site is provided by US 101, which is located approximately 0.7 miles east of the Project Site and outside of the Study Area. In proximity to the Project Site, the Study Area is served by Arterial Streets including Sunset Boulevard. The following is a brief description of the roadways identified at the study intersections within the Study Area, including their classifications in the Mobility Plan:

Roadways

- Ivar Avenue – Ivar Avenue is a designated Local Street and travels in the north-south direction. It is located adjacent to the eastern boundary of the Project Site. It generally provides two travel lanes, one lane in each direction. Two-hour metered parking is

generally available on both sides of the street. The total paved width is 46 feet along the Project Site. The Project proposes access along Ivar Avenue.

- Selma Avenue – Selma Avenue is a designated Local Street and travels in the east-west direction. It is located adjacent to the northern boundary of the Project Site. It generally provides two travel lanes, one lane in each direction. Additionally, bicycle routes are provided along both sides of the street. Two-hour metered parking is generally available on both sides of the street. The total paved width is 40 feet along the Project Site. An existing driveway on Selma Avenue will be closed and relocated to Ivar Avenue.

- Sunset Boulevard – Sunset Boulevard is a designated Avenue I and travels in the east-west direction. It is located approximately 500 feet south of the Project Site. It generally provides six travel lanes, three lanes in each direction, with left-turn lanes at most intersections. Two-hour metered parking with peak hour restrictions is generally available on both sides of the street. Inside lanes are typically 10 feet wide and the total paved width is typically 70 feet.

The street designations as defined in the Mobility Plan for the Study Area are shown in Figure 6. As required in the TAG, an inventory was conducted of facilities serving pedestrians, bicyclists, and transit riders within 0.25 miles of the Project Site. Figure 7 shows the local commercial and institutional facilities that could be considered as pedestrian destinations. The existing transportation facilities that would support pedestrian activity to and from the pedestrian destinations within 0.25 miles of the Project Site are shown in Figure 8.

Existing Pedestrian Facilities

The walkability of existing facilities is based on the availability of pedestrian routes necessary to accomplish daily tasks without the use of an automobile; these attributes are quantified by WalkScore.com and assigned a score out of 100 points. With the various commercial businesses, employment, and cultural centers adjacent to residential neighborhoods, the walkability of the Project site is approximately 98 points[1].

The sidewalks that serve as routes to the Project Site provide proper connectivity and adequate widths for a comfortable and safe pedestrian environment. The sidewalks connect to pedestrian crossings at intersections within the Study Area. Adjacent to the Project Site, 10-foot wide

[1] WalkScore.com rates the Project Site with a score of 98 of 100 possible points (scores accessed on December 2, 2020 for 6350 Selma Avenue). Walk Score calculates the walkability of specific addresses by taking into account the ease of living in the neighborhood with a reduced reliance on automobile travel.

sidewalks are provided along Selma Avenue and 12-foot wide sidewalks are provided along Ivar Avenue. There are tactile warning strips for Americans with Disabilities Act (ADA) accessibility at the adjacent intersection of Ivar Avenue & Selma Avenue, as well as pedestrian push buttons and standard crosswalks. Additional pedestrian facilities within 0.25 miles of the Project Site are detailed in Figure 8.

Vision Zero. As described in *Vision Zero: Eliminating Traffic Deaths in Los Angeles by 2025* (City of Los Angeles, August 2015), Vision Zero is a traffic safety policy that promotes strategies to eliminate transportation-related collisions that result in severe injury or death. Vision Zero has identified a High Injury Network (HIN), a network of streets included based on collision data from the last five years, where strategic investments would have the biggest impact in reducing death and severe injury. Within the immediate vicinity of the Project Site, Selma Avenue, Sunset Boulevard, and Ivar Avenue south of Sunset Boulevard are identified in the HIN. Additional streets identified in the HIN within 0.25 miles of the Project Site are shown in Figure 8.

In efforts to increase safety on the most vulnerable City streets, LADOT has identified basic safety improvements (e.g., continental crosswalk upgrades, traffic signals, etc.) for implementation along corridors as part of the Vision Zero Safety Improvements projects. Projects within 0.25 miles of the Project Site include the Hollywood Boulevard Safety Improvements and the Sunset Boulevard Safety Improvements. All components identified in these two projects have been implemented within the Study Area.

LA Great Streets Initiative. The LA Great Streets Initiative focuses on reimagining streets to provide a more livable, accessible, and engaging public space for people. Hollywood Boulevard has been identified as part of the LA Great Streets Initiative and completed street improvements include infrastructure maintenance, sidewalk repairs, pedestrian scramble at the intersection of Hollywood Boulevard & Highland Avenue, and bus stop amenity upgrades. There are no further improvements currently proposed.

Safe Routes to School. The Safe Routes to School (SRTS) program seeks to enhance pedestrian safety and comfort on routes to and from school. The program invests in “school zone projects, neighborhood street projects and traffic safety education”. As part of the Selma Avenue Elementary SRTS Plan, curb extensions were installed along Selma Avenue.

Existing Bicycle System

Based on *2010 Bicycle Plan, A Component of the City of Los Angeles Transportation Element* (LADCP, Adopted March 2011) (2010 Bicycle Plan), the existing bicycle system consists of a limited network of bicycle lanes (Class II) and bicycle routes (Class III). Class II bicycle lanes are a component of street design with dedicated striping, separating vehicular traffic from bicycle traffic. These facilities offer a safer environment for both cyclists and motorists. Class III bicycle routes and bicycle-friendly streets are those where motorists and cyclists share the roadway and there is no separated striping for bicycle travel. Bicycle routes and bicycle-friendly streets are preferably placed on Collector and low volume Arterial Streets. Bicycle routes with shared lane markings, or "sharrows", remind bicyclists to ride farther from parked cars to prevent collisions, increase awareness of motorists that bicycles may be in the travel lane, and show bicyclists the correct direction of travel.

The components of the 2010 Bicycle Plan have been incorporated into the bicycle network of the Mobility Plan. The Mobility Plan consists of a Bicycle Enhanced Network (BEN) (Low-Stress Network) and a Bicycle Lane Network (BLN). The BEN is a subset of and supplement to the 2010 Bicycle Plan and is comprised of a network of streets that prioritize bicyclists and provide bicycle paths and protected bicycle lanes (Class IV). Class IV protected bicycle lanes including cycle tracks, bicycle traffic signals, and demarcated areas to facilitate turns at intersections and along neighborhood streets, provide further protection from other travel lanes. Class IV networks often provide mini-roundabouts, cross-street stop signs, crossing islands at major intersection crossings, improved street lighting, bicycle boxes, and bicycle-only left-turn pockets. Once implemented, these facilities would offer a safer environment for both cyclists and motorists. The BLN consists of Class II bicycle lanes with striped separation from motorized vehicle traffic.

Within the immediate vicinity of the Project Site, sharrowed bicycle routes are provided along Selma Avenue. Additional bicycle facilities within 0.25 miles of the Project Site are shown in Figure 8.

Existing Transit System

Figure 9 illustrates the existing bus service and transit stops within 0.25 miles of the Project Site, including the Metro B Line subway and access portal. The Metro B Line runs between North Hollywood and downtown Los Angeles, connecting with the Metro G Line (formerly the Orange Line) in North Hollywood, the Metro D Line (formerly the Purple Line) at the Wilshire/Vermont Station in Koreatown, the Metro A Line (formerly the Blue Line) and Metro E Line (formerly the Expo Line) at the 7th/Metro Station in downtown Los Angeles, and the Metro L Line (formerly the Gold Line) at Union Station. The Metro B Line Hollywood/Vine Station is located less than 0.25 miles northeast of the Project Site.

Table 1 summarizes the various transit lines operating in the Study Area for each of the service providers in the region, the type of service (peak vs. off-peak, express vs. local), and frequency of service. The average headways during the peak hour were estimated using detailed trip and ridership data from 2018 and 2019 provided by Metro and LADOT, as well as schedule information from each respective transit provider.

Tables 2A and 2B summarize the available capacity of the Metro and DASH transit systems during the morning and afternoon peak hours, respectively, based on the frequency of service of each line and the maximum seated and standing capacity of each bus or train. As shown, the Metro and DASH bus lines within a 0.25-mile walking distance of the Project Site currently have additional capacity for 851 transit riders during the morning peak hour and 772 transit riders during the afternoon peak hour. Additionally, the Metro B Line provides additional capacity for approximately 5,394 transit riders during the morning peak hour and 5,226 transit riders during the afternoon peak hour. In total, the public transit system in the Study Area has additional capacity for approximately 6,245 riders during the morning peak hour and 5,998 riders during the afternoon peak hour.

Existing Traffic Volumes

Intersection turning movement counts for typical weekday morning (7:00 AM to 10:00 AM) and afternoon (3:00 PM to 6:00 PM) peak periods were collected at the two study intersections in on October 24, 2019 while schools were in session, business were fully operational, and typical traffic

patterns were not disrupted. The traffic counts were grown by 1% per year to reflect Existing Year 2020 Conditions. The existing intersection peak hour traffic volumes are illustrated in Figure 10. Traffic volume data worksheets are provided in Appendix B.

FUTURE CUMULATIVE TRANSPORTATION CONDITIONS

The forecast of Future without Project Conditions was prepared in accordance with procedures outlined in the TAG. Specifically, two requirements are provided for developing the cumulative traffic volume forecast:

> "The Transportation Assessment must estimate ambient traffic conditions for the study horizon year selected during the scoping phase and recorded in the executed MOU. The study must clearly identify the horizon year and annual ambient growth rate used for the study. The horizon year should align with the development project's expected completion year. For development projects constructed in phases over several years, the Transportation Assessment should analyze intermediary milestones before the buildout and completion of the project. The annual ambient growth rate shall be determined by LADOT staff during the scoping process and can be based on an adopted TSP, the most recent Southern California Association of Governments (SCAG) regional transportation model, the citywide transportation model, or other empirical information approved by LADOT.

"The Transportation Assessment must consider related projects. For related development projects, this should include the associated trip generation for known development projects within one-half mile (2,640 foot) radius of the project site and one-quarter mile (1,320 foot) radius of the farthest outlying study intersections. Consultation with the Department of City Planning and LADOT may be required to compile the related projects list. The City's ZIMAS database can be used to assist in identifying development projects that have submitted applications to the City of Los Angeles. Project access and circulation constraints would be determined by adding project-generated trips to future base traffic volumes including ambient growth and related projects and conducting the operational analysis."

The ambient growth factor discussed below likely includes some traffic increases resulting from the Related Projects. Therefore, through some inherent double-counting of vehicles, the traffic analysis provides a highly conservative estimate of Future without Project traffic volumes.

The Future without Project traffic volumes, therefore, include ambient growth, which reflects increase in traffic due to regional growth and development outside the Study Area, as well as traffic generated by ongoing or entitled projects near or within the Study Area.

Ambient Traffic Growth

Existing traffic levels have historically been projected to increase as a result of regional growth and development; however, the implications of the COVID-19 pandemic may influence those future rate projections. Nevertheless, to provide a conservative estimate of future background conditions, this analysis used the 1% annual growth precedent specified by LADOT, compounded annually, applied to the adjusted existing traffic volumes to simulate the effects of the regional growth and development by Year 2025. The total adjustment applied over the five-year period is 5.10%. This growth factor accounts for increases in traffic due to projects not yet proposed and projects located outside the Study Area.

Related Projects

In accordance with the TAG requirements, this study also considered the effects of the Project in relation to other developments either proposed, approved, or under construction (collectively, the Related Projects). Including this analysis step, the potential impact of the Project is evaluated within the context of past, present, and probable future developments capable of producing cumulative impacts.

The list of Related Projects is based on information provided by LADCP and LADOT in November 2020, as well as recent studies of development projects in the area. The Related Projects are detailed in Table 3 and their approximate locations shown in Figure 11. Though the buildout years of many of these Related Projects are uncertain and may occur beyond the buildout year of the Project, and notwithstanding that some may never be approved or developed, they were all considered as part of this Study and conservatively assumed to be completed by the Project buildout Year 2025. Therefore, the traffic growth due to the development of Related Projects considered in this analysis is conservative and, by itself, substantially overestimates the traffic volume growth in the Hollywood area that would likely occur in the next five years prior to Project

buildout. With the addition of the 1% per year ambient growth factor previously discussed, the Future without Project Condition is even more conservative.

In addition, the list of Related Projects includes the City's draft update to the *Hollywood Community Plan,* which is currently in the environmental review stages. Based on preliminary information available from the City, the updated *Hollywood Community Plan* will propose updates to land use policies and plans that would primarily increase commercial and residential development potential in and near the Regional Center Commercial portion of the community and along selected corridors in the *Hollywood Community Plan* area. Corresponding decreases in development potential would be primarily focused on low- to medium-scale multi-family residential neighborhoods to conserve existing density and intensity of those neighborhoods. The *Hollywood Community Plan* update, once adopted, will be a long-range plan designed to accommodate population, housing, and employment growth in Hollywood until Year 2040. Only the initial period of any such projected growth would overlap with the Project's future baseline forecast, as the Project would be completed in Year 2025, well before the update to the *Hollywood Community Plan*'s horizon year.

It can be assumed that the projected growth reflected by the list of Related Projects, which in itself is a conservative assumption, as discussed above, would account for any overlapping growth that may be assumed by the updated *Hollywood Community Plan* upon its adoption. With the addition of the ambient growth factor, the Future without Project Conditions is even more conservative. Using these assumptions, the potential traffic impacts of the Project were evaluated.

Estimating the Related Projects' traffic volume contributions to the study intersections involves the use of a three-step process: trip generation, trip distribution, and trip assignment.

Trip Generation. Trip generation estimates for the Related Projects were provided by LADOT or were calculated using a combination of previous study findings and the trip generation rates contained in *Trip Generation Manual, 10th Edition* (Institute of Transportation Engineers, 2017). The Related Projects trip generation estimates summarized in Table 3 are conservative in that they do not in every case account for any trips generated by the existing uses to be removed or the likely use of other travel modes (e.g., transit, bus, bicycling, walking, carpool, etc.) Further, in many cases, they do not account for the internal capture trips within a multi-use development or

for the interaction of trips between multiple Related Projects, in which one Related Project serves as the origin for a trip destined for another Related Project.

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 the employees/residents and potential patrons of the proposed developments are drawn, and the location of these projects in relation to the surrounding street system. These factors are considered along with logical travel routes through the street system to develop a reasonable pattern of trip distribution.

Traffic Assignment. The trip generation estimates for the Related Projects were assigned to the local street system using the trip distribution pattern described above. Figure 12 shows the peak hour traffic volumes associated with these Related Projects at the study intersections.

Future without Project Traffic Volumes

The Related Projects volumes were then added to the existing traffic volumes after adjustment for ambient growth through the projected Project completion year of 2025. As discussed above, this is a conservative approach as many of the Related Projects may already be reflected in the ambient growth rate. These volumes represent the Future without Project Conditions (i.e., ambient traffic growth and Related Project traffic growth added to existing traffic volumes) for Year 2025 and are shown in Figure 13 for the two study intersections.

Future Roadway and Street Improvements

The analysis of future conditions considered roadway improvements that were funded and reasonably expected to be implemented prior to the buildout of the proposed Project. Any roadway improvement that would result in changes to the physical configuration at the study intersections would be incorporated into the analysis. However, these improvements depend on the construction of the development projects, which are not guaranteed to be built or may not be completed by Project buildout. Therefore, this analysis conservatively concluded that these improvements would not be implemented by Year 2025. Other proposed traffic/trip reduction

strategies such as the proposed creation of a Hollywood Transportation Management Organization (TMO) and Transportation Demand Management (TDM) programs for individual buildings and developments were not applied to the Future Conditions analysis.

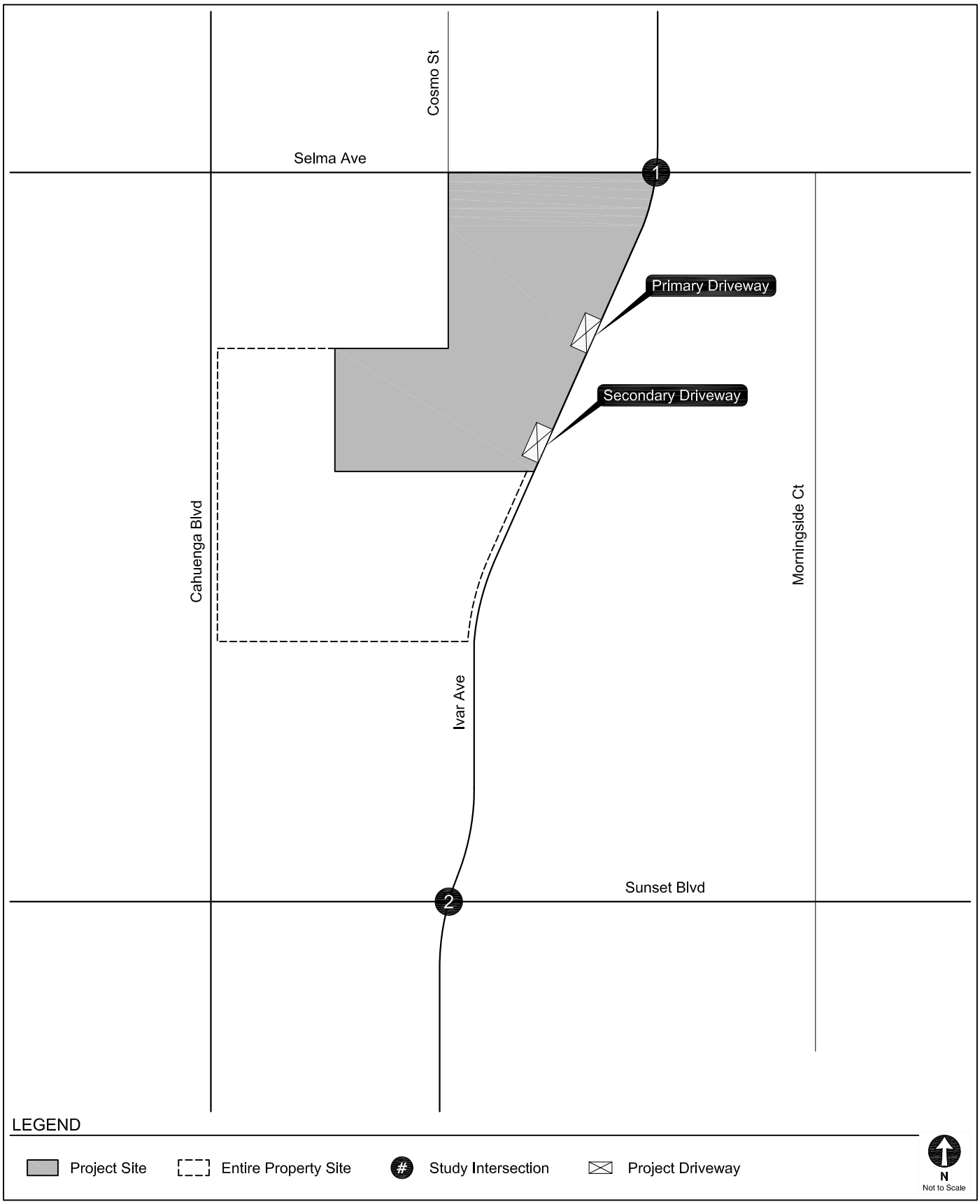
Mobility Plan. In the Mobility Plan, the City identifies key corridors as components of various "mobility-enhanced networks." Each network is intended to focus on improving a particular aspect of urban mobility, including transit, neighborhood connectivity, bicycles, pedestrians, and vehicles. The specific improvements that may be implemented in those networks have not yet been identified, and there is no schedule for implementation; therefore, no changes to intersection lane configurations were made as a result of the Mobility Plan. However, the following mobility-enhanced networks included corridors within the immediate vicinity of the Project Site. Additional streets within 0.25 miles of the Project Site that are designated as part of a mobility-enhanced network are depicted in Figure 14:

- Transit Enhanced Network (TEN): The TEN aims to improve existing and future bus services through reliable and frequent transit service in order to increase transit ridership, reduce single-occupancy vehicle trips, and integrate transit infrastructure investments within the surrounding street system. No streets within the Study Area are designated as part of the network.

- Neighborhood Enhanced Network (NEN): The NEN reflects the synthesis of the bicycle and pedestrian networks and serves as a system of local streets that are slow moving and safe enough to connect neighborhoods through active transportation. The NEN has designated Selma Avenue as part of the network.

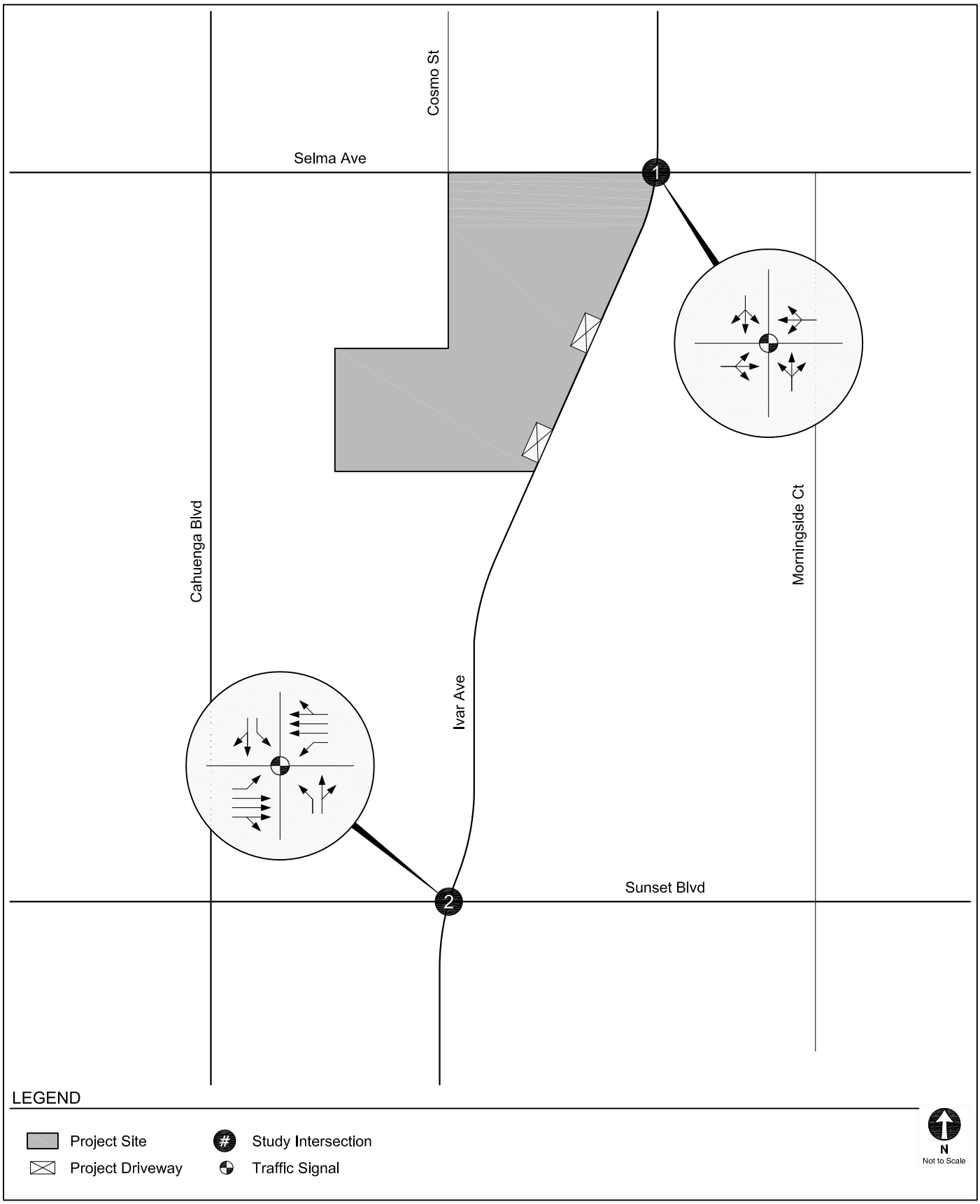
- BEN/BLN: The BLN has designated Sunset Boulevard as part of the network.

- Pedestrian Enhanced District (PED): The Mobility Plan aims to promote walking to reduce the reliance on automobile travel by providing more attractive and pedestrian-friendly sidewalks, as well as adding pedestrian signalizations, street trees, and pedestrian-oriented design features. The PED has designated Sunset Boulevard as part of the Pedestrian Segments, where pedestrian improvements could be prioritized to provide better connectivity to and from major destinations within communities.



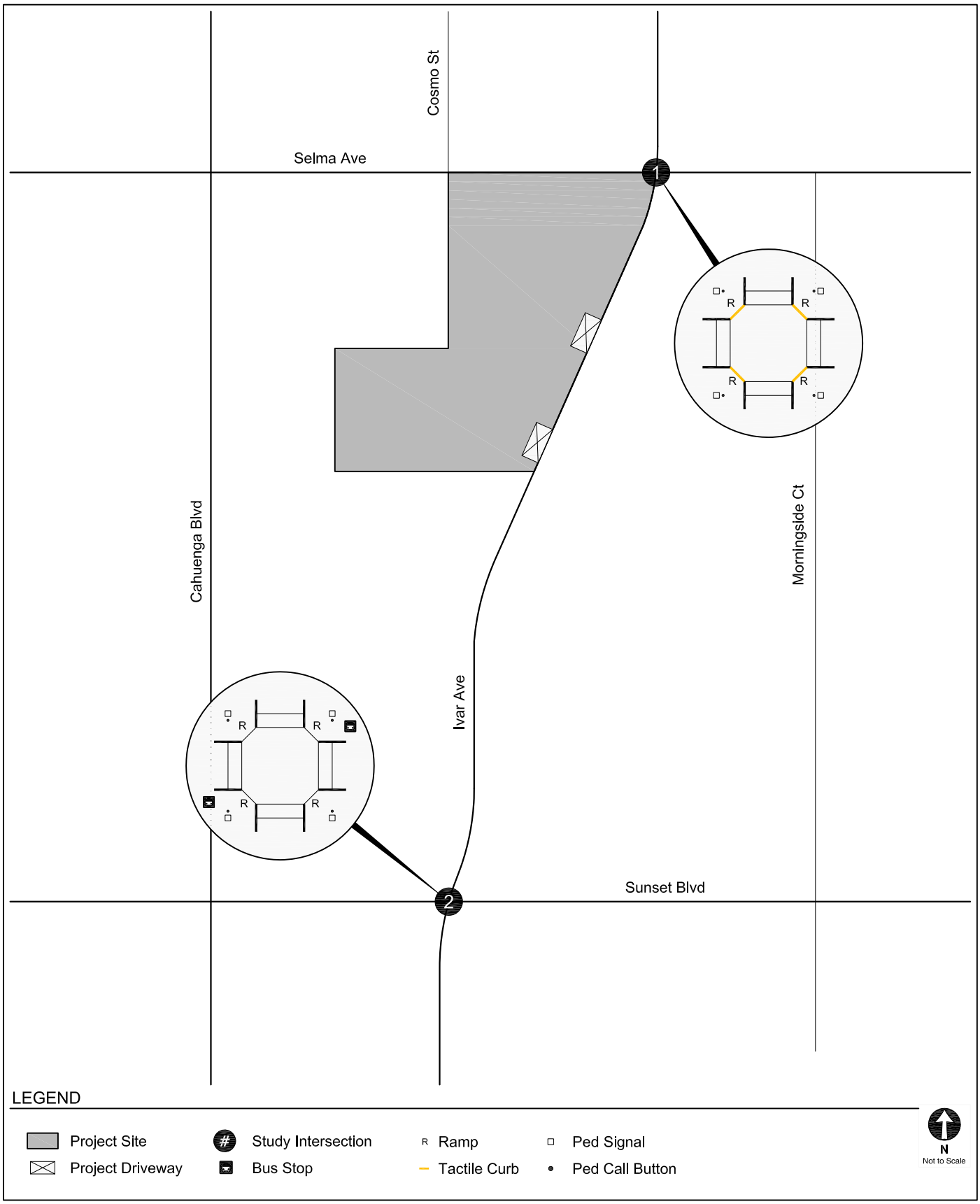
STUDY AREA

FIGURE 3



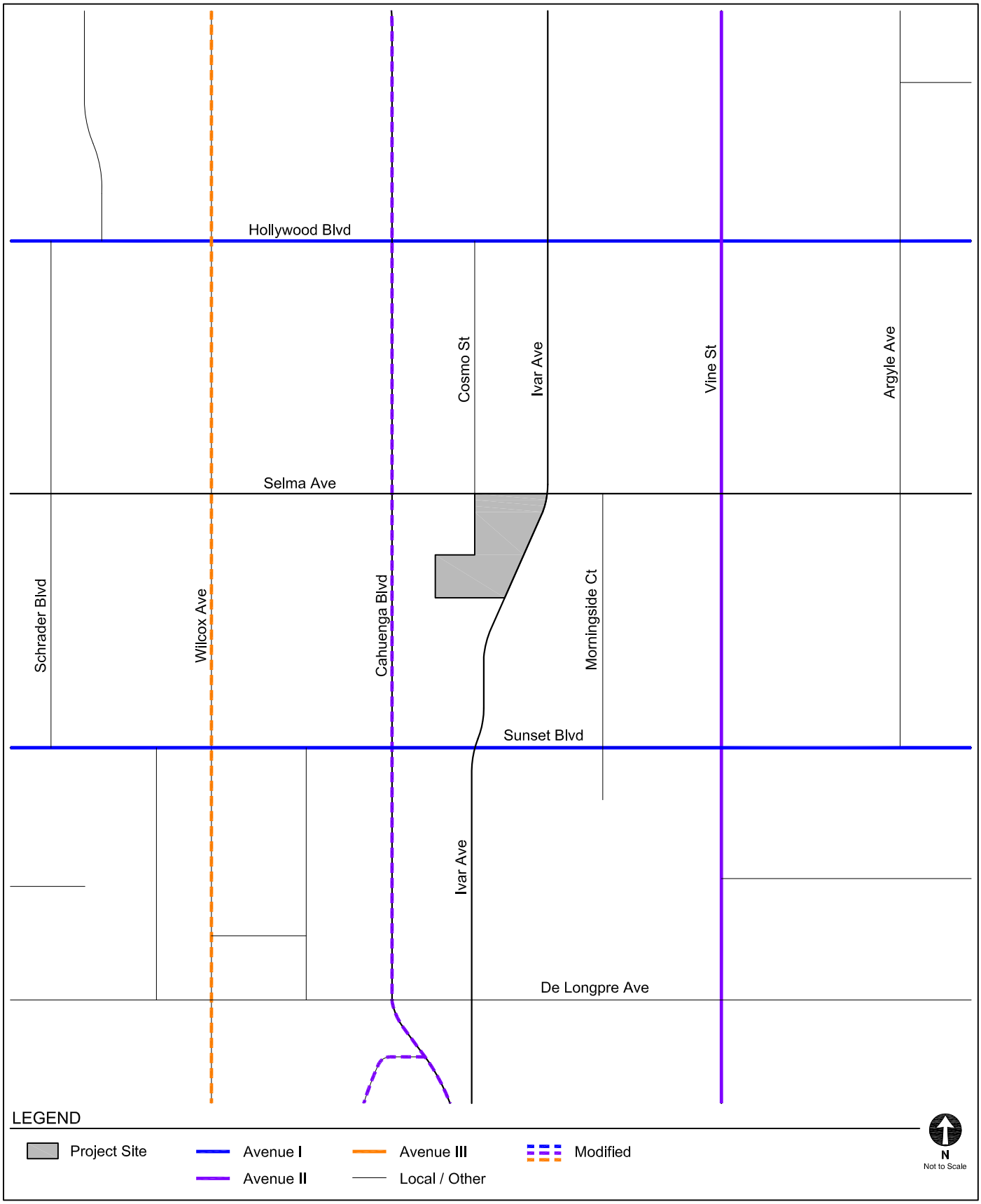
EXISTING INTERSECTION LANE CONFIGURATIONS

FIGURE 4



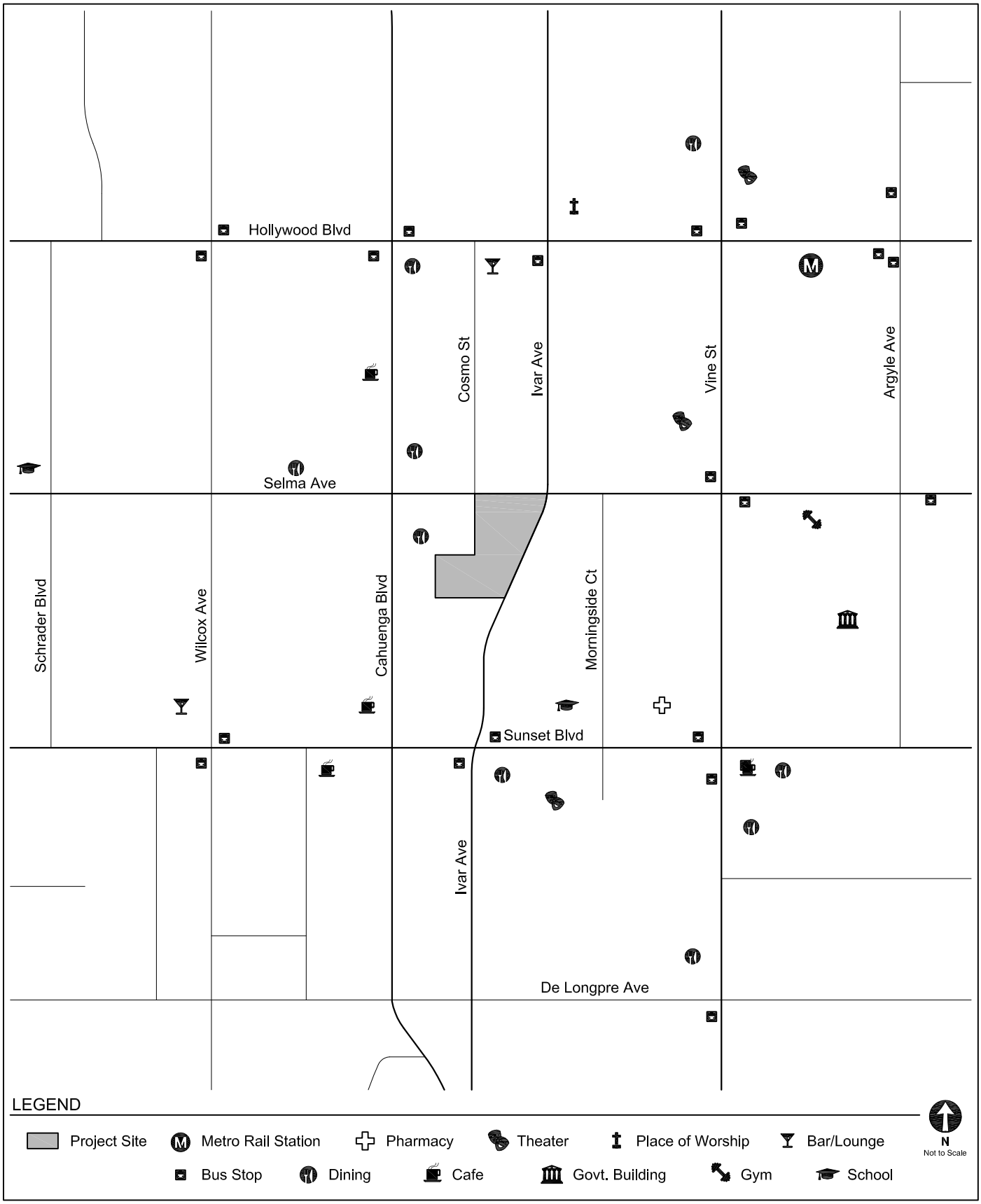
EXISTING INTERSECTION MOBILITY FACILITIES

FIGURE 5



MOBILITY PLAN STREET DESIGNATIONS

FIGURE 6



PEDESTRIAN DESTINATIONS

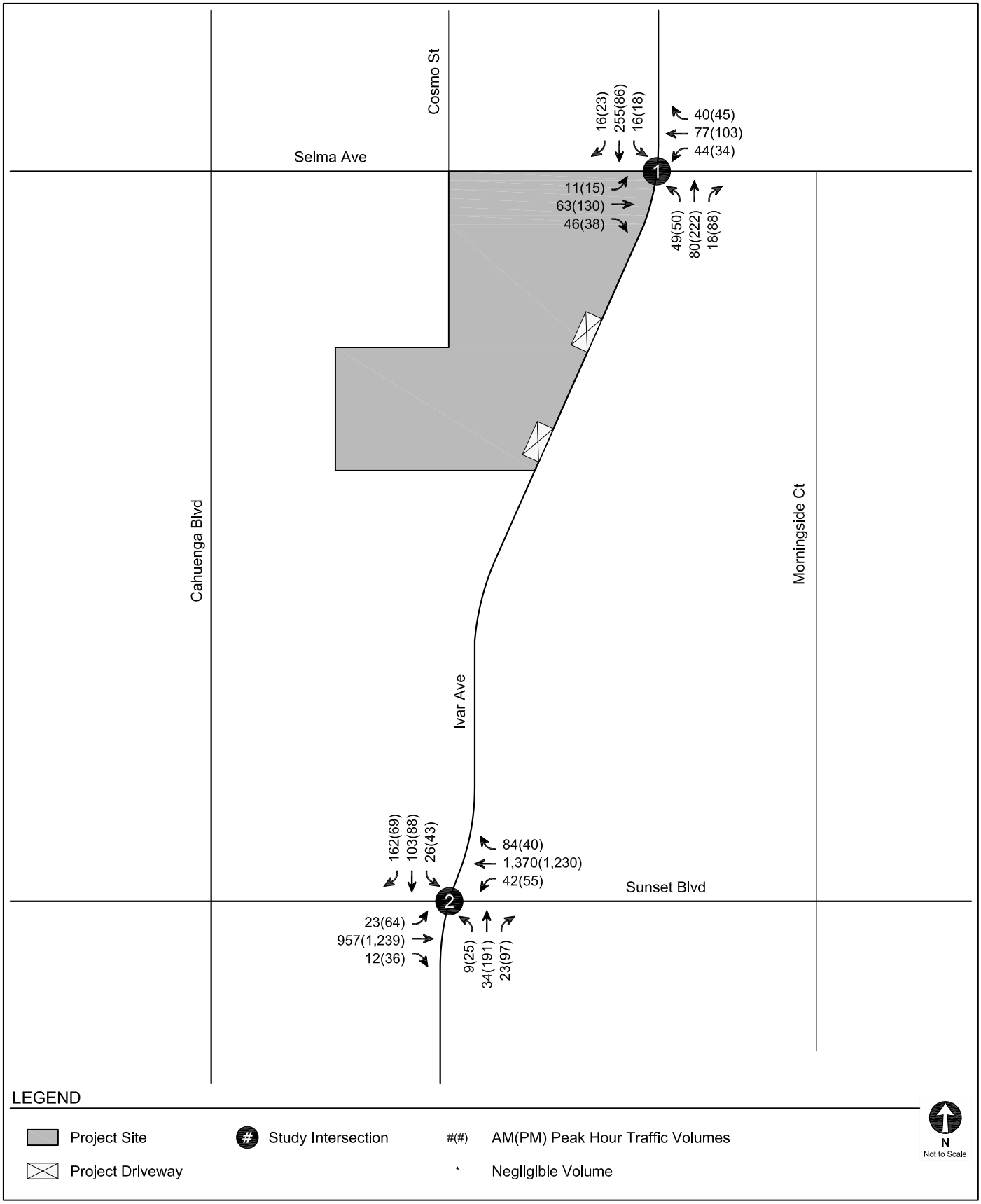
FIGURE 7

EXISTING TRANSPORTATION FACILITIES

FIGURE 8

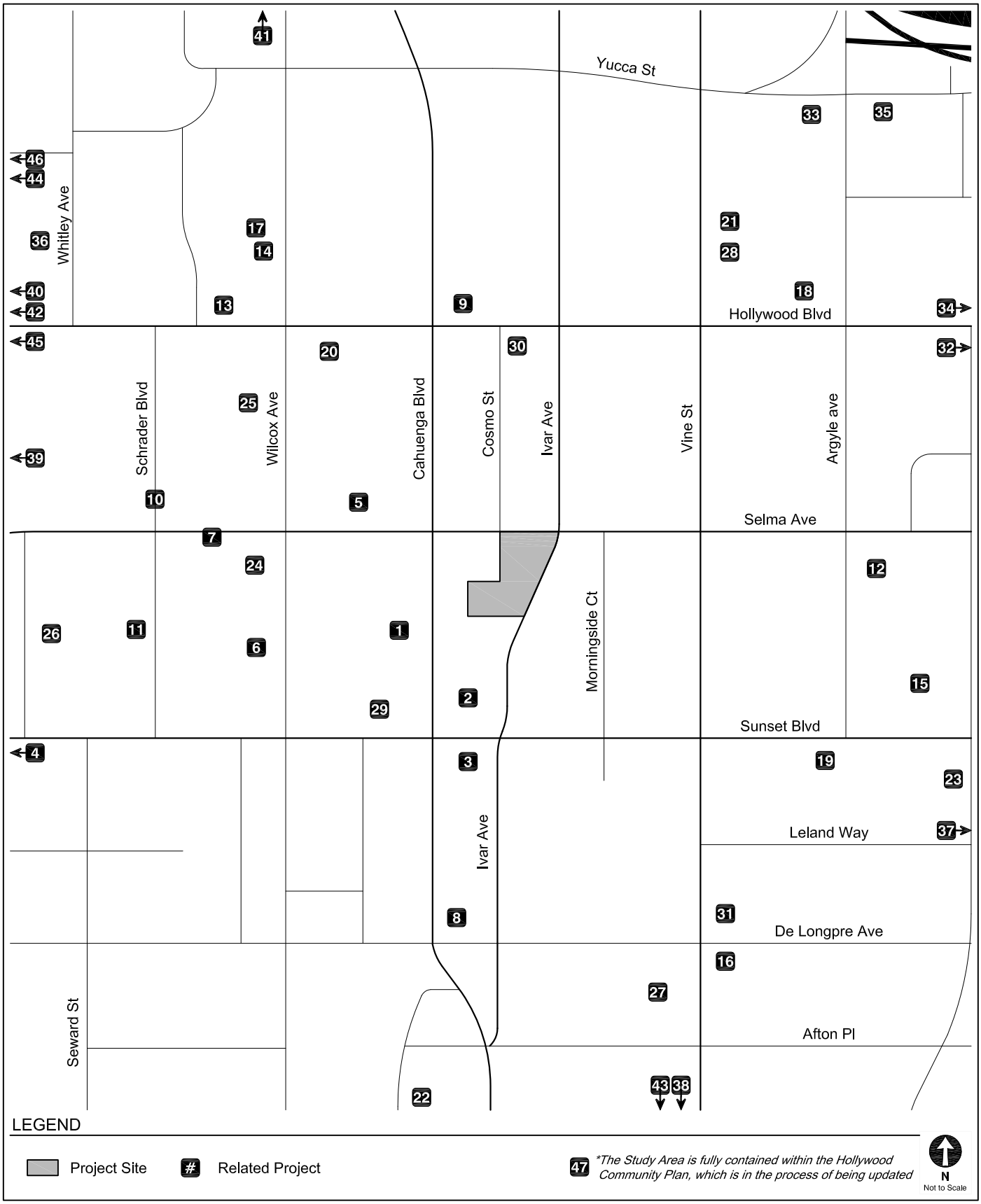
EXISTING TRANSIT SERVICE

FIGURE 9



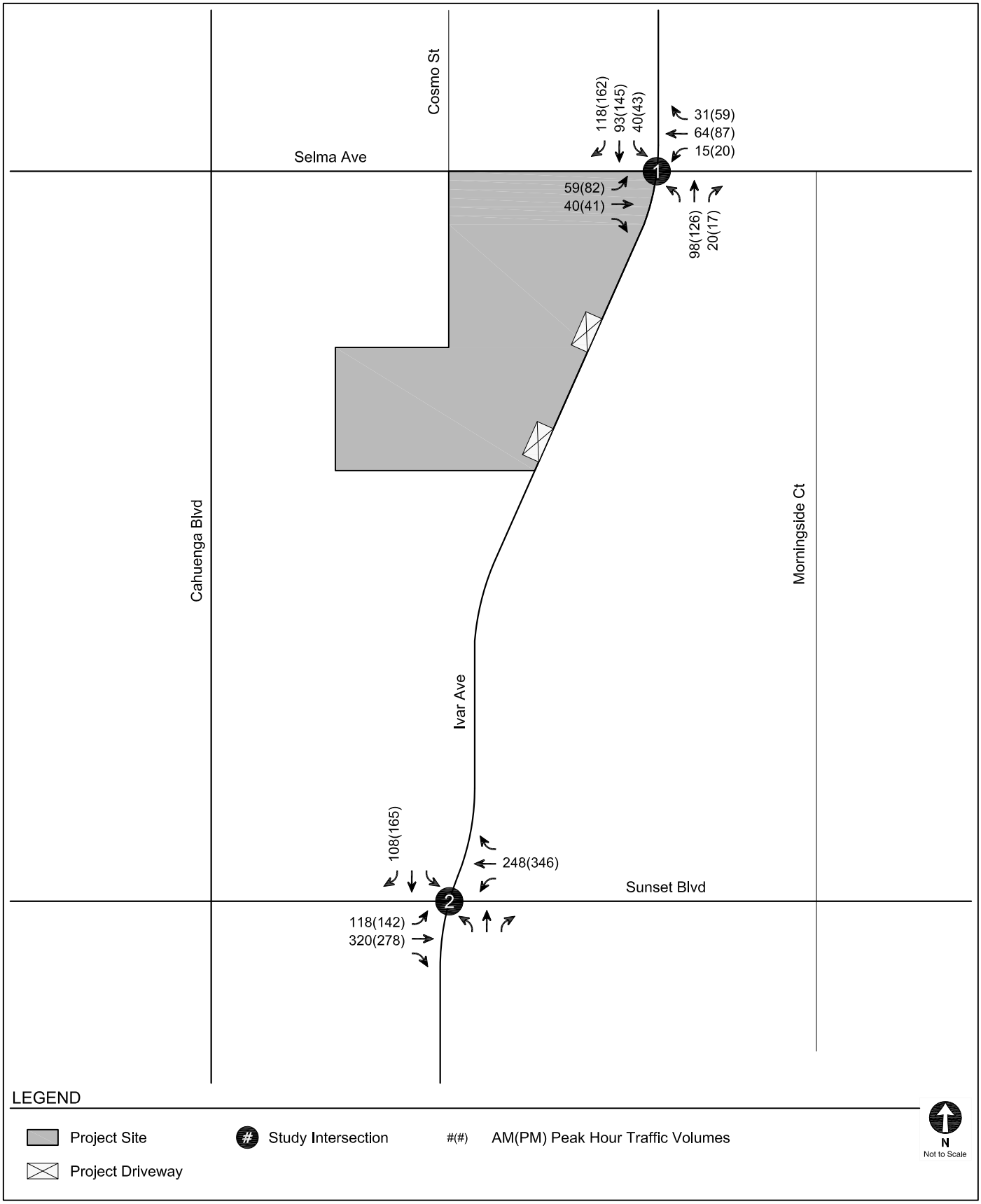
EXISTING CONDITIONS (YEAR 2020)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
10



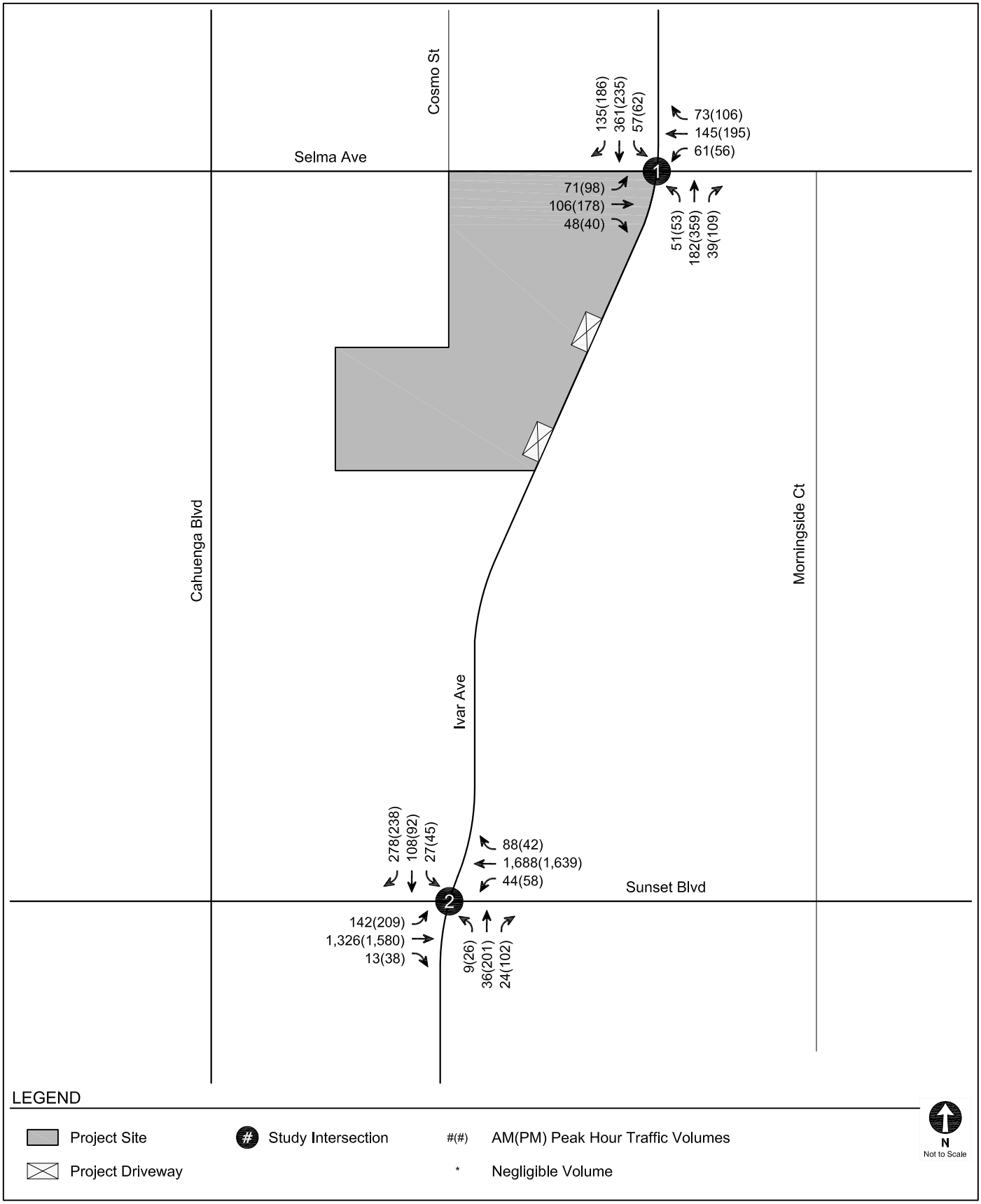
LOCATIONS OF RELATED PROJECTS

FIGURE 11



RELATED PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
12



FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2025) PEAK HOUR TRAFFIC VOLUMES	FIGURE 13

MOBILITY PLAN ROADWAY MODAL PRIORITIES

FIGURE 14

TABLE 1
EXISTING TRANSIT SERVICE IN PROJECT VICINITY

Provider, Route, and Service Area		Service Type	Hours of Operation	Average Headway (minutes)			
				Morning Peak Hour		Afternoon Peak Hour	
Metro Bus Service				**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
2	Downtown Los Angeles - Westwood via Santa Monica Blvd & Sunset Blvd	Local	5:00 A.M. - 2:30 A.M.	15	12	14	12
210	Hollywood/Vine Station - South Bay Galleria via Crenshaw Boulevard	Local	4:00 A.M. - 1:30 A.M.	16	18	20	18
302	Downtown Los Angeles - Westwood via Santa Monica Blvd & Sunset Blvd	Limited	6:00 A.M. - 9:45 A.M. 3:30 P.M. - 7:30 P.M.	N/A	11	14	N/A
LADOT DASH Bus Service				**CW/ NB/EB**	**CCW/ SB/WB**	**CW/ NB/EB**	**CCW/ SB/WB**
HW	Hollywood	Local	7:00 A.M. - 7:00 P.M.	30	30	30	30
HWL	Hollywood/Wilshire (Larchmont Shuttle)	Local	6:15 A.M. - 7:15 P.M.	25	26	23	26
BC	Beachwood Canyon (Northbound)	Local	6:45 A.M. - 7:45 P.M.	23	N/A	24	N/A
Metro Rail Service [a]				**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
B	Downtown Los Angeles - North Hollywood	Rail	4:30 A.M. - 2:00 A.M.	10	10	10	10

Notes:

Metro: Los Angeles County Metropolitan Transportation Authority

LADOT DASH: Los Angeles Department of Transportation Downtown Area Shuttle

CW:clockwise; CCW: counter-clockwise

[a] Metro B Line was formerly known as Metro Red Line.

TABLE 2A
TRANSIT SYSTEM CAPACITY IN PROJECT VICINITY - MORNING PEAK HOUR

Provider, Route, and Service Area		Stop Location	Capacity per Trip [a]	Peak Hour Ridership [b]				Average Remaining Capacity per Trip		Remaining Peak Hour Capacity	
				Peak Load		Average Load					
Metro Bus Service				**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
2/302	Downtown Los Angeles - Westwood via Santa Monica Blvd & Sunset Blvd	Sunset Blvd at Ivar Ave	50	20	39	12	31	38	19	152	95
210	Hollywood/Vine Station - South Bay Galleria via Crenshaw Boulevard	Vine St at Selma Ave	50	14	13	10	8	40	42	150	137
LADOT DASH Bus Service				**CW/ NB/EB**	**CCW/ SB/WB**	**CW/ NB/EB**	**CCW/ SB/WB**	**CW/ NB/EB**	**CCW/ SB/WB**	**CW/ NB/EB**	**CCW/ SB/WB**
HW	Hollywood	Hollywood Blvd at Vine St	30	7	5	2	2	28	28	56	56
HWL	Hollywood/Wilshire (Larchmont Shuttle)	Vine St at Selma Ave	30	2	3	1	1	29	29	57	58
BC	Beachwood Canyon (Northbound)	Vine St at Selma Ave	30	0	N/A	0	N/A	30	N/A	90	N/A
									Total Remaining Bus Service Capacity	**851**	
Metro Rail Service **[c]**				**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
B	Downtown Los Angeles - North Hollywood	Hollywood/Vine	750	288	223	357	244	393	506	2,358	3,036
									Total Remaining Rail Transit Capacity	**5,394**	
									Total Remaining Transit System Capacity	**6,245**	

Notes:

Metro: Los Angeles County Metropolitan Transportation Authority.

LADOT DASH: Los Angeles Department of Transportation Downtown Area Shuttle

[a] Capacity assumptions:

Metro Bus - 40 seated / 50 standing.

Metro B Line - 55 seats / car, 6 cars / run during peak periods. Metro assumes a maximum capacity of 230% of seated capacity, or approximately 125 / car.

LADOT DASH - 25 seated / 30 standing.

[b] Ridership information based on data from Metro and LADOT for 2019.

[c] Ridership information based on data from Metro for 2018.

TABLE 2B
TRANSIT SYSTEM CAPACITY IN PROJECT VICINITY - AFTERNOON PEAK HOUR

Provider, Route, and Service Area		Stop Location	Capacity per Trip [a]	Peak Hour Ridership [b]				Average Remaining Capacity per Trip		Remaining Peak Hour Capacity	
				Peak Load		Average Load					
Metro Bus Service				**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
2/302	Downtown Los Angeles - Westwood via Santa Monica Blvd & Sunset Blvd	Sunset Blvd at Ivar Ave	50	40	31	32	20	18	30	77	150
210	Hollywood/Vine Station - South Bay Galleria via Crenshaw Boulevard	Vine St at Selma Ave	50	13	16	10	13	40	37	120	120
LADOT DASH Bus Service				**CW/ NB/EB**	**CCW/ SB/WB**	**CW/ NB/EB**	**CCW/ SB/WB**	**CW/ NB/EB**	**CCW/ SB/WB**	**CW/ NB/EB**	**CCW/ SB/WB**
HW	Hollywood	Hollywood Blvd at Vine St	30	10	3	3	2	27	28	54	56
HWL	Hollywood/Wilshire (Larchmont Shuttle)	Hollywood Blvd at Argyle Ave	30	6	5	3	3	27	27	54	54
BC	Beachwood Canyon (Northbound)	Vine St at Selma Ave	30	3	N/A	1	N/A	29	N/A	87	N/A
									Total Remaining Bus Service Capacity	**772**	
Metro Rail Service **[c]**				**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
B	Downtown Los Angeles - North Hollywood	Hollywood/Vine	750	319	413	302	327	448	423	2,688	2,538
									Total Remaining Rail Transit Capacity	**5,226**	
									Total Remaining Transit System Capacity	**5,998**	

Notes:

Metro: Los Angeles County Metropolitan Transportation Authority.

LADOT DASH: Los Angeles Department of Transportation Downtown Area Shuttle

[a] Capacity assumptions:

Metro Bus - 40 seated / 50 standing.

Metro B Line - 55 seats / car, 6 cars / run during peak periods. Metro assumes a maximum capacity of 230% of seated capacity, or approximately 125 / car.

LADOT DASH - 25 seated / 30 standing.

[b] Ridership information based on data from Metro and LADOT for 2019.

[c] Ridership information based on data from Metro for 2018.

TABLE 3
RELATED PROJECTS

No	Name	Address	Description	Trip Generation [a]						
				Daily	Morning Peak Hour			Afternoon Peak Hour		
					In	Out	Total	In	Out	Total
1 [b]	Cahuenga Boulevard Hotel	1525 N Cahuenga Blvd	64 hotel rooms, 700 sf rooftop restaurant/lounge and 3,300 sf restaurant	469	13	9	22	17	17	34
2	Ivar Gardens Hotel	6409 W Sunset Blvd	275 hotel rooms and 1,900 sf retail	1,285	51	26	77	53	60	113
3	6400 Sunset Mixed-Use	6400 Sunset Blvd	232 apartment units and 7,000 sf restaurant	11	14	77	91	57	(6)	51
4	6630 W Sunset Boulevard	6630 W Sunset Blvd	40 apartment units	266	4	16	20	16	9	25
5 [b]	Selma - Wilcox Hotel	6421 W Selma Ave	114 hotel rooms and 1,993 sf restaurant	1,227	43	27	70	56	44	100
6 [b]	Thompson Hotel	1541 N Wilcox Ave	200 hotel rooms and 9,000 sf restaurant	2,058	76	57	133	82	75	157
7 [b]	Tommie Hotel	6516 W Selma Ave	212 hotel rooms, 3,855 sf bar/lounge and 8,500 sf rooftop bar/event space	2,241	71	50	121	105	84	189
8 [b]	Godfrey Hotel	1400 N Cahuenga Blvd	220 hotel rooms and 2,723 sf restaurant, 1,440 sf bar	1,875	55	47	102	78	60	138
9	Hotel & Restaurant Project	6381 W Hollywood Blvd	80 hotel rooms and 15,290 sf restaurant	1,020	(19)	11	(8)	62	4	66
10	Schrader Hotel MU	1600 N Schrader Blvd	168 hotel rooms and 5,979 sf restaurant	1,666	58	40	98	80	63	143
11	CD 13 Schrader Temp Bridge Housing Shelter	1533 Schrader Blvd	70 bed shelter	89	5	3	8	4	4	8
12	Modera Argyle MU	1546 N Argyle Ave	276 apartment units, 9,000 sf retail and 15,000 sf restaurant	2,013	43	127	170	128	51	179
13	Hudson Building	6523 W Hollywood Blvd	10,402 sf restaurant, 4,074 sf of office, and 890 sf of storage	547	(16)	(11)	(27)	32	4	36
14	Wilcox Hotel	1717 N Wilcox Ave	133 hotel rooms and 3,580 sf retail	1,244	54	35	89	49	43	92
15	Palladium Residences	6201 W Sunset Blvd	731 apartment units (37 affordable) and 24,000 sf of retail and restaurant uses	4,913	128	228	356	234	169	403
16	Onni Group Mixed-Use Development	1360 N Vine St	463,521 sf office, 11,914 sf restaurant and 8,988 sf of rehabilitated uses (residential, restaurant, or office use)	3,533	278	40	318	135	337	472
17	1723 Wilcox	1723 N Wilcox Ave	81 hotel rooms and 2,236 sf restaurant	634	25	15	40	25	24	49
18	Pantages Theater Office	6225 W Hollywood Blvd	210,000 sf office	1,918	243	33	276	43	411	254
19 [b]	6250 Sunset MU (Old Nickelodeon Site)	6250 W Sunset Blvd	200 apartment units and 4,700 sf retail	1,473	52	80	132	71	50	121
20	Hollywood & Wilcox	6430-6440 W Hollywood Blvd	260 apartment units, 3,580 sf office, 11,020 sf retail and 3,200 sf restaurant	1,625	23	98	121	99	44	143
21	Hollywood Center MU (Formerly Millennium)	1720 N Vine St	1,005 residential units (872 apartment units, 133 affordable senior housing units) and 30,176 sf retail	6,346	171	290	461	368	264	632
22 [b]	Mixed-Use	1310 N Cole Ave	369 apartment units and 2,570 sf office	2,226	20	139	159	139	58	197
23	6200 W Sunset Boulevard	6200 W Sunset Blvd	270 apartment units, 1,750 sf quality restaurant, 2,300 sf pharmacy and 8,070 sf retail	1,778	26	97	123	100	35	135
24	Citizen News	1545 N Wilcox Ave	16,100 sf flexible event space and 14,800 sf restaurant	2,341	36	50	86	128	47	175
25	1637 N Wilcox MU	1637 N Wilcox Ave	93 apartment units, 61 affordable housing units and 6,586 sf commercial	831	20	44	64	40	27	67

TABLE 3 (CONT'D)
RELATED PROJECTS

No	Name	Address	Description	Trip Generation [a]						
				Daily	Morning Peak Hour			Afternoon Peak Hour		
					In	Out	Total	In	Out	Total
26	Mixed-Use	1524-1538 N Cassil Pl	200 apartment units and 1,400 sf restaurant	1,081	22	51	73	55	34	89
27 [b]	Academy Square	1341 Vine St	285,719 sf office, 200 apartment units and 16,135 sf restaurant	6,218	330	164	494	152	220	372
28	citizenM Hotel	1718 Vine St	240 hotel rooms and 5,373 sf restaurant	1,101	58	41	99	35	42	77
29	6445 Sunset	6445 Sunset Blvd	175 hotel rooms and 12,500 sf restaurant	1,478	77	58	135	80	61	141
30	6360 Hollywood	6360 Hollywood Blvd	90 hotel rooms and 11,000 sf restaurant	6,396	54	40	94	60	44	104
31	1400 Vine	1400 Vine St	179 residential units, 19 affordable housing units and 16,000 sf restaurant	1,859	70	93	163	97	56	153
32	6140 Hollywood	6140 Hollywood Blvd	102 hotel rooms, 27 condominium units and 11,460 sf restaurant	1,782	76	62	138	78	58	136
33	Hollywood Crossroads	1540-1552 Highland Ave	950 residential units, 308 hotel rooms, 95,000 sf office and 185,000 sf commercial retail uses	14,833	381	498	879	733	548	1,281
34	Hollywood Gower Mixed-Use	6100 W Hollywood Blvd	220 apartment units and 3,270 sf restaurant	1,439	24	76	100	86	46	132
35	Mixed-Use	6220 W Yucca St	210 hotel rooms, 136 apartment units, 3,450 sf retail and 9,120 sf restaurant	2,652	88	111	199	130	85	215
36	1719 Whitley Hotel	1719 N Whitley Ave	156 hotel rooms	1,275	49	34	83	48	46	94
37	Sunset Gower Studios	1438 N Gower St	169,400 sf sound stage, 52,800 sf production support, 852,830 sf office and 6,516 sf restaurant	4,108	424	67	491	77	410	487
38	1235 Vine St Project	1235 Vine St	109,190 sf office and 7,960 sf restaurant	944	96	19	116	19	91	108
39	Apartments	1601 N Las Palmas Ave	202 apartment units (69 affordable)	562	17	48	65	41	23	64
40	Las Palmas Residential (Hollywood Cherokee)	1718 N Las Palmas Ave	224 residential units and 985 sf retail	1,333	21	84	105	81	43	124
41	Hotel	1921 Wilcox Ave	122 hotel rooms and 4,225 sf restaurant	1,233	34	26	60	51	40	91
42	6753 Selma MU	6753 Selma Ave	51 apartment units and 438 sf ground floor retail	286	5	13	18	14	10	24
43	Hotel	1133 N Vine St	112 hotel rooms and 661 sf café	457	19	13	32	18	15	33
44	Apartments	1749 Las Palmas Ave	70 apartment units and 3,117 sf retail	147	2	9	11	9	5	14
45	1708 Cahuenga	1708 N Cahuenga Blvd	217,269 sf office/commercial	1,904	195	31	226	36	189	225
46	Residential	1818 N Cherokee Ave	65 apartment units and 21 affordable housing units	397	9	21	30	20	12	32
47	Hollywood Community Plan Update	The Hollywood Community Plan Update proposes updates to land use policies and maps. The proposed changes would primarily increase commercial and residential development potential in and near the Regional Center Commercial portion of the community and along selected corridors in the Community Plan Area. The decreases in development potential would be primarily focused on low- to medium-scale multi-family residential neighborhoods to conserve existing density and intensity of those neighborhoods. The projected population growth has been captured in the conservative ambient growth rate and the Related Projects defined above. The Project Study Area is fully contained within the Community Plan Area.								

Notes:

[a] Source: Related project information provided by LADOT (November 18, 2020), Department of City Planning, and recent studies in the area.

[b] Although construction of the related project may be partially or entirely complete, the project was not fully occupied at the time when traffic counts were conducted. Therefore, the related project was considered and listed to provide a more conservative analysis.

Chapter 3
CEQA Analysis of Transportation Impacts

This chapter presents the results of an analysis of CEQA-related transportation impacts. The analysis identifies any potential conflicts the Project may have with adopted City plans and policies and the improvements associated with the potential conflicts as well as the results of a Project VMT analysis that satisfies State requirements under *State of California Senate Bill 743* (Steinberg, 2013) (SB 743), and an identification of any hazards that may be created due to geometric design features.

METHODOLOGY

SB 743, made effective in January 2014, required the Governor's Office of Planning and Research to change the CEQA guidelines regarding the analysis of transportation impacts. Under SB 743, the focus of transportation analysis shifted from vehicular delay (LOS) to VMT, in order to reduce greenhouse gas emissions (GHG), create multimodal networks, and promote mixed-use developments.

The TAG defines the methodology of analyzing a project's transportation impacts in accordance with SB 743.

Per the TAG, the CEQA transportation analysis contains the following thresholds for identifying significant impacts:

- Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies
- Threshold T-2.1: Causing Substantial Vehicle Miles Traveled (VMT)
- Threshold T-2.2: Substantially Inducing Additional Automobile Travel
- Threshold T-3: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use

The thresholds were reviewed and analyzed, as detailed in the following Sections 3A-3D. In addition, a CEQA safety analysis of California Department of Transportation (Caltrans) facilities for the Project is provided in Section 3E.

Section 3A: Threshold T-1
Conflicting with Plans, Programs, Ordinances, or Policies Analysis

This section presents a review of the Project's consistency with plans and policies guiding development and transportation networks in Los Angeles.

SIGNIFICANCE CRITERIA

This analysis applies Threshold T-1 from the TAG to the Project. Threshold T-1 states that a project results in a significant impact if it would "conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities." (TAG Section 2.1.3).

A project would be considered consistent with a policy if it is generally in conformance and does not obstruct the implementation of that policy or preclude future improvements. If a conflict is identified, mitigation measures would focus on improving access, comfort, and safety for all mobility types, especially pedestrians, bicyclists, and transit riders.

PLANS, PROGRAMS, ORDINANCES, AND POLICIES

Table 2.1-1 of the TAG identifies a series of City documents or plans that establish the regulatory framework for development in the City. Attachment D of the TAG, *Plans, Policies, and Programs Consistency Worksheet*, provides a structured approach to evaluate whether a project conflicts with the City's plans, programs, ordinances, or policies and to streamline the review by highlighting the most relevant plans, policies, and programs when assessing potential impacts to the City's transportation system. The *Plans, Policies, and Programs Consistency Worksheet* was completed for the Project and is provided in Appendix C. Each of the documents listed in Table 2.1-1 of the TAG was reviewed for applicability to the Project, and the relevant transportation-related policies are summarized below, along with the Project's conformance. More detailed

discussions on consistency with key policies are provided in tables in Appendix C, as indicated below.

Mobility Plan

The Mobility Plan combines "complete street" principles with the following five goals that define the City's mobility priorities:

- Safety First: Design and operate streets in a way that enables safe access for all users, regardless of age, ability, or transportation mode of choice.
- World Class Infrastructure: A well-maintained and connected network of streets, paths, bikeways, trails, that more provides Angelenos with the optimum variety of mode choices.
- Access for All Angelenos: A fair and equitable system must be accessible to all and must pay particularly close attention to the most vulnerable users.
- Collaboration, Communication, and Informed Choices: The impact of new technologies on our day-to-day mobility demands will continue to become increasingly important to the future. The amount of information made available by new technologies must be managed responsibly in the future.
- Clean Environments and Healthy Communities: Active transportation modes such as bicycling and walking can significantly improve personal fitness and create new opportunities for social interaction, while lessening impacts on the environment.

A detailed analysis of the Project's consistency with the Mobility Plan is provided in Table C-1 in Appendix C. In summary, the Project provides separate pedestrian access to the site via residential lobby and commercial entrances along Ivar Avenue and Selma Avenue, to reduce conflicts with vehicles. Although bicycle routes are provided along Selma Avenue, the Project does not propose modifying, removing, or otherwise affecting existing bicycle infrastructure.

The Mobility Plan also designates street and sidewalk width standards based on a street's functional classification. Los Angeles Municipal Code (LAMC) Section 12.37 states that a project must dedicate and improve adjacent streets to half-width ROW standards consistent with the street designations of the Mobility Plan. The Applicant will provide a two-foot dedication along Cahuenga Boulevard, along the western boundary of the Entire Property Site, and a 10-foot by 10-foot corner cut dedication at Ivar Avenue & Selma Avenue to meet City standards. No additional dedication or widening is required, and no Waivers of Dedication are requested. Thus,

the Project would maintain the designated driveway and roadway width requirements to meet the goals and serve the long-term needs of the Mobility Plan. Consistent with the driveway location planning guidelines, vehicular access to the Project, a mixed-use development, would be placed on a non-arterial street, Ivar Avenue. The two proposed driveways would be designed in accordance with the standards set forth in *Manual of Policies and Procedures* (LADOT, December 2008) to provide sufficient internal queuing space and ensure safety for pedestrians. While Selma Avenue is part of the NEN, the Project would not be in conflict with or preclude implementation of any neighborhood improvements that may be identified for the street. In fact, the Project will remove vehicle access from Selma Avenue, which has been designated in both the HIN and NEN, and replace it on Ivar Avenue, which does not have those network classifications.

The Project encourages non-motorized travel through provision of short- and long-term bicycle parking and promotes transit usage by developing a mixed-use project located within a 0.25-mile walking distance of the Metro B Line Hollywood/Vine Station and nearby local bus stops along Sunset Boulevard. Close proximity to fixed-rail and other transit services supports “first-mile / last-mile” solutions. All sidewalks and curb ramps along the Project frontage would be designed in compliance with ADA standards to achieve accessibility for all patrons of the Project. In addition, the Project includes a mix of land uses to encourage interaction between components within a walkable environment in close proximity to jobs, destinations, and the multitude of neighborhood services available in the immediate area, thereby reducing the number of trips made by vehicle and therefore reducing overall VMT.

The Project would incorporate TDM measures to reduce the dependency on single-occupancy vehicles by applying allowable parking reduction rates from standard LAMC requirements pursuant to *Transit Oriented Communities Affordable Housing Incentive Program* (City of Los Angeles, September 22, 2017) (TOC Guidelines) and providing convenient bicycle parking, as further discussed in Section 3B. TDM measures help reduce VMT and vehicle trips to and from the Project Site consistent with City and State transportation and GHG policies and objectives. The Project would also provide sufficient off-street parking to accommodate the Project’s parking demand on-site.

The Project does not hinder other goals and policies identified in the Mobility Plan. Therefore, the Project is consistent with and would not obstruct the implementation of the Mobility Plan.

Plan for a Healthy Los Angeles

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

A detailed analysis of the Project's consistency with Plan for a Healthy Los Angeles is provided in Table C-2 of Appendix C. The Project prioritizes safety and access for all individuals utilizing the site by complying with all ADA requirements and providing direct connections to pedestrian amenities at the adjacent and nearby signalized intersections along Ivar Avenue at Selma Avenue and Sunset Boulevard. Further, the Project supports healthy lifestyles by locating jobs near transit, providing bicycle amenities, and enhancing the pedestrian environment by providing shade trees for a more comfortable and inviting environment for pedestrians. The Project also includes affordable housing units to provide attainable opportunities for social mobility and would not displace existing housing; rather, it converts mostly underutilized land into an active and vibrant mixed-use community.

Thus, the Project would be consistent with the goals of *Plan for a Healthy Los Angeles*.

Land Use Element of the General Plan

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

A detailed analysis of the Project's consistency with the *Hollywood Community Plan* is provided in Table C-3 of Appendix C. The Project would provide both market-rate and affordable residential units to further the development of Hollywood as a major center of population and satisfy the varying needs and desires of all economic segments of the community, maximizing the opportunity for individual choice. Thus, the Project promotes and encourages development standards in line with the goals and objectives of the *Hollywood Community Plan*. The Project is consistent with the circulation standards and criteria of the *Hollywood Community Plan* as the

transportation system adjacent to the Project Site would adequately serve the traffic generated by the Project without resulting in significant congestion. In addition, the Project would implement TDM strategies to further reduce the number of single-occupancy vehicle trips generated by the Project.

The City is currently in the process of updating the *Hollywood Community Plan* to guide development for the Hollywood area through Year 2040. *Hollywood Community Plan Update Draft Environmental Impact Report* (Terry A. Hayes Associates, Inc., November 2018) was released for public review in October 2019 and formal adoption is anticipated by the end of Year 2020.

The Project is also located within the *Redevelopment Plan for the Hollywood Redevelopment Project* (The Community Redevelopment Agency of the City of Los Angeles, amended October 2003) (Redevelopment Plan) area of the City. The Redevelopment Plan outlines a set of goals for community development including employment and business opportunities, improving the quality of the environment in the Hollywood area, supporting Hollywood as the center of the entertainment industry, and promoting the reuse of existing buildings.

A detailed analysis of the Project's consistency with the Redevelopment Plan is provided in Table C-4 of Appendix C. The Project promotes and encourages development standards in line with the goals and objectives of the Redevelopment Plan including, but not limited to, making provision for the housing required to satisfy the varying needs and desires of all economic segments of the community. Since the Project is not located along a corridor that has been identified as a circulation corridor in the Redevelopment Plan, the Project would not preclude any City improvements to circulation and traffic flow. Thus, the Project would be consistent with the goals and objectives of the Redevelopment Plan.

Specific Plans

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

LAMC Section 12.21.A.16 (Bicycle Parking)

LAMC Section 12.21.A.16 details the bicycle parking requirements for new developments. As further detailed in Section 4F, the Project would provide a total of 19 short-term and 147 long-term spaces to satisfy the LAMC requirements for on-site bicycle parking supply.

LAMC Section 12.26J (TDM Ordinance)

LAMC Section 12.26J, the TDM Ordinance (1993) establishes TDM requirements for non-residential projects, in addition to non-residential components of mixed-use projects, in excess of 25,000 sf. The Project proposes up to 6,805 sf of new commercial uses and would not exceed 25,000 sf. Therefore, LAMC Section 12.26J would not apply to the Project and the Project would not conflict with the requirements of LAMC Section 12.26J. Nonetheless, the Project proposes to implement TDM measures including application of allowable parking reduction rates from standard LAMC requirements pursuant to the TOC Guidelines and provisions of bicycle parking per LAMC requirements, as further described in Section 3B.

Vision Zero Action Plan / Vision Zero Corridor Plans

Vision Zero implements projects that are designed to increase safety on the most vulnerable City streets. The City has identified street segments as part of the HIN where City projects will be targeted. Within the Study Area, Selma Avenue and Sunset Boulevard are identified in the City's HIN. As part of Vision Zero's Sunset Boulevard Safety Improvements, LADOT installed basic safety improvements, including continental crosswalks, along Sunset Boulevard between L. Ron Hubbard Way and Selma Avenue as of June 2019. No further improvements are planned near the Project Site.

Nonetheless, the Project improvements to the pedestrian environment would not preclude future Vision Zero Safety Improvements by the City and it would remove one vehicular driveway along Selma Avenue, thereby reducing potential conflicts with pedestrians on an HIN corridor. Thus, the Project does not conflict with Vision Zero.

Streetscape Plans

There are no streetscape plans adjacent to the Project Site and, therefore, streetscape plans do not apply to the Project.

Citywide Design Guidelines

Citywide Design Guidelines (LADCP Urban Design Studio, October 2019) identifies urban design principles to guide architects and developers in designing high-quality projects that meet the City's functional, aesthetic, and policy objectives and help foster a sense of community. The design guidelines are organized around three design approaches, Pedestrian-First Design, 360-Degree Design, and Climate-Adapted Design. Per the TAG, a detailed analysis of the Project's consistency with the Pedestrian-First Design Guidelines is provided in Table C-5 of Appendix C.

In summary, adequate sidewalks along Ivar Avenue and Selma Avenue would be provided in accordance with the City's Living Streets design considerations. Additionally, street trees would be incorporated to provide shade for a more comfortable and inviting mobility environment for pedestrians. Further, the orientation of the Project design and active ground floor facilities ensures that the Project actively engages with the street and its surrounding uses. Therefore, the Project would align with Pedestrian-First Design Guidelines of the *Citywide Design Guidelines* to provide a safe, comfortable, and accessible experience for all transportation modes.

CUMULATIVE ANALYSIS

In addition to potential Project-specific impacts, the TAG requires that the Project be reviewed in combination with nearby Related Projects to determine if there may be a cumulatively significant impact resulting from inconsistency with a particular program, plan, policy, or ordinance. In accordance with the TAG, the cumulative analysis must include consideration of any Related Projects within 0.5 miles of the Project Site and any transportation system improvements in the vicinity. Related Projects located within 0.5 miles of the Project site are identified in Table 3.

Similar to the Project, the Related Projects considered in this cumulative analysis would be individually responsible for complying with relevant plans, programs, ordinances, or policies addressing the circulation system. The Project, together with the Related Projects, would not result in cumulative impacts with respect to consistency with each of the plans, ordinances, or policies reviewed. Therefore, the Project, together with the Related Projects identified in Table 3, would not create inconsistencies nor result in cumulative impacts with respect to the identified programs, plans, policies, and ordinances.

Section 3B: Threshold T-2.1
Causing Substantial VMT Analysis

This section presents an analysis of potential VMT impacts for the Project under Threshold T-2.1 based on the TAG.

VMT GUIDELINES

The VMT guidelines are intended to promote the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses. This encourages development that shortens the distance between housing, jobs, and services, increases the availability of affordable housing options proximal to public transit, offers attractive non-vehicular transportation alternatives, provides strong TDM programs, and promotes walking and bicycling trips.

VMT Impact Thresholds

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

Residents contribute to household VMT while employees (including hotel, office, retail, and restaurant employees) contribute to work VMT. The TAG identifies a daily household VMT per capita impact threshold of 6.0 and a daily work VMT per employee impact threshold of 7.6 for the Central APC, in which the Project is located. Therefore, should the Project's average household

VMT per capita be equal to or lower than 6.0 and average work VMT per employee be equal to or lower than 7.6, the Project's overall VMT impact would be less than significant.

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

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

The location and characteristics of residences and workplaces are often the main drivers of VMT, as detailed in Appendix 1 of *Technical Advisory on Evaluating Transportation Impacts in CEQA* (California Governor's Office of Planning and Research, December 2018). Therefore, as detailed in *City of Los Angeles VMT Calculator Documentation* (LADOT and LADCP, May 2020) (VMT Calculator Documentation), the City's household VMT per capita threshold applies to Home-Based Work Production and Home-Based Other Production trips and the work VMT per employee threshold applies to Home-Based Work Attraction trips.

Other types of trips generated by the Project, including Non-Home-Based Other Production (trips to a non-residential destination originating from a non-residential use at the Project Site), Home-Based Other Attraction (trips to a non-workplace destination at the Project Site originating from a residential use), and Non-Home-Based Other Attraction (trips to a non-residential destination at the Project Site originating from a non-residential use), are not factored into the VMT per capita and VMT per employee thresholds as those trips are typically localized and are assumed to have a negligible effect on the VMT impact assessment. However, those trips are factored into the calculation of total Project trip generation and VMT for LADOT screening purposes when determining whether Threshold T-2.1 is applicable to a given project.

VMT ANALYSIS METHODOLOGY

The following details the methodology by which the vehicle trips and VMT are calculated in *City of Los Angeles VMT Calculator Version 1.3* (July 2020) (VMT Calculator). LADOT developed the VMT Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for developments within City limits. The VMT Calculator accounts for a variety of sociodemographic, land use, and environment factors estimated for each census tract within the City as well as the interaction of land uses within a mixed-use development. Some of the key factors built into the VMT Calculator include travel behavior zones (TBZs), mixed-use development methodology, population, and employment assumptions, and TDM measures.

TBZs

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

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

The VMT Calculator determines a project's TBZ based on the latitude and longitude of a project address. The Project Site is located in an Urban (Zone 4) TBZ.

Mixed-Use Development Methodology

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

- The project location's jobs/housing balance, which factors into how many trips are local or internal to a mixed-use project
- Land use density where the project is located, which factors into the likelihood of short trips, as well as walking and bicycling
- Transportation network density, which affects the circuity of travel (whether driving, walking, or bicycling) and, therefore, affects both trip length and the likelihood of choosing non-automobile modes of travel
- Proximity to transit, which affects the likelihood that residents or employees will travel via transit rather than automobile
- Proximity to retail and other destinations, affecting the likelihood that residents or employees will take short trips or non-automobile modes for routine commercial activities
- Vehicle ownership rates, with higher levels of vehicle ownership leading to a higher rate of automobile trips
- Household size, which affects both the number of trips made by a given residential unit (increasing or decreasing overall VMT) and also affects the number of people when calculating the daily VMT per capita

Trip Lengths

The VMT Calculator determines a project's VMT based on trip length information from the City's Travel Demand Forecasting Model which considers the traffic analysis zones within 0.125 miles of a project to define the average trip length and trip type as part of the overall calculation.

Population and Employment Assumptions

As previously stated, the VMT thresholds identified in the TAG are based on household VMT per capita and work VMT per employee. The VMT Calculator contains population assumptions based

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

TDM Measures

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

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

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

PROJECT VMT ANALYSIS

The VMT Calculator was used to evaluate Project VMT for comparison to the VMT impact criteria. To provide a comprehensive analysis, the VMT Calculator utilized the Entire Property Site's land uses and their respective sizes in consideration of both existing VMT generated by the occupied commercial uses and new VMT generated by the Project as well as the anticipated occupancy of

the currently vacant commercial uses. The land use inputs included 243 multi-family housing units, 27 affordable housing units, 29,828 sf retail, and 10,805 sf high-turnover restaurant.

Per *City of Los Angeles VMT Calculator User Guide* (LADOT and LADCP, May 2020), work VMT per employee is not reported for projects in which the commercial use is local-serving (assumed true for commercial uses less than 50,000 sf) and is considered to be less than significant. Therefore, neither the Project's 6,805 sf of new ground floor commercial space nor the Entire Property Site's 40,633 sf of commercial uses would result in a significant work VMT impact.

Additionally, the Project includes design features considered as TDM strategies to reduce the number of single occupancy vehicle trips to the Project Site, including applying allowable parking reduction rates from standard LAMC requirements pursuant to the TOC Guidelines and provision of bicycle parking per LAMC requirements on-site. For purposes of providing a conservative analysis, these Project design features were not taken into consideration in the VMT evaluation.

Project VMT

The VMT analysis results from the VMT Calculator are shown in Table 4. Detailed output results from the VMT Calculator are provided in Appendix D.

As shown in Table 4, the VMT Calculator estimates that the Project would generate 15,916 total daily VMT. It would produce 2,440 home-based production VMT (used to calculate household VMT per capita). Based on the VMT Calculator residential population estimate, the Project would generate average household VMT per capita of 3.9, which is below the Central APC impact threshold of 6.0. Therefore, the Project would not result in a significant VMT impact and no mitigation measures would be required. As previously noted, any TDM strategy included as part of the Project design features (reduced parking requirements and bicycle parking) was conservatively omitted from the VMT Calculator inputs. Thus, the implementation of such TDM strategies would further reduce the Project VMT.

CUMULATIVE ANALYSIS

Cumulative effects of development projects are determined based on the consistency with the air quality and GHG reduction goals of SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), including the 2016-2040 RTP/SCS, adopted in April 2016, and the 2020-2045 RTP/SCS (also known as *Connect SoCal),* adopted in September 2020, in terms of development location, density, and intensity. The RTP/SCS presents a long-term vision for the region's transportation system through Year 2045 and balances the region's future mobility and housing needs with economic, environmental, and public health goals.

As previously detailed, the Project includes a mixed-use development consisting of multi-family housing units and community serving ground floor commercial retail and restaurant uses. The Project would be designed to further reduce single occupancy trips to the Project Site through various TDM strategies that would be incorporated as Project features, including application of allowable parking reduction rates from standard LAMC requirements pursuant to the TOC Guidelines and bicycle parking per LAMC requirements. Consistent with RTP/SCS goals, the Project supports the focus of growth near destinations and mobility options by developing housing near local and regional transit (e.g., the Metro B Line Hollywood/Vine Station), promotes diverse housing choices by providing affordable housing units, and encourages active transportation through new bicycle parking and active street frontages. The Project encourages a variety of transportation options and is consistent with the RTP/SCS goal of maximizing mobility and accessibility in the region and, therefore, would not result in a cumulatively significant VMT impact.

Moreover, as detailed in the TAG, projects that do not demonstrate an impact by applying an efficiency-based impact threshold (i.e., household VMT per capita, work VMT per employee) in the impact analysis would necessarily not result in a cumulatively significant VMT impact. A less than significant impact conclusion using the City's criteria is sufficient in demonstrating there is no cumulative VMT impact, as those projects are already shown to align with the long-term VMT and greenhouse gas reduction goals of the RTP/SCS. As the Project would not result in a significant household VMT impact, it also would not result in a cumulatively significant VMT impact under Threshold T-2.1 and no further evaluation or mitigation measures would be required.

TABLE 4
VMT ANALYSIS SUMMARY

Project Information	
Address	6350 W Selma Avenue
Project Land Uses [a]	**Size**
Multi-Family Housing	243 units
Affordable Housing	27 units
Retail	29,828 sf
High-Turnover Sit-Down Restaurant	10,805 sf
Project Location Characteristics [b]	
Area Planning Commission	Central
Travel Behavior Zone [c]	Urban
Maximum VMT Reduction [d]	*75%*
Project VMT Analysis [e]	
Daily Vehicle Trips	2,479
Daily VMT	15,916
Total Household VMT	2,440
Household VMT per Capita [f]	3.9
Impact Threshold	6.0
Significant Impact	**NO**
Total Work VMT	--
Work VMT per Employee [g]	--
Impact Threshold	N/A
Significant Impact	**NO**

Notes:

[a] To provide a comprehensive analysis, the project land uses include the Entire Property Site in consideration of both existing VMT generated by the occupied commercial uses and new VMT generated by the Project and the anticipated occupancy of the currently vacant commercial uses.

[b] Project analysis based on the *City of Los Angeles VMT Calculator Version 1.3* (July 2020).

[c] "Urban" TBZs are characterized in *City of Los Angeles VMT Calculator Documentation* (LADOT and DCP, May 2020) as high-density neighborhoods characterized by multi-story buildings with a dense road network.

[d] The maximum allowable VMT reduction is based on the Project's designated TBZ.

[e] The Project includes several design features considered as TDM strategies, such as application of allowable parking reduction rates from standard Code requirements pursuant to the TOC Guidelines and provision of bicycle parking per LAMC requirements, to reduce the number of single occupancy vehicle trips. For the purposes of providing a conservative analysis, these design features were not taken into consideration in the VMT evaluation.

[f] Household VMT per Capita is based on the "home-based work production" trip types.

[g] Work VMT per Employee is based on the "home-based work attraction" trip types.

Section 3C: Threshold T-2.2
Substantially Inducing Additional Automobile Travel Analysis

The intent of Threshold T-2.2 is to assess whether a transportation project would induce substantial VMT by increasing vehicular capacity on the roadway network, such as the addition of through traffic lanes on existing or new highways, including general purpose lanes, high-occupancy vehicle lanes, peak period lanes, auxiliary lanes, and lanes through grade-separated interchanges.

The Project is not proposing a transportation project that would induce automobile travel. Therefore, the Project would not result in a significant impact under Threshold T-2.2 and further evaluation is not required.

Section 3D: Threshold T-3

Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use Analysis

This section presents an analysis of potential safety, operational, or capacity impacts that could be caused by the design or location of Project access points.

SIGNIFICANCE CRITERIA

The Geometric Design Feature or Incompatible Use Analysis measures the Project against Threshold T-3 as described in TAG Section 2.4. It seeks to identify potential safety conflicts between vehicles, pedestrians, and bicycles as well as operational delays or capacity reductions resulting from the design or placement of Project access points.

Threshold T-3 requires that the determination of significance should be based on commonly-accepted traffic engineering design standards (such as those identified in Section 321 of LADOT's *Manual of Policies and Procedures* regarding driveway design) while considering the amount of pedestrian and bicycle activity crossing vehicular access points, sight distance and physical conditions like curves or grade changes, and the project's proximity to streets identified in the HIN or the SRTS program. Significance may be determined qualitatively or quantitatively as best suits the circumstances of the project.

If a significant impact is identified, mitigation measures may include installation of new traffic control devices, redesign, or relocation of access points, turn restrictions, pavement markings, or vehicular demand management.

ACCESS OVERVIEW

As described in Chapter 1 and shown in Figure 1, vehicular access to the Project Site would be provided via the following two driveways along Ivar Avenue:

- Primary driveway: This driveway is located approximately 175 feet south of Selma Avenue. It would accommodate left-turn and right-turn ingress and egress movements and provide access to the loading dock, ground-level parking, and four levels of subterranean parking.
- Secondary driveway: This driveway is located approximately 35 feet south of the primary driveway. It would be limited to right-turn ingress and egress movements only and provide access to one level of above-grade parking.

The Project driveways would be designed and placed to provide adequate sight distance to minimize potential vehicular-pedestrian conflicts. The design and location of the Project driveways are not anticipated to result in vehicle-bicycle conflicts as Ivar Avenue is not part of a bicycle network.

Intersections located at either end of the block from the Project driveways are controlled with traffic signals at Ivar Avenue & Selma Avenue and Ivar Avenue & Sunset Boulevard. The traffic signals facilitate traffic flow to and from Ivar Avenue and reduce conflicts and confusion between vehicular traffic and pedestrians with marked crosswalks, walk signal indicators, and countdown timers.

PROJECT HAZARDS ANALYSIS

Potential Geometric Design Hazards

The driveways along Ivar Avenue provide adequate sight distance and no unusual or new obstacles are presented in the design that would reduce sight distance or be considered hazardous to vehicles, bicycles, or pedestrians.

The trips generated by the Project and trips associated with the existing adjacent commercial uses would utilize the proposed driveways along Ivar Avenue. Based on the analysis in Section 4C, the Entire Property Site would generate a maximum of 249 vehicle trips during any single peak hour (afternoon peak hour), or an average of four vehicles every minute, at the driveways (through a combination of inbound and outbound vehicles). The driveways would have the capacity to accommodate all peak hour Project trips, in addition to existing commercial trips, and therefore no hazards are expected to occur related to operation of the driveways. As further discussed in Section 4C, Project traffic can be accommodated at the driveways and would not substantially affect operating conditions along Ivar Avenue.

Consistency with Modal Priority Networks

As summarized in Chapter 2, Ivar Avenue is a designated Local Street with existing half-width ROW width of 34 feet and meets the City's minimum standard of 30 feet. Selma Avenue is also a designated Local Street and part of the Mobility Plan's NEN and Vison Zero's HIN. The existing half-width ROW width of 30 feet also meets the City's minimum standards. As such, the Applicant is not required to provide additional dedication or widening along Selma Avenue or Ivar Avenue. The Applicant will provide a two-foot dedication along Cahuenga Boulevard, along the western boundary of the Project, to meet City standards of 40 feet. Additionally, the Applicant will provide a 10-foot by 10-foot corner cut dedication at Ivar Avenue & Selma Avenue.

Pedestrian and Bicycle Activity

The Project would result in an increase in both pedestrian and bicycle activity on Ivar Avenue and Selma Avenue, though not in sufficient quantities to result in a significant conflict with vehicles using the driveways. Further, pedestrians would have separate, dedicated access points and the Project driveway would not cross any existing bicycle facilities along Ivar Avenue.

Currently, bicycle routes are provided along Selma Avenue adjacent to the Project Site. No transit facility is provided adjacent to the Project Site. Additionally, no streets adjacent to the Project Site has been identified as part of the Mobility Plan's BEN, BLN, or TEN. Nonetheless, the Project will eliminate the Selma Avenue driveway, and the proposed Ivar Avenue driveways would not

preclude or interfere with the implementation of any other future roadway improvements benefiting transit, pedestrians, or bicycles. No unusual or new obstacles are presented in the design that would be considered hazardous to pedestrians or bicyclists.

Physical Terrain

The Project Site is located within generally level topography and improved streets. There are no existing curves or grades on Ivar Avenue or Selma Avenue adjacent to the Project Site that would result in sight distance obstacles causing vehicle/pedestrian, vehicle/bicycle, or vehicle/vehicle conflicts.

Project Location

The Project is not located near a school; however, SRTS program identifies infrastructure improvement projects within the vicinity of the Project per the Selma Avenue Elementary SRTS Plan. These projects include installation of continental crosswalks, curb extensions, and traffic signals that would enhance pedestrian safety and comfort on routes to and from school. All identified components have been installed and no additional improvements are currently planned.

Incompatible Uses

The Project design incorporates and expands on the surrounding areas to provide a more attractive, well-defined, and accessible interaction between the Project and these uses. None of the Project design elements that are tangential to the adjacent uses are considered incompatible. There are no unusual or new obstacles that would be considered hazardous to motorized vehicles, non-motorized vehicles, or pedestrians.

Summary

Based on this review, the Project design and operation would not create any hazards that would significantly impact streets, sidewalks, or other mobility infrastructure.

CUMULATIVE ANALYSIS

In addition to potential Project-specific impacts, the TAG requires that the Project be reviewed in combination with Related Projects with access points along the same block as the proposed project to determine if there may be a cumulatively significant impact. A mixed-use development (Related Project #2, Ivar Gardens Hotel) is proposed to be located south of the Project Site. Although designs have not been finalized, the Ivar Gardens Hotel proposes primary access along Cahuenga Boulevard with secondary access along Ivar Avenue. Ivar Avenue is a Local Street with two travel lanes and a parking lane on both sides of the street. The approximate distance between the two projects and proposed driveway locations, as well as the existing geometry of Ivar Avenue, provide adequate spacing to avoid vehicle turn conflicts and would not impose additional safety issues.

Similar to the Project, the adjacent Related Project considered in this cumulative analysis would be individually responsible for complying with the City's design standards and the guidelines outlined in Threshold T-3 to address potential safety conflicts. The Project, together with the adjacent Related Project, would not result in cumulative impacts that would substantially increase hazards due to geometric design features, including safety, operational, or capacity impacts.

Section 3E
CEQA Freeway Safety Analysis

LADOT has issued *Interim Guidance for Freeway Safety Analysis* (LADOT, May 1, 2020) (City Freeway Guidance) identifying City requirements for a CEQA safety analysis of Caltrans facilities as part of a transportation assessment.

ANALYSIS METHODOLOGY

The City Freeway Guidance relates to the identification of potential safety impacts at freeway off-ramps as a result of increased traffic from development projects. It provides a methodology and significance criteria for assessing whether additional vehicle queueing at off-ramps could result in a safety impact due to speed differentials between the mainline freeway lanes and the queued vehicles at the off-ramp.

Based on the City Freeway Guidance, a transportation assessment for a development project must include analysis of any freeway off-ramp where the project adds 25 or more peak hour trips. A project would result in a significant impact at such a ramp if each of the following three criteria were met:

1. Under a scenario analyzing future conditions upon project buildout, with project traffic included, the off-ramp queue would extend to the mainline freeway lanes.[2]
2. A project would contribute at least two vehicle lengths (50 feet, assuming 25 feet per vehicle) to the queue.
3. The average speed of mainline freeway traffic adjacent to the off-ramp during the analyzed peak hour(s) is greater than 30 mph.

Should a significant impact be identified, mitigation measures to be considered include TDM measures to reduce a project's trip generation, investments in active transportation or transit

[2] If an auxiliary lane is provided on the freeway, then half the length of the auxiliary lane is added to the ramp storage length.

system infrastructure to reduce a project's trip generation, changes to the traffic signal timing or lane assignments at the ramp intersection, or physical changes to the off-ramp. Any physical change to the ramp would have to improve safety, not induce greater VMT, and not result in secondary environmental impacts.

PROJECT ANALYSIS

Based on the Project's trip generation estimates and trip assignments, which are later detailed in Section 4A, the Project would not add 25 or more peak hour trips to any freeway off-ramp. Therefore, no further freeway off-ramp queuing analysis is required. Furthermore, the Project would not result in a significant safety impact, and no corrective measures at any freeway off-ramps would be required.

Chapter 4
Non-CEQA Transportation Analysis

This chapter summarizes the non-CEQA transportation analysis of the Project. It includes the analysis of Project traffic, proposed access provisions, safety and circulation operations, and the adjacent pedestrian, bicycle, and transit facilities. This chapter also summarizes the evaluation of the Project's operational conditions, parking supply and requirements, and effects due to Project construction.

Per Section 3.1 of the TAG, any deficiencies identified based on the non-CEQA transportation analysis is "not intended to be interpreted as thresholds of significance, or significance criteria for purposes of CEQA review unless otherwise specifically identified in Section 2." Section 3 of the TAG identifies the following four non-CEQA transportation analyses for reviewing potential transportation deficiencies that may result from a development project:

- Pedestrian, Bicycle, and Transit Access Assessment
- Project Access, Safety, and Circulation Evaluation
- Residential Street Cut-Through Analysis
- Project Construction

The four non-CEQA transportation analyses were reviewed in detail in Sections 4B-4E. In addition, a review of the proposed parking and the City's parking requirement for the Project is provided in Section 4F.

Section 4A
Project Traffic

Trip generation estimates, trip distribution patterns and trip assignments were prepared for the Project. These components form the basis of the Project's traffic analysis.

PROJECT TRIP GENERATION

With the exception of the residential use, the number of vehicle trips expected to be generated by the Project was estimated using rates published in *Trip Generation Manual, 10th Edition*. These rates were determined by surveys of similar land uses at sites around the country and are used to calculate the morning and afternoon peak hour vehicle trips traveling to and from the Project Site based on the density of each land use. The rates applied to the Project are summarized in Table 5. The use of these rates and the various trip generation reductions summarized below were reviewed and approved by LADOT as part of an approved MOU for the Project.

Trip rates can be specific to a project's environmental setting as defined in *Trip Generation Manual, 10th Edition.* The "Dense Multi-Use Urban" environment is defined as "a fully developed area with diverse and interacting complementary land uses, good pedestrian activity, and convenient and frequent transit." This location type was agreed upon in consultation with LADOT. The number of trips expected to be generated by the residential component of the Project was calculated using local trip generation rates developed by LADOT for multi-family high-rise residential land uses in "Dense Multi-Use Urban" areas, as provided in Table 3.3-1 of the TAG. Additionally, per the TAG, residential or mixed-use developments that include affordable housing units are eligible to use a City-specific trip generation rate based on vehicle trip count data collected at affordable housing sites in the City, as provided in Table 3.3-2 of the TAG.

In consultation with LADOT during the MOU process, allowable trip generation reductions were applied to account for public transit usage/walking arrivals, internal capture, and pass-by trips:

- Internal Capture: A 10% internal capture reduction was applied to the commercial trip generation estimates to account for person trips made between the different uses of the Project without requiring an additional vehicle trip (e.g., residents of the Project visiting the retail and restaurant space).

- Transit/Walk-In Usage: Because the Project Site is located within a 0.25-mile walking distance of a fixed-rail transit station (the Metro B Line Hollywood/Vine Station) and Metro Rapid bus stop (Metro Rapid 780), a 15% reduction was applied to the restaurant and retail uses to account for transit usage and walk-in arrivals from surrounding neighborhoods and adjacent commercial developments. The residential trip rates are based on local data collected in dense urban areas with convenient and frequent transit service and, thus, transit usage is inherent in the rates and does not allow for additional reductions.

- Pass-By Trips: Consistent with Attachment H of the TAG, 20% and 50% pass-by adjustments were also applied to the restaurant and retail uses, respectively, to account for Project trips made as an intermediate stop on the way from a separate origin to a primary trip destination without route diversion.

After accounting for the adjustments above, the Project is anticipated to generate 109 net new morning peak hour trips (34 inbound, 75 outbound) and 122 net new afternoon peak hour trips (82 inbound, 40 outbound), as summarized in Table 5.

PROJECT TRIP DISTRIBUTION

The geographic distribution of trips generated by the Project is primarily dependent on the location of employment and commercial centers from which residents, employees and visitors of the Project would be drawn, characteristics of the street system serving the Project Site, existing intersection traffic volumes, the location of the proposed driveways, as well as input from LADOT staff.

Since nearby intersections along Cahuenga Boulevard, located west of the Project Site, have left-turn restrictions during the afternoon peak hour, Project traffic was distributed based on permitted turn restrictions for each peak hour. The intersection-level trip distribution for the Project is shown

in Figure 15A and 15B for the morning and afternoon peak hours, respectively. Generally, the regional pattern is as follows:

- 40% to/from the north
- 30% to/from the south
- 15% to/from the east
- 15% to/from the west

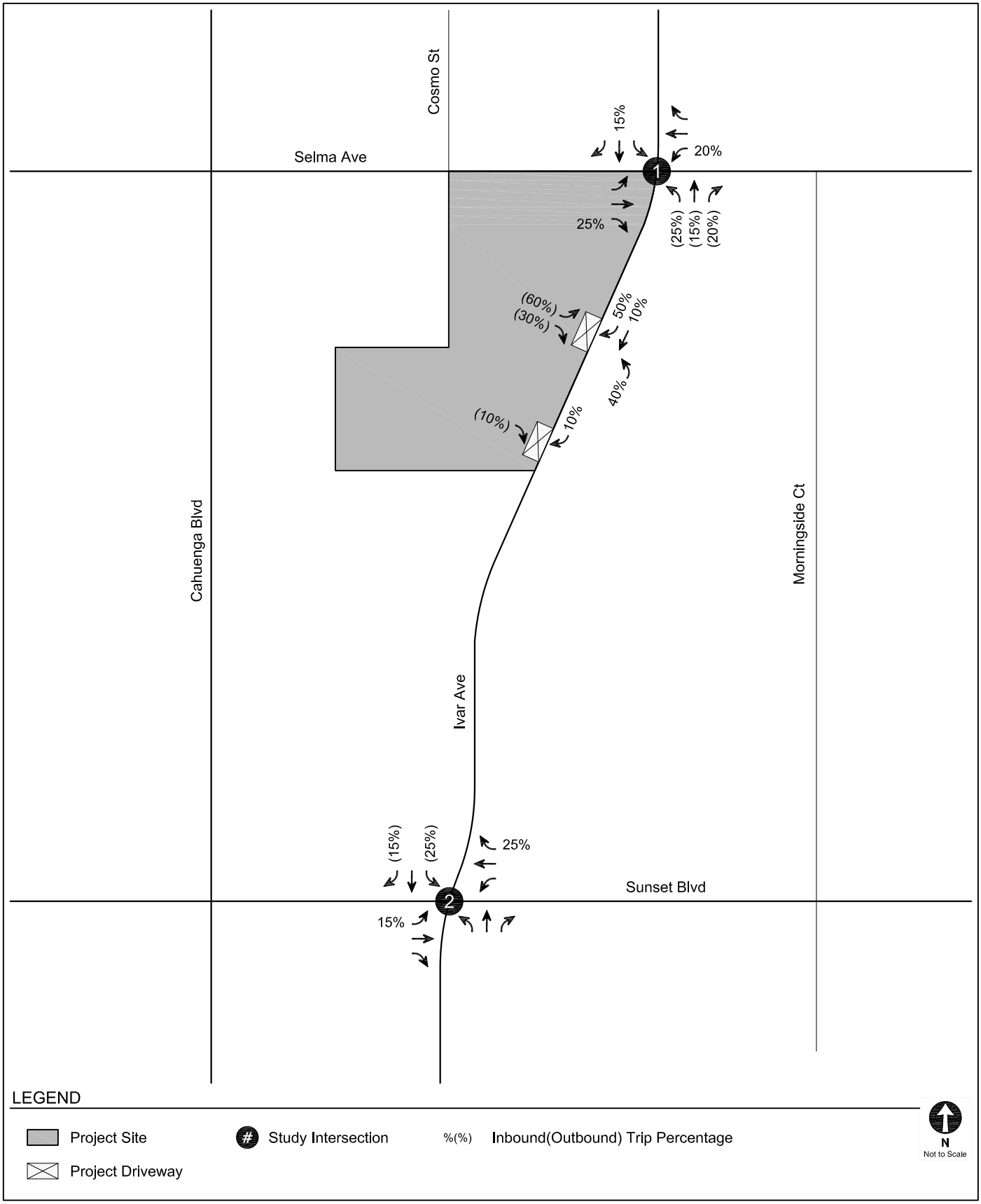
PROJECT TRIP ASSIGNMENT

The Project trip generation estimates summarized in Table 5 and the trip distribution patterns shown in Figures 15A and 15B were used to assign the Project-generated traffic through the study intersections and driveways. Figure 16 illustrates the Project-only traffic volumes, representing trips from the new development components, at the study intersections during typical weekday morning and afternoon peak hours.

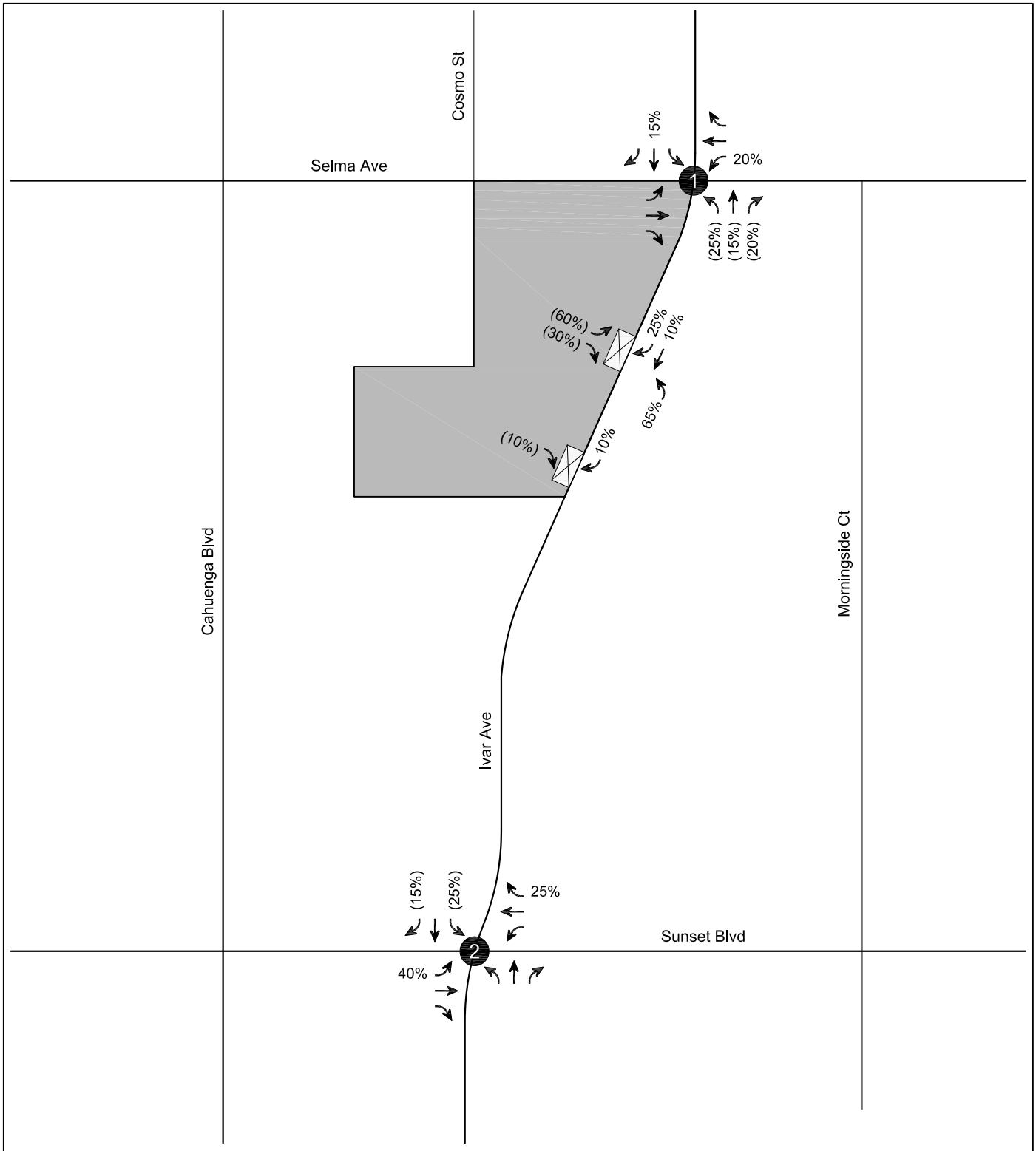
Redistribution of Existing Commercial Trips

As previously discussed, the existing driveway along Selma Avenue would be removed and replaced with two new driveways along Ivar Avenue to serve the Project as well as the adjacent commercial uses within the Entire Property Site. Thus, the redistribution of traffic generated by the existing commercial uses were considered and illustrated in Figure 17. The number of trips currently generated by the existing occupied and vacant uses at the Entire Property Site was also estimated using the rates published in *Trip Generation Manual, 10th Edition*. Adjustments were also applied to account for some level of internal capture, transit usage/walking arrivals, and pass-by trips.

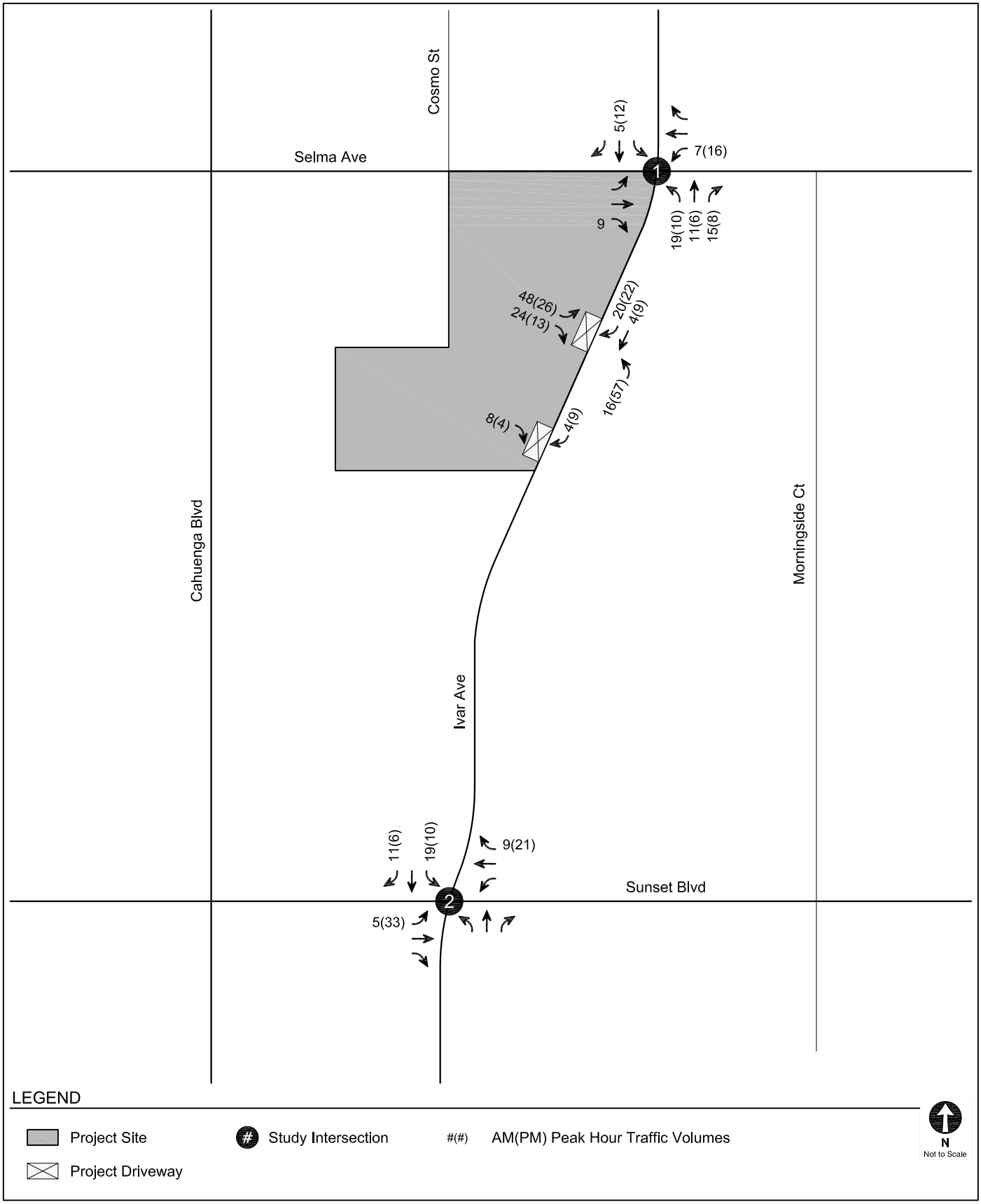
After accounting for the adjustments above, the existing uses generate 34 morning peak hour trips (20 inbound, 14 outbound) and 67 afternoon peak hour trips (35 inbound, 32 outbound), as summarized in Table 5. With consideration of the redistribution of existing trips shown in Figure 17, Figure 18 illustrates the net Project traffic along with the existing commercial trips for the Entire Property Site at the study intersections and driveways.



PROJECT TRIP DISTRIBUTION AM PEAK HOUR	FIGURE 15A

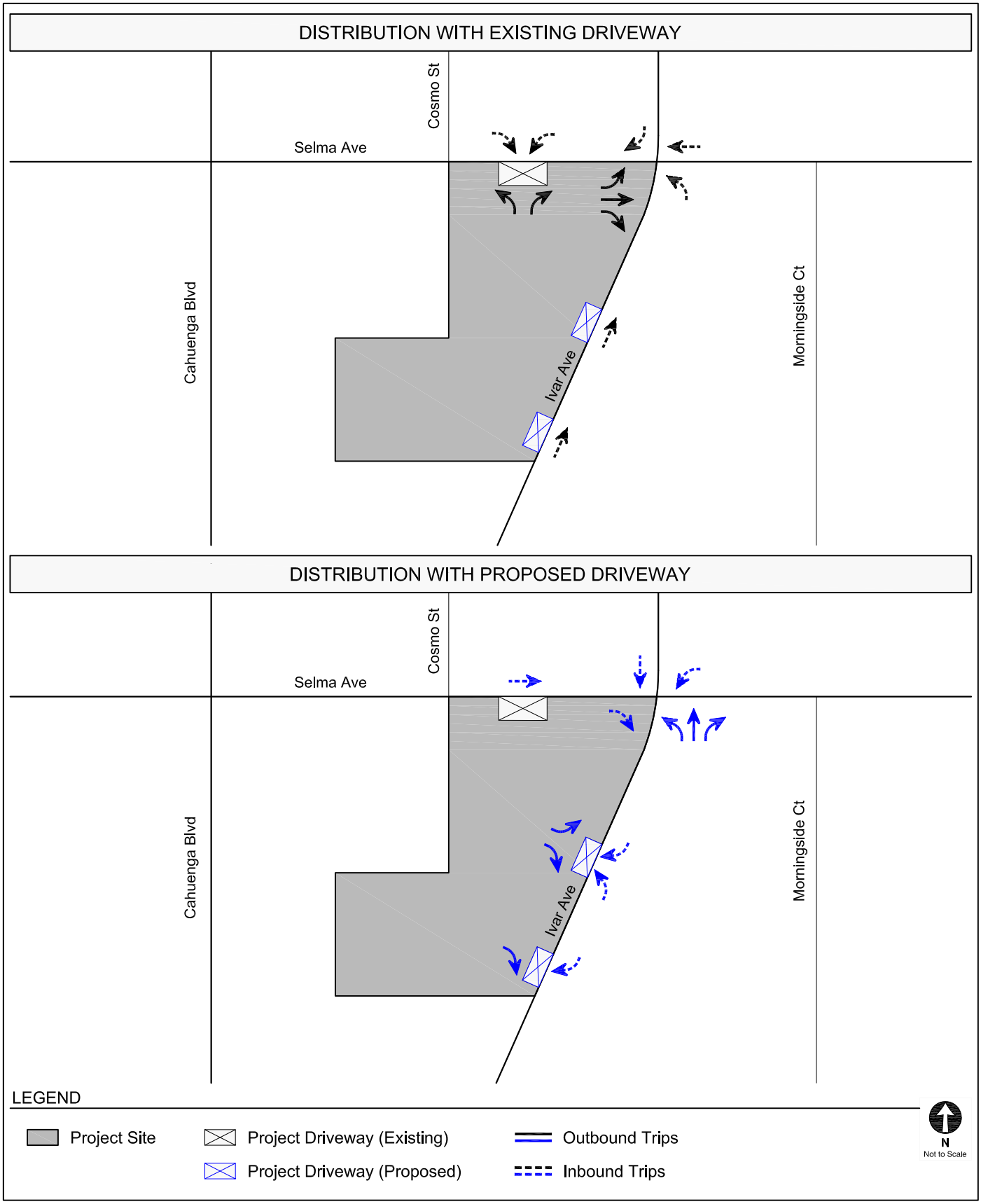


PROJECT TRIP DISTRIBUTION PM PEAK HOUR	FIGURE 15B



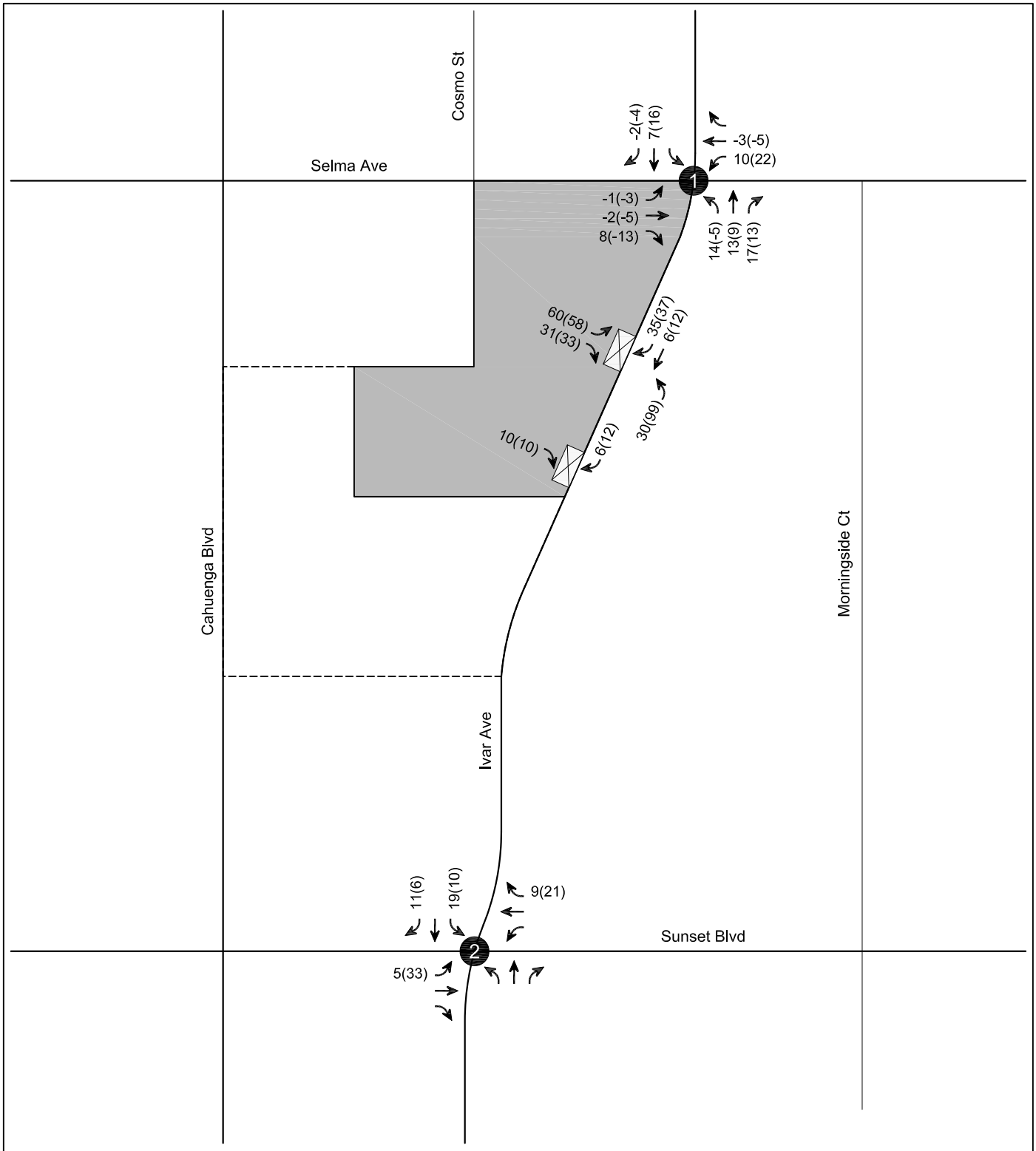
PROPOSED PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
16



REDISTRIBUTION OF EXISTING TRIPS

FIGURE 17



NET TRIPS OF ENTIRE PROPERTY SITE PEAK HOUR TRAFFIC VOLUMES	FIGURE 18

TABLE 5
PROJECT TRIP GENERATION

Land Use	ITE Land Use Code	Size	Trip Generation [a]					
			Morning Peak Hour			Afternoon Peak Hour		
			Inbound	Outbound	Total	Inbound	Outbound	Total
Trip Generation Rates								
Multi-Family Housing (High-Rise) [b]	222	per du	12%	88%	0.23	70%	30%	0.30
Affordable Apartments	[c]	per du	37%	63%	0.49	56%	44%	0.35
Shopping Center/Retail	820	per 1,000 sf	62%	38%	0.94	48%	52%	3.81
High-Turnover (Sit-Down) Restaurant	932	per 1,000 sf	55%	45%	9.94	62%	38%	9.77
Proposed Uses								
Multi-Family Housing (High-Rise)	222	243 du	7	49	56	51	22	73
Affordable Apartments	[c]	27 du	5	8	13	5	4	9
High-Turnover (Sit-Down) Restaurant	932	6,805 sf	37	31	68	42	24	66
Less 15% Transit/Walk-In [d]			*(6)*	*(5)*	*(11)*	*(6)*	*(4)*	*(10)*
Less 10% Internal Capture [e]			*(3)*	*(3)*	*(6)*	*(4)*	*(2)*	*(6)*
Less 20% Pass-by [f]			*(6)*	*(5)*	*(11)*	*(6)*	*(4)*	*(10)*
Total Project Trips			**34**	**75**	**109**	**82**	**40**	**122**
Existing Occupied Uses to Remain								
Shopping Center/Retail	820	29,828 sf	17	11	28	55	59	114
Less 15% Transit/Walk-In [d]			*(3)*	*(2)*	*(5)*	*(8)*	*(9)*	*(17)*
Less 10% Internal Capture [e]			*(1)*	*(1)*	*(2)*	*(5)*	*(5)*	*(10)*
Less 50% Pass-by [f]			*(7)*	*(4)*	*(11)*	*(21)*	*(23)*	*(44)*
Existing Vacant Uses to Remain								
High-Turnover (Sit-Down) Restaurant	932	4,000 sf	22	18	40	24	15	39
Less 15% Transit/Walk-In [d]			*(3)*	*(3)*	*(6)*	*(4)*	*(2)*	*(6)*
Less 10% Internal Capture [e]			*(2)*	*(2)*	*(4)*	*(2)*	*(1)*	*(3)*
Less 20% Pass-by [f]			*(3)*	*(3)*	*(6)*	*(4)*	*(2)*	*(6)*
Total Existing Trips			**20**	**14**	**34**	**35**	**32**	**67**
Total Driveway Trips at Entire Property Site (no Pass-By)			**70**	**101**	**171**	**148**	**101**	**249**

Notes:

[a] Source: *Trip Generation Manual, 10th Edition,* Institute of Transportation Engineers, 2017 and are based on developments located in "General Urban/Suburban" location, unless otherwise noted.

[b] Morning and afternoon trip generation rates for multi-family housing (high-rise) are based on developments located in "Dense Multi-Use Urban" area as detailed in LADOT's *Transportation Assessment Guidelines*. Daily trip generation rates are based on *Trip Generation Manual, 10th Edition*. These rates are not subjected to transit/walk-in adjustments.

[c] Per LADOT's *Transportation Assessment Guidelines,* residential or mixed-use developments that include Affordable Housing Units are eligible to use a city specific trip generation rate based on vehicle trip count data collected at affordable housing in the City of Los Angeles in 2016. Rates were based on developments located inside a Transit Priority Area (TPA), as defined per Public Resources Code Section 21064.3. These rates are not subjected to any transit/walk-in adjustment.

[d] Per LADOT's *Transportation Assessment Guidelines,* the Project Site is located within a 1/4 mile walking distance from the Metro Red Line Hollywood/Vine Station and a RapidBus stop (Metro 780), therefore a 15% transit reduction is applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments.

[e] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development (e.g., residents visiting the retail use).

[f] Per Attachment H of LADOT's *Transportation Assessment Guidelines*, pass-by adjustments were taken into account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.

Section 4B

Pedestrian, Bicycle, and Transit Assessment

This section assesses the Project's potential effect on pedestrian, bicycle, and transit facilities in the vicinity of the Project Site.

Factors to consider when assessing a project's potential effect on pedestrian, bicycle, and transit facilities, include the following:

- Would the project directly or indirectly result in a permanent removal or modification that would lead to the degradation of pedestrian, bicycle, or transit facilities?
- Would a project intensify use of existing pedestrian, bicycle, or transit facilities?

EXISTING FACILITIES

Pedestrians and Bicycles

Adjacent to the Project Site, 10-foot wide sidewalks are provided along Selma Avenue and 12-foot wide sidewalks are provided along Ivar Avenue. There are tactile warning strips for ADA accessibility, as well as pedestrian push buttons and standard crosswalks, at the adjacent intersection of Ivar Avenue & Selma Avenue. A midblock crosswalk with pedestrian push buttons is also provided along Ivar Avenue approximately 200 feet north of Selma Avenue, outside of the Study Area. Figure 7 shows a map of commercial and institutional facilities within walking distance of the Project Site that could attract pedestrian activity.

Within the vicinity of the Project Site, bicycle routes are provided on Selma Avenue adjacent to the Project.

Transit

Although no bus stops are located adjacent to the Project Site, some public transit stops in the vicinity of the Project Site are equipped with shelters (for rain or shade) and/or benches. For example, the Metro Route 2 bus stop located along eastbound Sunset Boulevard immediately west of Ivar Avenue provides both shelters and benches. The Metro Route 2 bus stop located along westbound Sunset Boulevard immediately east of Ivar Avenue provides benches, but no shelter.

INTENSIFICATION OF USE

The Project would result in additional pedestrian, bicycle, and transit activity in the vicinity of the Project Site. However, the Project would enhance the pedestrian environment by providing and maintaining a more comfortable pedestrian experience with street trees and accessible sidewalks along the Project frontage. The Project would provide bicycle parking for residents, employees, and guests in accordance with the LAMC, along with a bicycle service area. Given the Project Site's proximity to active commercial uses in Hollywood, it is ideally located to encourage non-automobile trips to and from those destinations. Furthermore, the Project is located within a 0.25-mile walking distance of the Metro B Line Hollywood/Vine Station, which expands the reach of public transit and shortens the "first-mile/last mile" connections. Overall, the Project would not result in the deterioration of any existing facilities serving pedestrians or bicyclists.

Although the Project (and other Related Projects) will cumulatively add transit ridership, as detailed in Table 1, the Study Area is served by several established transit routes, including heavy fixed-rail mass transit. The Project is served by multiple bus lines along Hollywood Boulevard, Highland Avenue, and Hawthorn Avenue operated by Metro and LADOT DASH, as well as the Metro B Line. As shown in Tables 2A and 2B, the total residual capacity of the bus and rail lines within a 0.25-mile walking distance of the Project Site during the morning and afternoon peak hours is approximately 6,245 additional riders during the morning peak hour and 5,998 additional riders during the afternoon peak hour.

As shown in Table 5, transit use is projected to generate 11 and 10 vehicle-transit trips during the morning and afternoon peak hour, respectively. Based on the average vehicle occupancy factor

of 1.55 for all trip purposes in Los Angeles County as identified in *SCAG Regional Travel Demand Model and 2012 Model Validation* (SCAG, March 2016), the total Project vehicle-transit trips correspond to 17 and 16 person-transit trips during the morning and afternoon peak hour, respectively. It should be noted that a percentage of person-transit trips are inherent in the trip generation rates of the residential component. To be conservative, the person-transit trips were further increased by 15%, resulting in approximately 20 and 18 person-transit trips during the morning and afternoon peak hour, respectively. This equates to less than 1% of the total residual capacity of the transit lines within the Study Area during the morning and afternoon peak hours confirming that the adjacent transit capacity can easily accommodate the intensification of transit usage attributable to the Project without significantly absorbing excess capacity.

CONCLUSION

The Project would result in some intensification of pedestrian, bicycle, and transit activity in the vicinity of the Project Site. However, given the Project Site's location near local bus and rail services in Hollywood and its proximity to active commercial centers, it is ideally located to encourage non-automobile trips to and from those destinations and reach additional public transit routes. The amount of additional pedestrian, bicycle, and transit activity generated by the Project would not strain the capacity of facilities and operations dedicated to those modes.

Section 4C

Project Access, Safety, and Circulation Assessment

This section summarizes the site access, safety, and circulation of the Project Site. It includes a quantitative evaluation of the Project's access and circulation operations, as well as the anticipated LOS at the study intersections and anticipated traffic queues.

OPERATIONAL EVALUATION

Intersection operations were evaluated for typical weekday morning (7:00 AM to 10:00 AM) and afternoon (3:00 PM to 6:00 PM) peak periods. The two signalized intersections were selected for detailed transportation analysis and are shown in Figure 3.

The following traffic conditions were developed and analyzed as part of this study:

- Existing with Project Conditions: This analysis condition estimates the potential intersection operating conditions that could be expected if the Project were built under existing conditions.
- Future with Project Conditions (Year 2025): This analysis condition estimate the potential intersection operating conditions that could be expected if the Project were occupied in the projected buildout year. In this analysis, the Project-generated traffic is added to Future without Project Conditions (Year 2025).

Methodology

In accordance with the TAG, the intersection delay and queue analyses for the operational evaluation were conducted using the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016) (HCM) methodology, which was implemented using Synchro software with signal timing configurations provided by the City to analyze intersection operating conditions. The HCM signalized methodology calculates the average delay, in seconds, for each vehicle passing through the intersections. Table 6 presents a description of the LOS categories, which

range from excellent, nearly free-flow traffic at LOS A, to congested, stop-and-go conditions at LOS F, for signalized intersections. The reported queues are also calculated using the HCM signalized intersection methodology.

LOS and queuing worksheets for each scenario are provided in Appendix E.

Existing with Project Conditions

Traffic Volumes. The morning and afternoon peak hour traffic volumes generated by the Entire Property Site described in Section 4A and shown in Figure 18 were added to the Existing Conditions morning and afternoon peak hour traffic volumes shown in Figure 10. The resulting volumes are illustrated in Figure 19 and represent Existing with Project Conditions, assuming Project operation under Existing Conditions.

Intersection LOS. Table 7 summarizes the weekday morning and afternoon peak hour LOS results for each of the study intersections under Existing and Existing with Project Conditions. As shown in Table 7, both study intersections operate at LOS A or B during both the morning and afternoon peak hours, with or without the Project.

Future with Project Conditions

All future cumulative traffic growth (i.e., ambient and Related Project traffic growth) and transportation infrastructure improvements described in Chapter 2 are incorporated into this analysis.

Traffic Volumes. The morning and afternoon peak hour traffic volumes generated by the entire property site described in Section 4A and shown in Figure 18 were added to the Future without Project Conditions (Year 2025) morning and afternoon peak hour traffic volumes shown in Figure 13. The resulting volumes are illustrated in Figure 20 and represent Future with Project Conditions after development of the Project in Year 2025.

Intersection LOS. Table 8 summarizes the results of the Future without Project (Year 2025) and Future with Project Conditions during the weekday morning and afternoon peak hours for the two study intersections. As shown in Table 8, both study intersections operate at LOS B or C during both the morning and afternoon peak hours.

QUEUING ANALYSIS

The study intersections and driveways were also analyzed to determine whether the lengths of intersection turning lanes could accommodate vehicle queue lengths. The queue lengths were estimated using Synchro software, which uses HCM methodology and reports the 95th percentile queue length in vehicle-lengths that can be multiplied by 25 feet to estimate the linear distance of the queue.

Driveway Analysis

As illustrated in Figure 1, vehicular access to the Project Site is provided via two driveways along Ivar Avenue. The primary driveway would accommodate all turning movements and the secondary driveway would be limited to right-turn ingress and egress movements. The Project driveways are located approximately 175 feet south of Selma Avenue and 450 feet north of Sunset Boulevard.

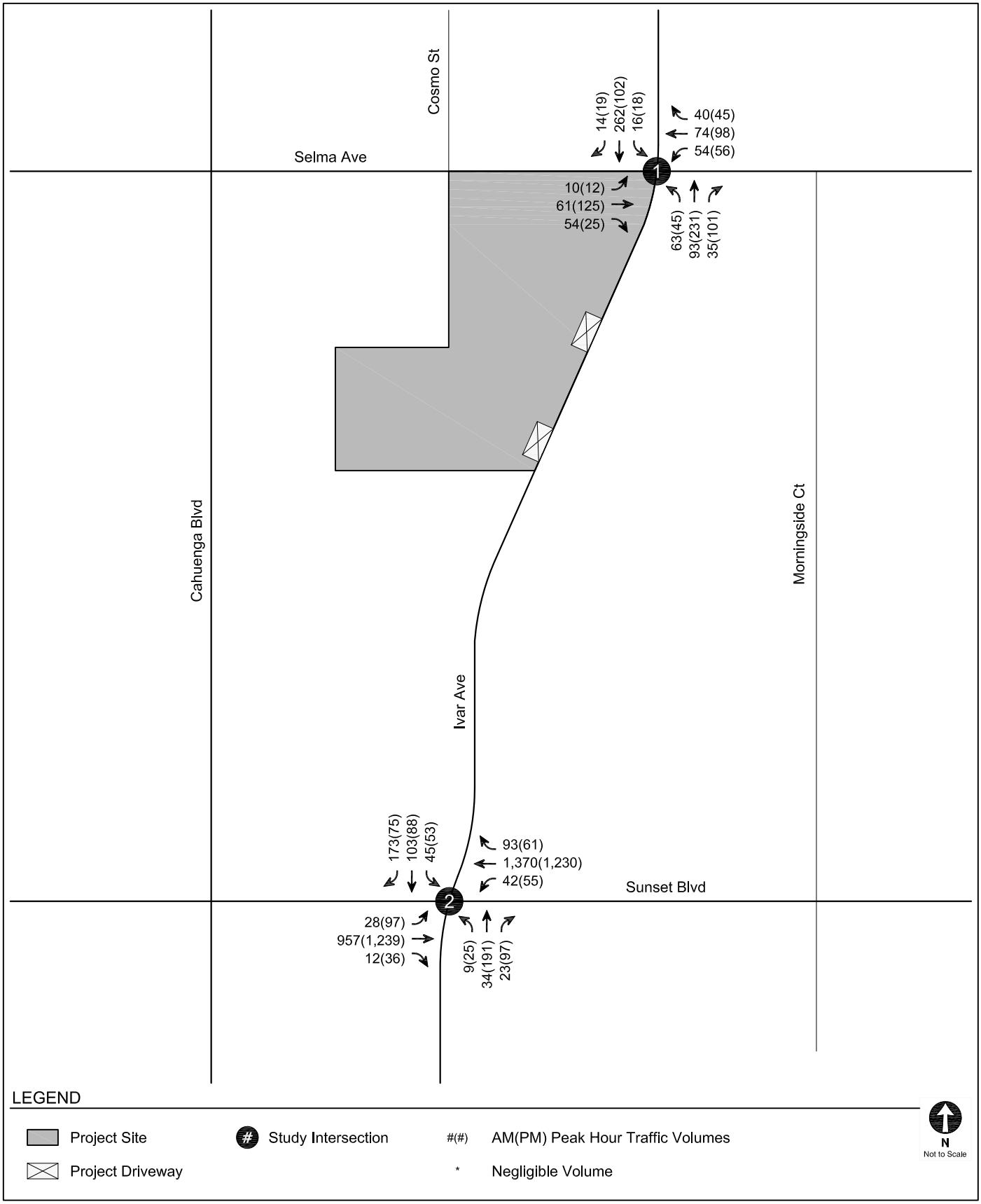
As detailed in Table 5, without taking any pass-by trip reductions, the Entire Property Site would generate a maximum of 249 vehicles at the proposed driveways during a one-hour period (afternoon peak hour). Based on the LOS calculation worksheets provided in Appendix E, the driveways would operate at acceptable LOS D conditions or better during the morning and afternoon peak hour and could accommodate peak Project traffic demand. The queuing analysis estimates a queue of less than one vehicle-length (a maximum length of approximately eight feet occurring in the afternoon peak hour) in the northbound direction. Based on the estimated traffic volumes and configuration of both driveways, queuing would not extend as far as Selma Avenue or Sunset Boulevard and would not significantly affect through traffic movements along Ivar Avenue.

Based on the evaluation of the driveway and internal circulation, the driveways would be adequate to serve the demand of the Project Site and would not result in internal stacking that would spill into City arterials. The traffic expected at the Project driveways can be accommodated internally as well as within the existing infrastructure and lane striping at adjacent intersections. The Project's internal circulation design and access provisions would not cause vehicle queues to extend beyond the driveways into the adjacent street system.

Detailed queuing analysis worksheets are provided in Appendix E.

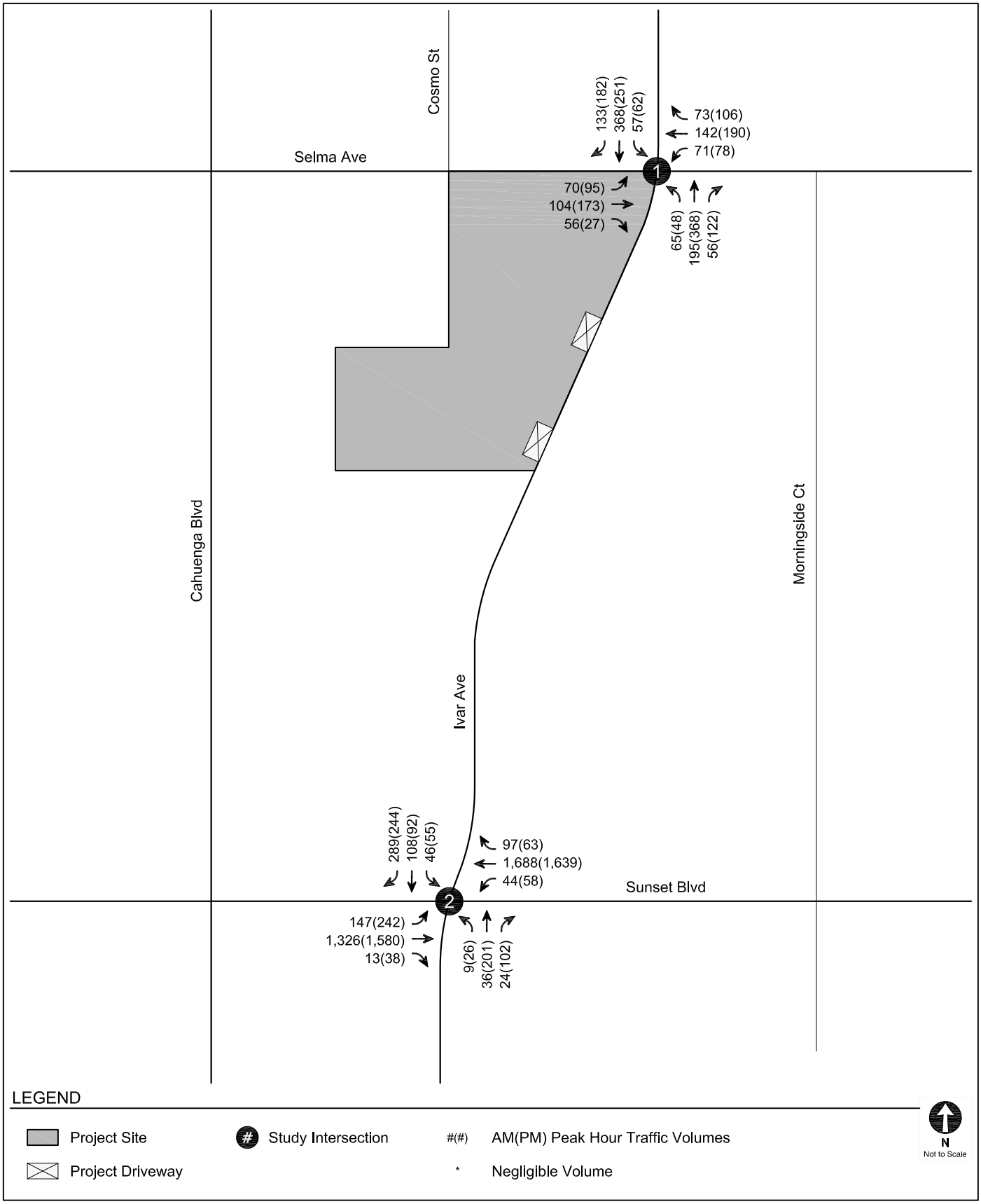
SAFETY EVALUATION

The safety evaluation determines if the Project would result in changes in roadway operations that would be expected to improve or reduce safety for vulnerable road users and applies to transportation projects. The Project does not propose a transportation project and, thus, a safety evaluation is not required.



EXISTING WITH PROJECT CONDITIONS (YEAR 2020)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
19



FUTURE WITH PROJECT CONDITIONS (YEAR 2025)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
20

TABLE 6
INTERSECTION LEVEL OF SERVICE DEFINITIONS

Level of Service	Description	Delay [a]
		Signalized Intersections
A	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.	≤ 10
B	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.	> 10 and ≤ 20
C	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.	> 20 and ≤ 35
D	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.	> 35 and ≤ 55
E	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.	> 55 and ≤ 80
F	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.	> 80

Notes

Source: *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016).

[a] Measured in seconds.

TABLE 7
EXISTING CONDITIONS (YEAR 2020)
INTERSECTION LEVELS OF SERVICE

No	Intersection	Peak Hour	Existing Conditions		Existing with Project Conditions	
			Delay	LOS	Delay	LOS
1.	Ivar Avenue & Selma Avenue	AM PM	10.6 8.7	B A	10.7 8.5	B A
2.	Ivar Avenue & Sunset Boulevard	AM PM	15.0 14.4	B B	14.8 14.3	B B

Notes:

Delay is measured in seconds per vehicle

LOS = Level of service

TABLE 8
FUTURE CONDITIONS (YEAR 2025)
INTERSECTION LEVELS OF SERVICE

No	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions	
			Delay	LOS	Delay	LOS
1.	Ivar Avenue & Selma Avenue	AM PM	11.0 10.4	B B	10.2 10.6	B B
2.	Ivar Avenue & Sunset Boulevard	AM PM	19.6 24.5	B C	20.9 30.7	C C

Notes:

Delay is measured in seconds per vehicle

LOS = Level of service

Section 4D
Residential Street Cut-Through Analysis

This section summarizes the residential street cut-through analysis for the Project. The residential street cut-through analysis determines potential increases in average daily traffic volumes on designated Local Streets, as classified in the Mobility Plan, that can be identified as cut-through trips generated by the Project and that can adversely affect the character and function of those streets.

Section 3.5.2 of the TAG provides a list of questions to assess whether the Project would negatively affect residential streets and if further analysis is required. The net daily trips generated by the Project is not projected to lead to trip diversion to parallel routes along residential Local Streets, nor is the Project projected to add a substantial amount of automobile traffic to congested Arterial Streets that could potentially cause a shift to residential Local Streets, nor is there a nearby local residential street that provides a viable alternative route to the Project Site. Thus, the Project is not required to conduct a Local Residential Street Cut-Through Analysis.

Section 4E
Project Construction Assessment

This section summarizes the construction schedule and construction impact analysis for the Project. The construction impact analysis relates to temporary impacts that may result from the construction activities associated with the Project and was performed in accordance with Section 3.4 of the TAG.

CONSTRUCTION EVALUATION CRITERIA

Section 3.4.3 of the TAG identifies three types of in-street construction impacts that require further analysis to assess the effects of Project construction on the existing pedestrian, bicycle, transit, or vehicle circulation. The three types of impacts and related populations are:

1. Temporary transportation constraints – potential impacts on the transportation system
2. Temporary loss of access – potential impacts on visitors entering and leaving sites
3. Temporary loss of bus stops or rerouting of bus lines – potential impacts on bus travelers

The factors used to determine the significance of a project's impacts involve the likelihood and extent to which an impact might occur, the potential inconvenience caused to users of the transportation system, and consideration for public safety. Construction activities could potentially interfere with pedestrian, bicycle, transit, or vehicle circulation and accessibility to adjoining areas. As detailed in Section 3.4.4 of the TAG, the proposed construction plans should be reviewed to determine whether construction activities would require any of the following actions:

- Street, sidewalk, or lane closures
- Block existing vehicle, bicycle, or pedestrian access along a street or to parcels fronting the street
- Modification of access to transit stations, stops, or facilities during revenue hours

- Closure or movement of an existing bus stop or rerouting of an existing bus line
- Creation of transportation hazards

PROPOSED CONSTRUCTION SCHEDULE

The Project is anticipated to be constructed over a period of approximately 27 months, with an anticipated completion in Year 2025. Typical construction activity would occur between 7:00 AM and 7:00 PM on weekdays. However, haul truck activities are typically restricted to the non-commuter peak hours (e.g., 9:00 AM to 3:00 PM). The majority of construction workers will arrive before the morning peak hour and depart before the afternoon peak hour as per typical construction day schedules. The construction period would include sub-phases of site demolition, excavation and grading, foundations, and building construction. Peak haul truck activity occurs during excavation, and peak worker activity occurs during building construction. These two sub-phases of construction were studied in greater detail.

EXCAVATION AND GRADING PHASE

The peak period of truck activity during construction of the Project would occur during the excavation and grading of the Project Site.

With the implementation of the Construction Management Plan, which is described in more detail below, it is anticipated that almost all haul truck activity to and from the Project Site would occur outside of the morning and afternoon peak hours. In addition, as discussed in more detail in the following section, worker trips to and from the Project Site would also occur outside of the peak hours. Therefore, no peak hour construction traffic impacts are expected during the demolition phase of construction.

Haul trucks would travel on approved truck routes designated within the City to either the Hanson Aggregates landfill site in Irwindale or the Sunshine Canyon Landfill in Sylmar. Given the Project Site's proximity to US 101, haul truck traffic would take the most direct route to the appropriate freeway ramps. The haul route will be reviewed and approved by the City.

Based on projections compiled for the Project, 69,333 cubic yards of material would be removed from the Project Site. This period is estimated to require up to 100 haul trucks per day. Thus, up to 200 daily haul truck trips (100 inbound, 100 outbound) are forecast to occur during the excavation period, with approximately 34 trips per hour (17 inbound, 17 outbound) uniformly over a six-hour off-peak hauling period.

Large trucks were converted into the equivalent value of passenger cars due to the slower headway and delay-creating effects of heavy vehicles. Table 8 of *Transportation Research Circular No. 212, Interim Materials on Highway Capacity* (Transportation Research Board, 1980) and Exhibit 12-25 of the HCM suggest that a passenger car equivalency (PCE) of one truck is equal to 2.0 commuter vehicles. Assuming a PCE factor of 2.0, the 200 truck trips would be equivalent to 400 daily PCE trips. The 34 hourly truck trips would be equivalent to 68 PCE trips (34 inbound, 34 outbound) per hour.

In addition, a maximum of 30 construction workers would work at the Project Site during this phase. Assuming minimal carpooling amongst those workers, an average vehicle occupancy (AVO) of 1.135 persons per vehicle was applied, as provided in *CEQA Air Quality Handbook* (South Coast Air Quality Management District, 1993). Therefore, 30 workers would result in a total of 26 vehicles, or 52 trips (26 inbound and 26 outbound) to and from the Project Site on a daily basis.

With implementation of the Construction Management Plan, it is anticipated that almost all haul truck activity and worker trips would occur outside of the peak hours. Therefore, no peak hour construction traffic impacts are expected during the excavation phase of construction.

BUILDING CONSTRUCTION PHASE

The traffic impacts associated with construction workers depends on the number of construction workers employed during various phases of construction, as well as the travel mode and travel time of the workers. In general, the hours of construction typically require workers to be on-site before the weekday morning commuter peak period and allow them to leave before or after the afternoon commuter peak period (i.e., arrive at the site prior to 7:00 AM and depart before 4:00

PM or after 6:00 PM). Therefore, most, if not all, construction worker trips would occur outside of the typical weekday commuter peak periods.

According to construction projections prepared for the Project, the building subphase of construction would employ the most construction workers, with a maximum of approximately 100 workers per day for all components of the building (i.e., framing, plumbing, elevators, inspections, finishing). However, since the different building components would not be constructed or installed simultaneously, this cumulative estimate likely overstates the number of workers that would be expected on the peak construction day. Furthermore, on most of the estimated workdays to complete the Project, there would be far fewer workers than on the peak day. Therefore, the estimate of 100 workers per day used for the purposes of this analysis represents a conservative estimate.

Assuming an AVO of 1.135 persons per vehicle, 100 workers would result in a total of 88 vehicles that would arrive and depart from the Project Site each day. The estimated number of daily trips associated with the construction workers is approximately 176 (88 inbound and 88 outbound trips), but nearly all of those trips would occur outside of the peak hours, as described above. As such, the building phase of Project construction is not expected to cause a significant traffic impact at any of the study intersections.

During construction, adequate parking for construction workers would be secured in local public parking facilities or, if needed, a remote site with shuttle service provided. Restrictions against workers parking in the public ROW in the vicinity of (or adjacent to) the Project Site would be identified as part of the Construction Management Plan. All construction materials storage and truck staging would be contained on-site.

POTENTIAL IMPACTS ON ACCESS, TRANSIT, AND PARKING

Project construction is not expected to create hazards for roadway travelers, bus riders, or parkers, so long as commonly practiced safety procedures for construction are followed. Such procedures and other measures (e.g., to address temporary traffic control, lane closures, sidewalk closures, etc.) will be incorporated into the Construction Management Plan. The construction-related impacts associated with access and transit are anticipated to be less than significant, and

the implementation of the Construction Management Plan described below would further reduce those impacts.

Access

Construction activities are expected to be primarily contained within the Project Site boundary. However, it is expected that construction fences may encroach into the public ROW (e.g., sidewalks and roadways) adjacent to the Project Site, where the parking lane and/or sidewalk on Selma Avenue and Ivar Avenue would be used throughout the construction period of the Project. Travel lanes would be maintained in both directions along the adjacent streets. As part of the requirements of the Construction Management Plan, flag persons would be present to maintain two-way traffic operations along Ivar Avenue should any travel lane be closed during this period. Additional temporary traffic controls would be provided to direct traffic around any closures and to maintain emergency access, as required in the Construction Management Plan. Any anticipated temporary lane closure would be coordinated with LADOT to minimize degrading operational effects to adjacent intersections through the implementation of the Construction Management Plan.

The use of the public ROW along Selma Avenue and Ivar Avenue would require temporary re-routing of pedestrian and bicycle traffic as the sidewalks fronting the Project Site would be closed. The Construction Management Plan would include measures to ensure pedestrian and bicycle safety along the affected sidewalks, bicycle facilities, and temporary walkways (e.g., use of directional signage, maintaining continuous and unobstructed pedestrian paths, and/or providing overhead covering).

Transit

The construction activities of the Project would not require a temporary transit stop relocation as no bus stop is currently located adjacent to the Project Site.

Parking

Parking is allowed on Selma Avenue and Ivar Avenue, so construction could result in a temporary loss of on-street metered parking spaces. On Selma Avenue, this could result in the temporary loss of up to three on-street metered parking spaces adjacent to the Project Site on the south side of the street. On Ivar Avenue, this could result in the temporary loss of up to 14 on-street metered parking spaces adjacent to the Project Site on the west side of the street. Coordination with LADOT would be included in the Construction Management Plan as a result of the potential temporary loss of up to 17 on-street metered parking spaces.

CONSTRUCTION MANAGEMENT PLAN

A detailed Construction Management Plan, including street closure information, a detour plan, haul routes, and a staging plan, would be prepared and submitted to the City for review and approval, prior to commencing construction. The Construction Management Plan would formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. The Construction Management Plan shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and shall include, but not be limited to, the following elements, as appropriate:

- Advance, bilingual notification of adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of operation
- Prohibition of construction worker or equipment parking on adjacent streets
- Temporary pedestrian, bicycle, and vehicular traffic controls during all construction activities adjacent to Selma Avenue and Ivar Avenue, to ensure traffic safety on public rights of way
- Temporary traffic control during all construction activities adjacent to public rights-of-way to improve traffic flow on public roadways (e.g., flag persons)
- Scheduling of construction activities to reduce the effect on traffic flow on surrounding Arterial Streets
- Containment of construction activity within the Project Site boundaries, to the extent feasible
- Coordination with Metro to address any transit stop relocations
- Coordination with LADOT Parking Meter Division to address loss of metered parking spaces

- Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers shall be implemented as appropriate

- Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers shall be implemented as appropriate, including along all identified Los Angeles Unified School District (LAUSD) pedestrian routes to nearby schools

- Scheduling of construction-related deliveries, haul trips, etc., to occur outside the commuter peak hours, so as to not impede school drop-off and pick-up activities and students using LAUSD's identified pedestrian routes to nearby schools

- No staging of hauling trucks on any streets adjacent to the Project, unless specifically approved as a condition of an approved haul route

- Spacing of trucks to discourage a convoy effect

- Sufficient dampening of the construction area to control dust caused by grading and hauling and maintain reasonable control at all times over dust caused by wind

- Maintenance of a log, available on the job site at all times, documenting the dates of hauling and the number of trips (i.e., trucks) per day

- Identification of a construction manager and provision of a telephone number posted at the site during site preparation, grading, and construction readily visible to any interested party for any inquiries or complaints from residents regarding construction activities

It is likely that Construction Management Plans would also be submitted for approval to the City by the Related Projects prior to the start of construction activities. As part of the LADOT and/or Los Angeles Department of Building and Safety established review process of Construction Management Plans, potential overlapping construction activities and proposed haul routes would be reviewed to minimize the impacts of cumulative construction activities on any particular roadway.

Section 4F
Parking

This section provides an analysis of the proposed parking and the potential parking impacts of the Project.

PARKING SUPPLY

Parking for the entire property site would be provided within two levels above ground and three levels of below-grade parking. The Project would provide a total of up to 320 automobile spaces and 19 short-term and 147 long-term bicycle spaces.

VEHICLE PARKING CODE REQUIREMENTS

The Project parking requirements with direct application of the LAMC were calculated by applying the appropriate parking ratios from LAMC Section 12.21A.4(a)(b) for residential uses and LAMC Section 12.21A.4(c) for commercial uses. The LAMC standard parking rates detailed in Table 9 were applied to the Project and resulted in a total requirement of 629 parking spaces.

Per LAMC Section 12.22.A.31, the TOC Guidelines, the Project qualifies as a Tier 3 Housing Development because it is located within 0.5 miles of a fixed-rail transit station. Thus, the maximum reduced parking requirements for the residential use of the Project were calculated by applying the appropriate parking ratios from the TOC Guidelines as detailed in Table 9. The parking requirements for the existing and proposed commercial restaurant and retail uses of the Project were calculated by applying the appropriate parking ratios for commercial uses within the Hollywood Redevelopment Project Area from LAMC Section 12.21.A4(x)(3)(2). Per the TOC Guidelines, a mixed-use development qualified as a Tier 3 Housing Development may reduce up to 30% of its non-residential vehicle parking. As shown in Table 9, the net code vehicle parking after

reductions is 193 vehicle parking spaces. Thus, the Project's proposed parking supply would meet the LAMC requirements.

BICYCLE PARKING CODE REQUIREMENTS

LAMC Section 12.21.A.16 details the bicycle parking requirements for new developments and additions that increase floor area of a building. Thus, the Applicant is not required to provide bicycle parking for the existing commercial uses.

Per the LAMC, the Project's proposed 270 dwelling units would require a total of 15 short-term and 143 long-term bicycle parking spaces and the 6,805 sf of new commercial space would require three short-term and three long-term spaces. As summarized in Table 10, the total LAMC requirement for the Project is 18 short-term and 146 long-term bicycle parking spaces. Therefore, the Project's proposed short-term and long-term bicycle parking supply would meet the LAMC requirements.

TABLE 9
CODE VEHICLE PARKING REQUIREMENTS

STANDARD CODE PARKING ANALYSIS [a]			
Land Use	**Size**	**Parking Rate**	**Total Spaces**
Residential			
< 3 habitable rooms (studio)	92 du	1.00 sp / 1 du	92
= 3 habitable rooms (1 bedroom)	93 du	1.50 sp / 1 du	140
> 3 habitable rooms (2+ bedrooms)	85 du	2.00 sp / 1 du	170
Retail, General	29,828 sf	4.00 sp / 1,000 sf	119
Restaurant and Bars, General	10,805 sf	10.00 sp / 1,000 sf	108
		Total Standard Code Parking Requirement	**629**

NET CODE PARKING ANALYSIS			
Land Use	**Size**	**Parking Rate**	**Total Spaces**
Residential [b]	270 du	0.50 sp / 1 du	135
Retail, General [c]	29,828 sf	2.00 sp / 1,000 sf	60
Restaurant and Bars, General [c]	10,805 sf	2.00 sp / 1,000 sf	22
		Subtotal	**217**
Vehicle Parking Reduction [d]			
Non-Residential		*30%*	*(24)*
		Net Code Parking Requirement	**193**
		Total Parking Provided	**320**

Notes:

[a] Parking rates per Section 12.21.A4(a-c) of Los Angeles Municipal Code (LAMC).

[b] Residential parking requirement per the TOC Guidelines for projects located in a TOC Tier 3 area.

[c] Commercial parking requirement per LAMC Section 12.21.A.4(x)(3)(2) pursuant to the Project Site's location within the Hollywood Redevelopment Project Area.

[d] Per the TOC Guidelines, non-residential uses of a mixed-use development located in a TOC Tier 3 area may reduce up to 30% of the required vehicle parking.

TABLE 10
CODE BICYCLE PARKING REQUIREMENTS

Land Use	Size	Bicycle Short-Term Parking Rate [a]	Total Short-Term Bicycle Spaces	Bicycle Long-Term Parking Rate [a]	Total Long-Term Bicycle Spaces
Residential					
First 25 units	25 du	1.0 sp / 10 du	3	1.0 sp / 1 du	25
Next 75 units	75 du	1.0 sp / 15 du	5	1.0 sp / 1.5 du	50
Next 100 units	100 du	1.0 sp / 20 du	5	1.0 sp / 2 du	50
Remaining units	70 du	1.0 sp / 40 du	2	1.0 sp / 4 du	18
Subtotal - Residential	270 du		15		143
Commercial Restaurant	6,805 sf	1.0 sp / 2,000 sf	3	1.0 sp / 2,000 sf	3
Total Bicycle Parking Required			**18**		**146**

Notes:

sp: spaces

[a] Bicycle parking rates per Section 12.21.A16(a) for new developments and additions that increase floor area of a building. Thus, the Applicant is not required to provide bicycle parking spaces for the existing commercial uses.

Chapter 5

Summary

This study was undertaken to analyze the potential transportation impacts of the Project on the transportation system. The following summarizes the results of this analysis:

- The Project is located on the Entire Property Site parcels identified as 1520-1542 Cahuenga Boulevard, 6350 Selma Avenue, and 1523-1549 Ivar Avenue.
- The Project consists of a 25-story mixed-use residential and commercial development, including 243 market-rate dwelling units, 27 affordable dwelling units, and approximately 6,805 sf of neighborhood serving ground floor restaurant uses. The Entire Property Site, including the Project and adjacent commercial uses, would include 270 multi-family residential units and 40,633 of total commercial uses.
- The Project is anticipated to be complete in Year 2025 and is estimated to generate 109 morning peak hour trips and 122 afternoon peak hour trips.
- The Project is consistent with the City's plans, programs, ordinances, and policies and would not result in geometric design hazard impacts.
- The Project would include the TDM strategies such as applying allowable parking reduction rates from standard LAMC requirements pursuant to the TOC Guidelines and providing convenient bicycle parking as part of its design features. Although the VMT evaluation did not take into consideration of these TDM strategies, the Project would not result in VMT per capita impacts, and no traffic mitigation measures are required.
- The Project would not cause a significant safety impact at any freeway off-ramp locations.
- The Project provides adequate internal circulation to accommodate vehicular, pedestrian, and bicycle traffic without impeding through traffic movements on City streets.
- The Project will incorporate pedestrian and bicycle-friendly designs, such as a bicycle parking, adequate sidewalks, and open space.
- All construction activities would occur outside of the commuter morning and afternoon peak hours to the extent feasible and will not result in significant traffic impacts. A Construction Management Plan will ensure that construction impacts are less than significant.
- The Project is in compliance with LAMC vehicle and bicycle parking requirements.

References

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The 2016-2040 Regional Transportation Plan / Sustainable Communities Strategy, Southern California Association of Governments, April 2016.

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Mobility Plan 2035, An Element of the General Plan, Los Angeles Department of City Planning, September 2016.

Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan, Los Angeles Department of City Planning, March 2015.

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Redevelopment Plan for the Hollywood Redevelopment Project, The Community Redevelopment Agency of the City of Los Angeles, amended October 2003.

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

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Vision Zero: Eliminating Traffic Deaths in Los Angeles by 2025, City of Los Angeles, August 2015.

Appendix A

Memorandum of Understanding

LADOT

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: Artisan Hollywood

Project Address: 1520-1542 Cahuenga Blvd., 6350 Selma Ave., and 1523-1549 Ivar Ave. Los Angeles, CA 90028

Project Description: The Project consists of a mixed-use development, which includes 270 residential units, of which 27 units will be affordable housing, and approximately up to 6,805 square feet (sf) of new commercial restaurant use. The existing 33,828 sf of retail and restaurant uses would be maintained on-site.

LADOT Project Case Number: CEN19-48500 Project Site Plan attached? *(Required)* ■ Yes ☐ No

II. TRIP GENERATION

Geographic Distribution: N 40 % S 30 % E 15 % W 15 %

Illustration of Project trip distribution percentages at Study intersections attached? *(Required)* ■ Yes ☐ No

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

Trip Generation Adjustment *(Exact amount of credit subject to approval by LADOT)*	**Yes**	**No**
Transit Usage	☒	☐
Transportation Demand Management	☐	☒
Existing Active Land Use	☒	☐
Previous Land Use	☐	☒
Internal Trip	☒	☐
Pass-By Trip	☒	☐

Trip generation table including a description of the proposed land uses, ITE rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc. attached? *(Required)* ■ Yes ☐ No

	IN	OUT	TOTAL
AM Trips	34	75	109
PM Trips	82	40	122

Daily Trips 1,143 (From VMT Calculator)

III. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2025 Ambient Growth Rate: 1 % Per Yr.

Related Projects List, researched by the consultant and approved by LADOT, attached? *(Required)* ■ Yes ☐ No

Map of Study Intersections/Segments attached? ■ Yes ☐ No

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

1 Ivar Avenue & Selma Avenue
2 Ivar Avenue & Sunset Boulevard
3
4
5
6

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

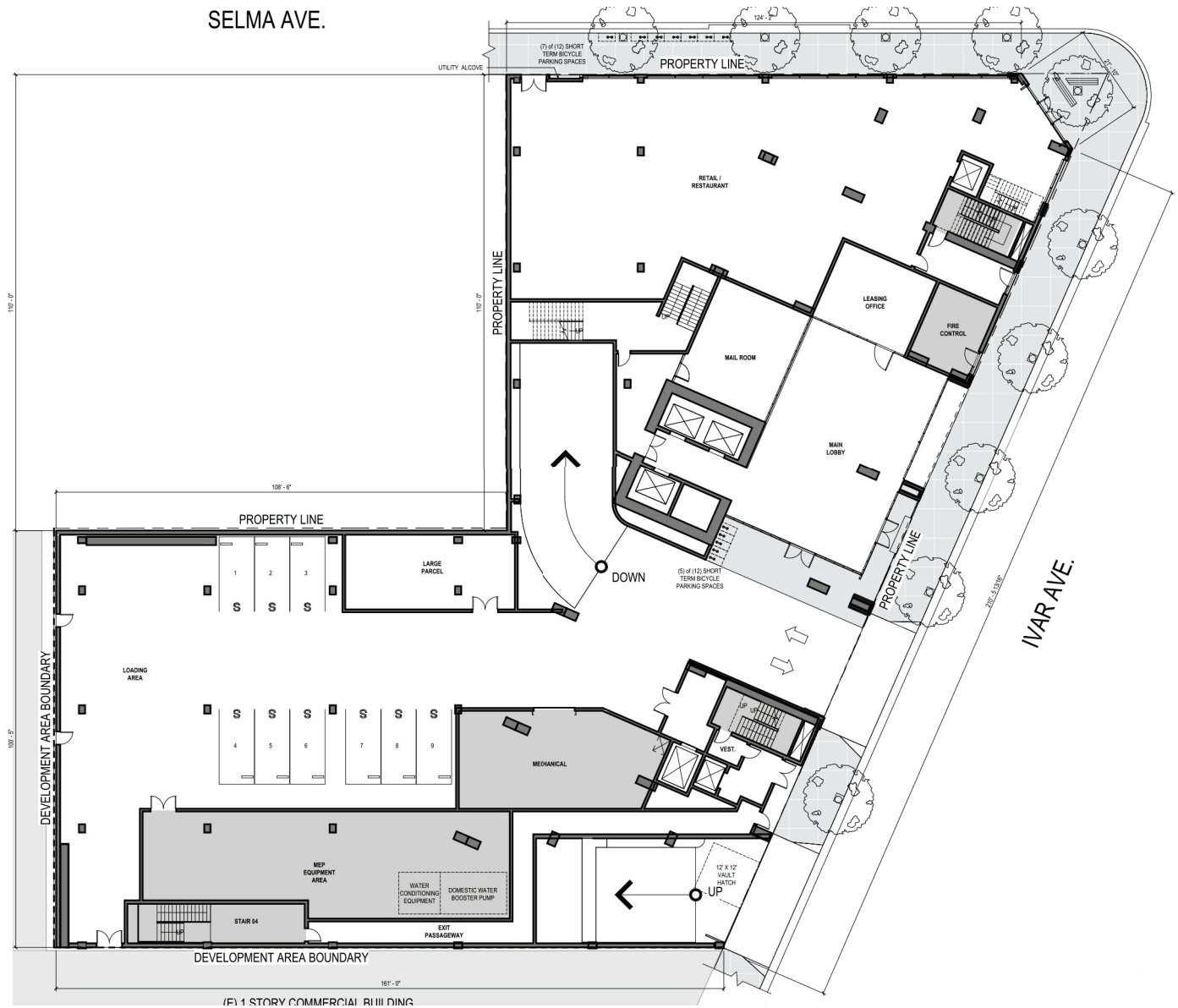
Is the project's building frontage encompassing an entire block along an Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ■ No

V. CONTACT INFORMATION

	CONSULTANT	DEVELOPER
Name:	Gibson Transportation Consulting, Inc.	Artisan Realty Advisors
Address:	555 W. 5th St., Suite 3375, Los Angeles, CA 90013	3000 Olympic Boulevard, Suite 1255, Santa Monica, CA 90404
Phone Number:	(213) 683-0088	(310) 315-4851
E-Mail:	cle@gibsontrans.com	mark@artisanra.com

Approved by:	x Casey Tonale	05/11/2020	x	6-2-2020
	Consultant's Representative	Date	LADOT Representative	*Date

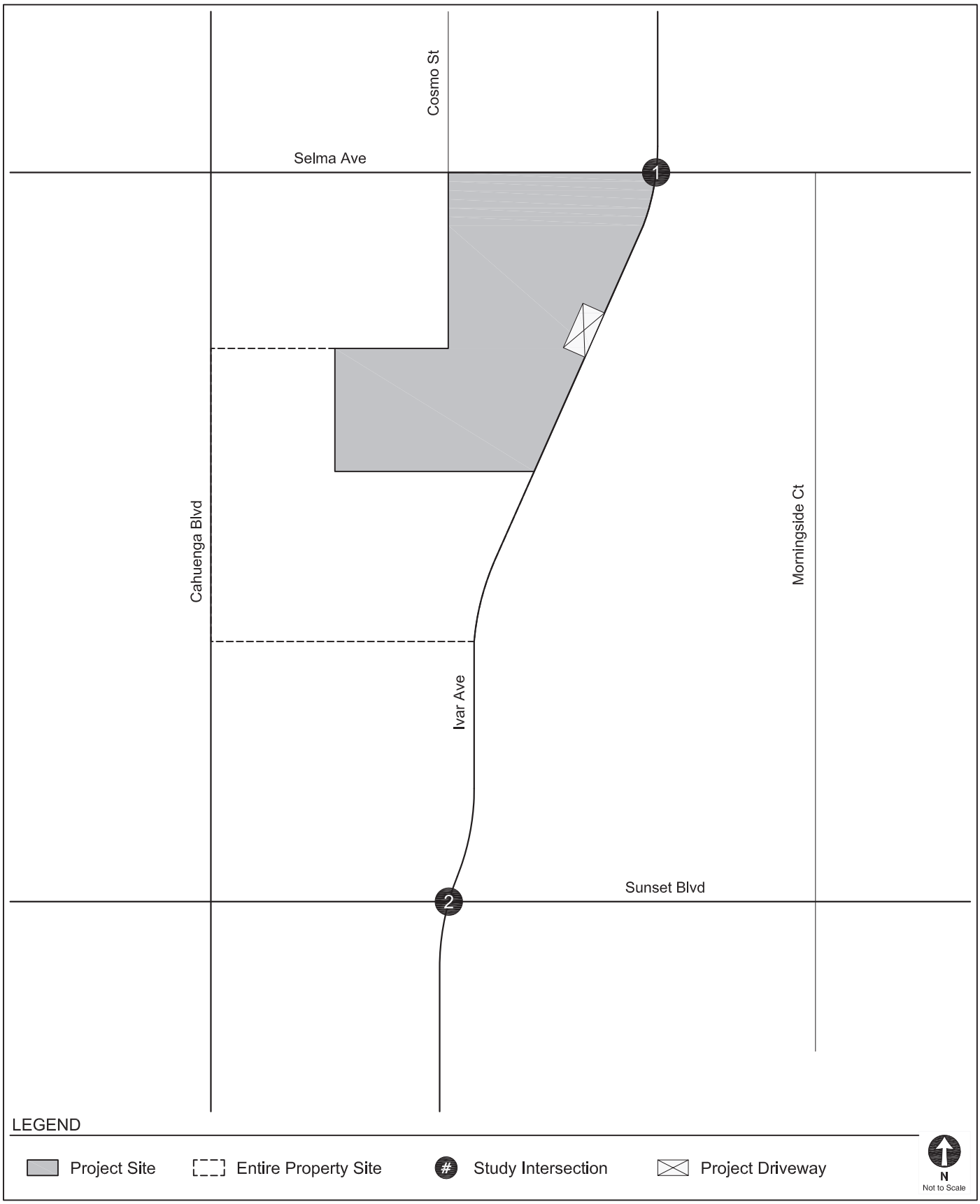
*MOUs are generally valid for two years after signing. If after two years a transportation assessment has not been submitted to LADOT, the developer's representative shall check with the appropriate LADOT office to determine if the terms of this MOU are still valid or if a new MOU is needed.



Source: Gensler. April, 2020.

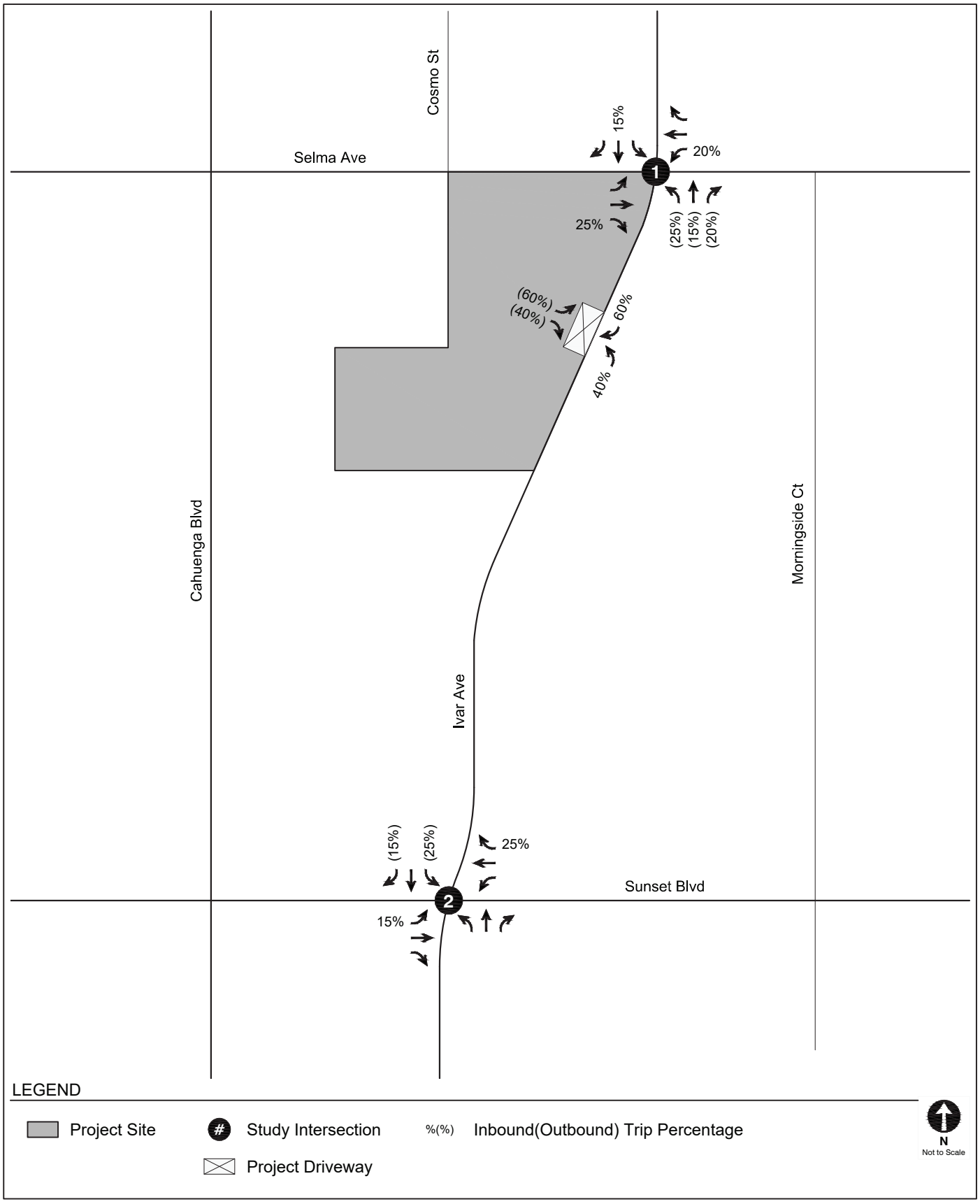
PROJECT SITE PLAN

FIGURE 1



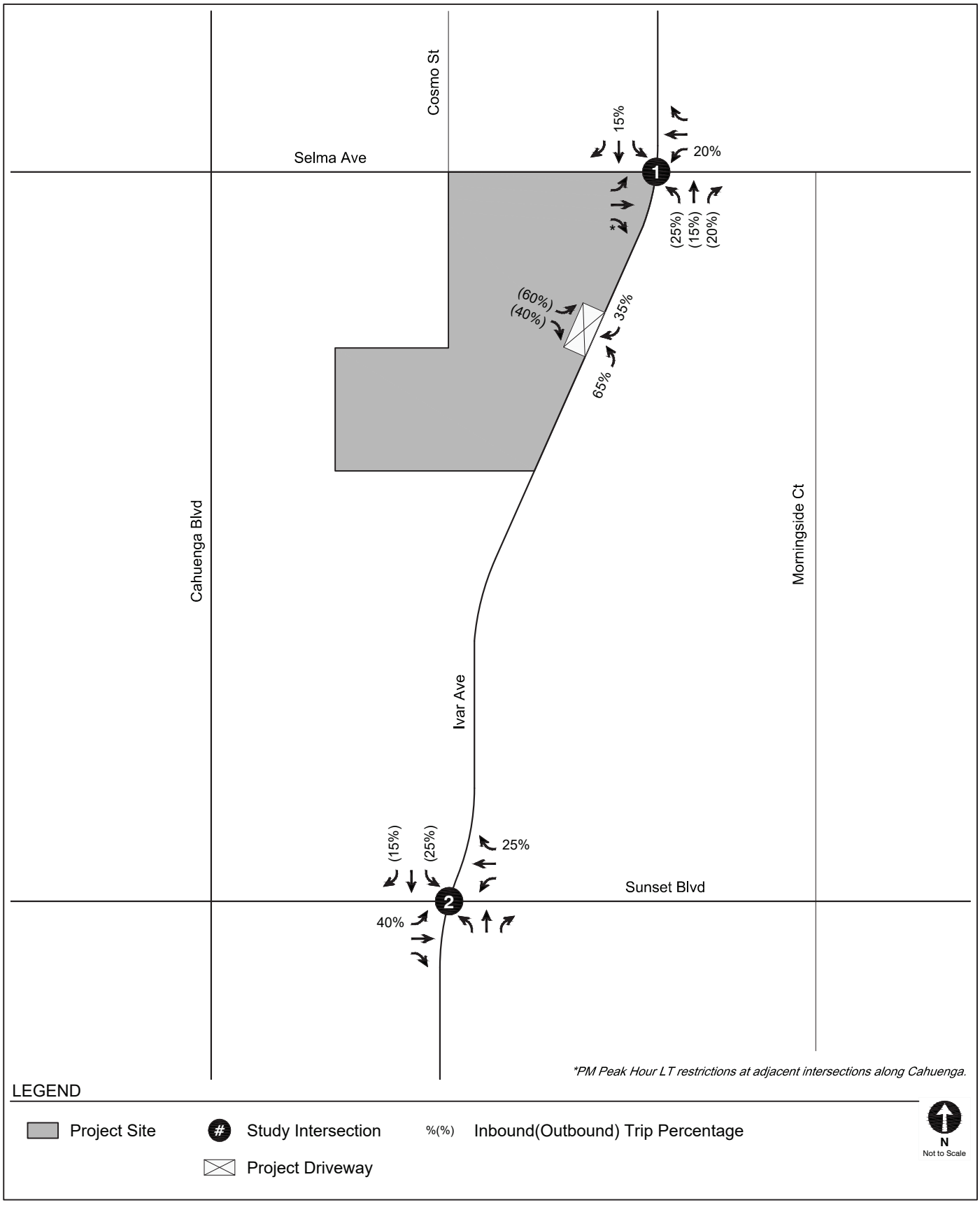
STUDY AREA

FIGURE 2



PROJECT TRIP DISTRIBUTION
AM PEAK HOUR

FIGURE
3A



PROJECT TRIP DISTRIBUTION
PM PEAK HOUR

FIGURE
3B

TABLE 1
ARTISAN HOLLYWOOD
PROJECT TRIP GENERATION

Land Use	ITE Land Use Code	Size	Trip Generation [a]					
			Morning Peak Hour			Afternoon Peak Hour		
			Inbound	Outbound	Total	Inbound	Outbound	Total
Trip Generation Rates								
Multi-Family Housing (High-Rise) [b]	222	per du	12%	88%	0.23	70%	30%	0.30
Affordable Apartments	[c]	per du	37%	63%	0.49	56%	44%	0.35
Shopping Center/Retail	820	per 1,000 sf	62%	38%	0.94	48%	52%	3.81
High-Turnover (Sit-Down) Restaurant	932	per 1,000 sf	55%	45%	9.94	62%	38%	9.77
Proposed Uses								
Multi-Family Housing (High-Rise)	222	243 du	7	49	56	51	22	73
Affordable Apartments	[c]	27 du	5	8	13	5	4	9
High-Turnover (Sit-Down) Restaurant	932	6,805 sf	37	31	68	42	24	66
Less 15% Transit/Walk-In [d]			*(6)*	*(5)*	*(11)*	*(6)*	*(4)*	*(10)*
Less 10% Internal Capture [e]			*(3)*	*(3)*	*(6)*	*(4)*	*(2)*	*(6)*
Less 20% Pass-by [f]			*(6)*	*(5)*	*(11)*	*(6)*	*(4)*	*(10)*
Proposed Uses - Subtotal			**34**	**75**	**109**	**82**	**40**	**122**
Existing Uses to Remain								
Shopping Center/Retail	820	29,828 sf	17	11	28	55	59	114
Less 15% Transit/Walk-In [d]			*(3)*	*(2)*	*(5)*	*(8)*	*(9)*	*(17)*
Less 10% Internal Capture [e]			*(1)*	*(1)*	*(2)*	*(5)*	*(5)*	*(10)*
Less 50% Pass-by [f]			*(7)*	*(4)*	*(11)*	*(21)*	*(23)*	*(44)*
Existing Vacant Uses								
High-Turnover (Sit-Down) Restaurant	932	4,000 sf	22	18	40	24	15	39
Less 15% Transit/Walk-In [d]			*(3)*	*(3)*	*(6)*	*(4)*	*(2)*	*(6)*
Less 10% Internal Capture [e]			*(2)*	*(2)*	*(4)*	*(2)*	*(1)*	*(3)*
Less 20% Pass-by [f]			*(3)*	*(3)*	*(6)*	*(4)*	*(2)*	*(6)*
Existing Uses - Subtotal			**20**	**14**	**34**	**35**	**32**	**67**
Total Project Trips			**54**	**89**	**143**	**117**	**72**	**189**

Notes:

[a] Source: *Trip Generation Manual, 10th Edition,* Institute of Transportation Engineers, 2017 and are based on developments located in "General Urban/Suburban" location, unless otherwise noted.

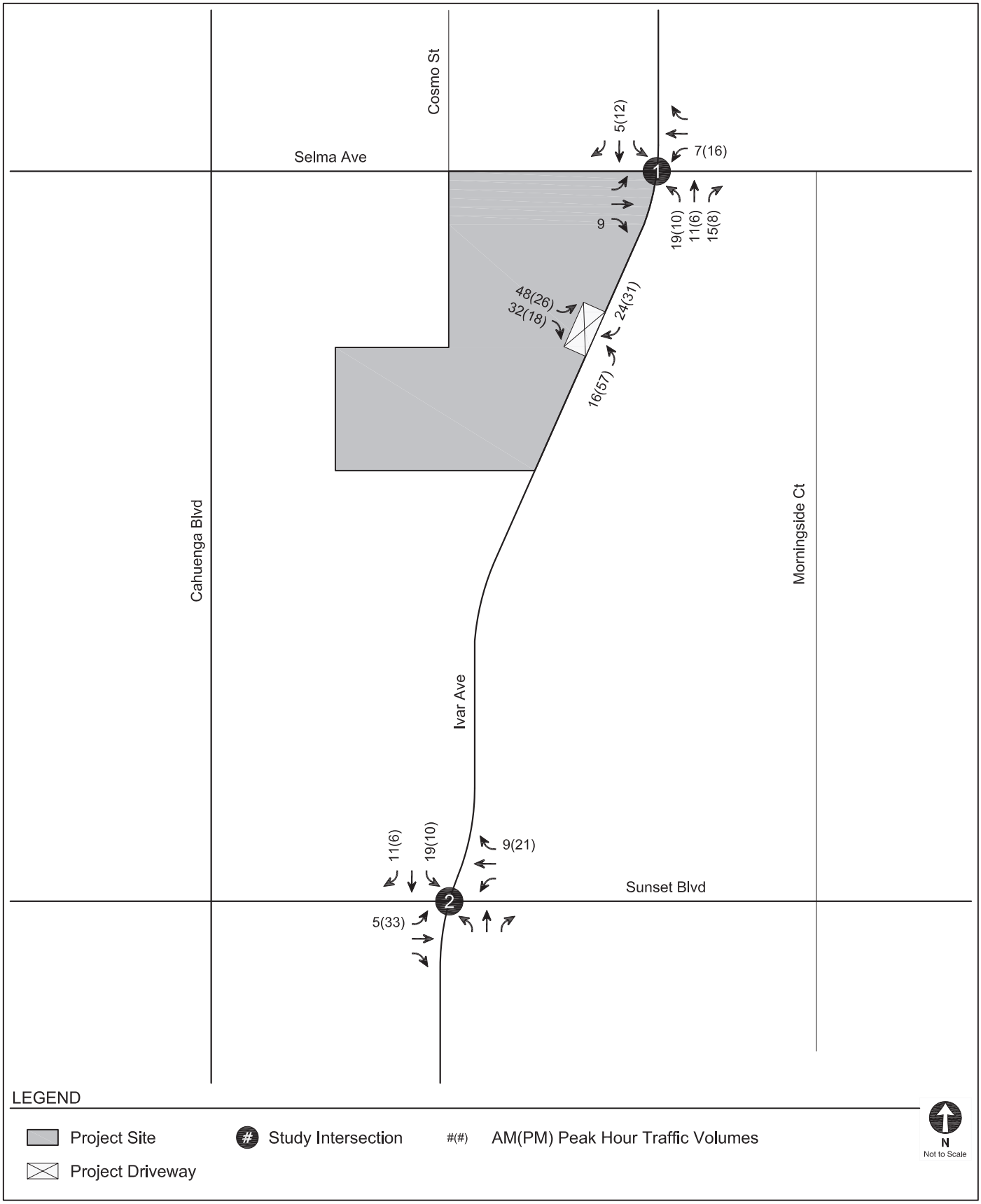
[b] Morning and afternoon trip generation rates for multi-family housing (high-rise) are based on local trip generation rates developed by LADOT for developments located in "Dense Multi-Use Urban" area as detailed in Table 3.3-1 of LADOT's *Transportation Assessment Guidelines* . These rates are not subjected to transit/walk-in adjustments.

[c] Per LADOT's *Transportation Assessment Guidelines,* residential or mixed-use developments that include Affordable Housing Units are eligible to use a city specific trip generation rate based on vehicle trip count data collected at affordable housing in the City of Los Angeles in 2016. Rates were based on developments located inside a Transit Priority Area (TPA), as defined per Public Resources Code Section 21064.3. These rates are not subjected to any transit/walk-in adjustment.

[d] Per LADOT's *Transportation Assessment Guidelines,* the Project Site is located within a 1/4 mile walking distance from the Metro Red Line Hollywood/Vine Station and a RapidBus stop (Metro 780), therefore a 15% transit reduction is applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments.

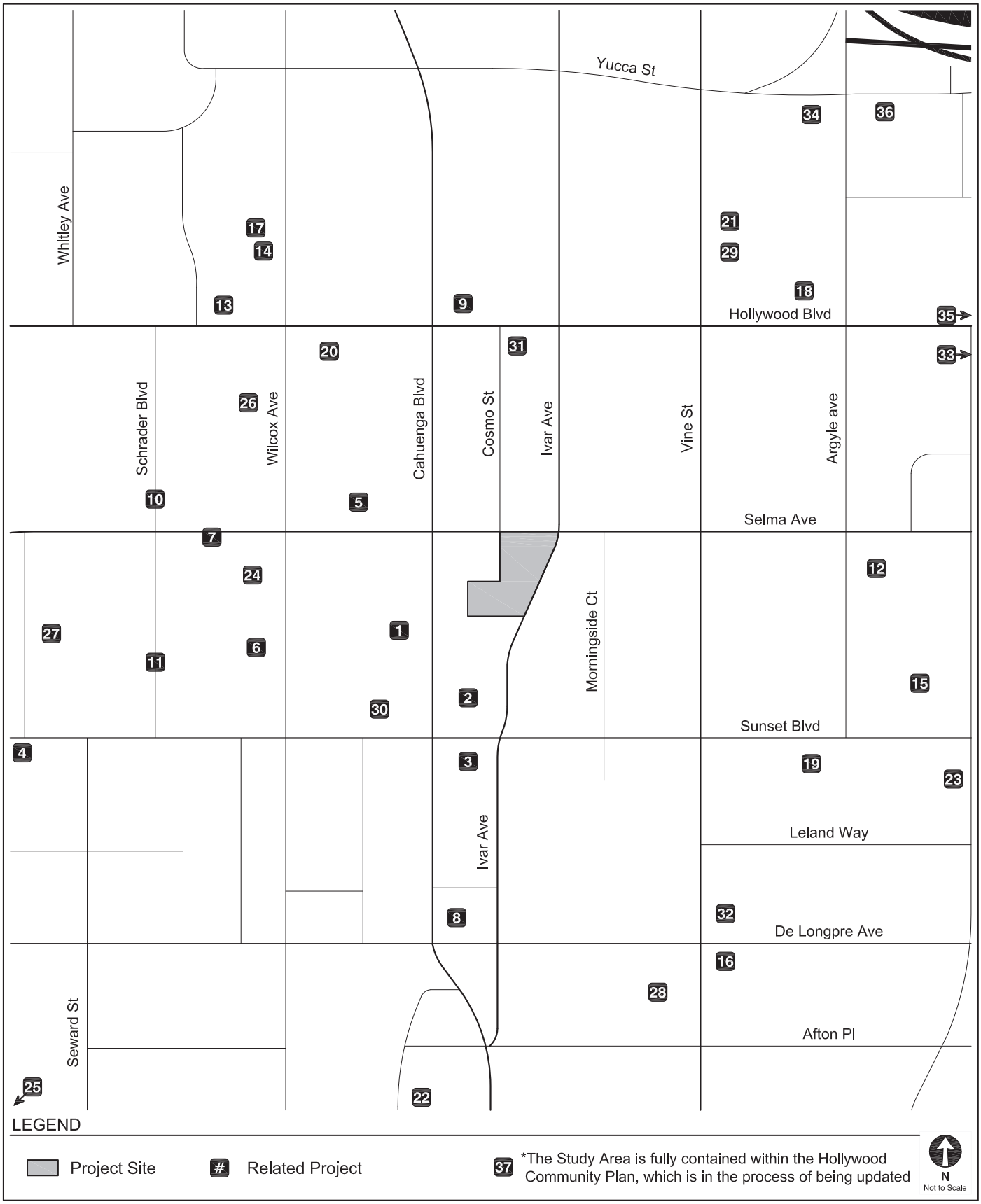
[e] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development (e.g., residents visiting the retail use).

[f] Per Attachment H of LADOT's *Transportation Assessment Guidelines* , pass-by adjustments were taken into account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.



PROPOSED PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
4



LOCATIONS OF RELATED PROJECTS

FIGURE 5

TABLE 2
ARTISAN HOLLYWOOD
RELATED PROJECTS

No	Name	Address	Description	Trip Generation [a]						
				Daily	Morning Peak Hour			Afternoon Peak Hour		
					In	Out	Total	In	Out	Total
1 [b]	Cahuenga Boulevard Hotel	1525 N Cahuenga Blvd	64 hotel rooms, 700 sf rooftop restaurant/lounge and 3,300 sf restaurant	469	13	9	22	17	17	34
2	Ivar Gardens Hotel	6409 W Sunset Blvd	275 hotel rooms and 1,900 sf retail	1,285	51	26	77	53	60	113
3	6400 Sunset Mixed-Use	6400 Sunset Blvd	232 apartment units and 7,000 sf restaurant	11	14	77	91	57	(6)	51
4	6630 W Sunset Boulevard	6630 W Sunset Blvd	40 Apartments	266	4	16	20	16	9	25
5 [b]	Selma - Wilcox Hotel	6421 W Selma Ave	114 hotel rooms and 1,993 sf restaurant	1,227	43	27	70	56	44	100
6 [b]	Thompson Hotel	1541 N Wilcox Ave	190 hotel rooms, 4,463 sf restaurant, and1,382 sf meeting room	2,058	76	57	133	82	75	157
7 [b]	Tommie Hotel	6516 W Selma Ave	212 hotel rooms, 3,855 sf bar/lounge and 8,500 sf rooftop bar/event space	2,241	71	50	121	105	84	189
8 [b]	Godfrey Hotel	1400 N Cahuenga Blvd	220 hotel rooms and 2,723 sf restaurant, 1,440 sf bar	1,875	55	47	102	78	60	138
9	Hotel & Restaurant Project	6381 W Hollywood Blvd	80 hotel rooms and 15,290 sf restaurant	1,020	(19)	11	(8)	62	4	66
10	Schrader Hotel MU	1600 N Schrader Blvd	168 hotel rooms and 5,979 sf restaurant	1,666	58	40	98	80	63	143
11	CD 13 Schrader Temp Bridge Housing Shelter	1533 Schrader Blvd	70 bed shelter	89	5	3	8	4	4	8
12	Modera Argyle MU	1546 N Argyle Ave	276 apartment units, 9,000 sf retail and 15,000 sf restaurant	2,013	43	127	170	128	51	179
13	Hudson Building	6523 W Hollywood Blvd	10,402 sf restaurant, 4,074 sf of office, and 890 sf of storage	547	(16)	(11)	(27)	32	4	36
14	Wilcox Hotel	1717 N Wilcox Ave	133 hotel rooms and 3,580 sf retail	1,244	54	35	89	49	43	92
15	Palladium Residences	6201 W Sunset Blvd	731 apartment units (37 affordable) and 24,000 sf of retail and restaurant uses	4,913	128	228	356	234	169	403
16	Onni Group Mixed-Use Development	1360 N Vine St	429 condominium units, 55,000 sf grocery, 5,000 sf retail and 8,988 sf of restaurant	4,455	61	128	189	180	98	278
17	1723 Wilcox	1723 N Wilcox Ave	81 hotel rooms and 2,236 sf restaurant	634	25	15	40	25	24	49
18	Pantages Theater Office	6225 W Hollywood Blvd	210,000 sf office	1,918	243	33	276	43	411	254
19 [b]	6250 Sunset MU (Old Nickelodeon Site)	6250 W Sunset Blvd	200 apartment units and 4,700 sf retail	1,473	52	80	132	71	50	121
20	Hollywood & Wilcox	6430-6440 W Hollywood Blvd	260 apartment units, 3,580 sf office, 11,020 sf retail and 3,200 sf restaurant	1,625	23	98	121	99	44	143
21	Hollywood Center MU (Formerly Millennium)	1720 N Vine St	1,005 residential units (872 apartment units, 133 affordable senior housing units) and 30,176 sf retail	6,346	171	290	461	368	264	632
22 [b]	Mixed-Use	1310 N Cole Ave	369 apartment units and 2,570 sf office	2,226	20	139	159	139	58	197
23	6200 W Sunset Boulevard	6200 W Sunset Blvd	270 apartment units, 1,750 sf quality restaurant, 2,300 sf pharmacy and 8,070 sf retail	1,778	26	97	123	100	35	135
24	Citizen News	1545 N Wilcox Ave	16,100 sf flexible event space and 14,800 sf restaurant	2,341	36	50	86	128	47	175
26	1637 N Wilcox MU	1637 N Wilcox Ave	93 apartment units, 61 affordable housing units and 6,586 sf commercial	831	20	44	64	40	27	67
27	Mixed-Use	1524-1538 N Cassil Pl	138 apartment units, 60 hotel rooms and 1,400 sf restaurant	1,244	32	47	79	56	41	97
28 [b]	Academy Square	1341 Vine St	285,719 sf office, 200 apartment units and 16,135 sf restaurant	6,218	330	164	494	152	220	372
29	citizenM Hotel	1718 Vine St	240 hotel rooms and 5,373 sf restaurant	1	58	41	99	35	42	77
30	6445 Sunset	6445 Sunset Blvd	175 hotel rooms	785	41	29	70	41	36	77
31	6360 Hollywood	6360 Hollywood Blvd	90 hotel rooms, 11,000 sf restaurant	6,396	54	40	94	60	44	104
32	1400 Vine	1400 Vine St	179 residential units, 19 affordable housing units and 16,000 sf restaurant	1,859	70	93	163	97	56	153
33	6140 Hollywood	6140 Hollywood Blvd	102 hotel rooms, 27 condominium units and 11,460 sf restaurant	1,782	76	62	138	78	58	136
34	Yucca Street Condos	6230 W Yucca St	114 apartment units and 2,697 sf commercial	473	5	27	32	26	12	38
35	Hollywood Gower Mixed-Use	6100 W Hollywood Blvd	220 apartment units and 3,270 sf restaurant	1,439	24	76	100	86	46	132
36	Mixed-Use	6220 W Yucca St	210 hotel rooms, 136 apartment units, 3,450 sf retail and 9,120 sf restaurant	2,652	88	111	199	130	85	215
37	Hollywood Community Plan Update	The Hollywood Community Plan Update proposes updates to land use policies and maps. The proposed changes would primarily increase commercial and residential development potential in and near the Regional Center Commercial portion of the community and along selected corridors in the Community Plan Area. The decreases in development potential would be primarily focused on low- to medium-scale multi-family residential neighborhoods to conserve existing density and intensity of those neighborhoods. The projected population growth has been captured in the conservative ambient growth rate and the Related Projects defined above. The Project Study Area is fully contained within the Community Plan Area.								

Notes:

[a] Source: Related project information provided by LADOT (April 30, 2020), Department of City Planning, and recent studies in the area.

[b] Although construction of the related project may be partially or entirely complete, the project was not fully occupied at the time when traffic counts were conducted. Therefore, the related project was considered and listed to provide a more conservative analysis.

VMT Screening Summary

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

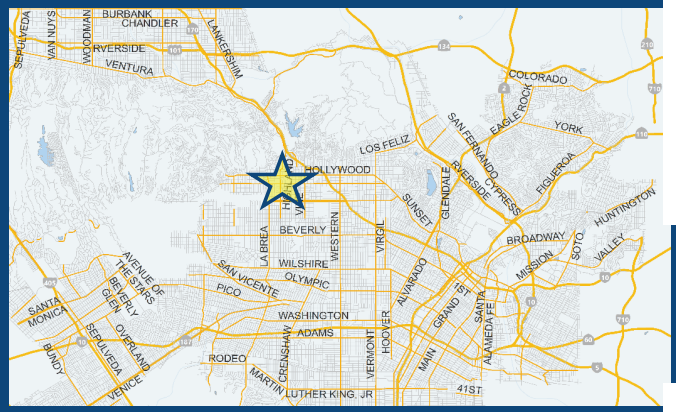
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: Artisan Hollywood

Scenario:

Address: 34.098966, -118.329110



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 | High-Turnover Sit-Down Restaurant	4	ksf
Retail | General Retail	29.828	ksf
Retail | High-Turnover Sit-Down Restaurant	4	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 | Multi-Family	243	DU
Housing | Multi-Family	243	DU
Retail | General Retail	29.828	ksf
Retail | High-Turnover Sit-Down Restaurant	10.805	ksf
Housing | Affordable Housing - Family	27	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
1,011 Daily Vehicle Trips	2,154 Daily Vehicle Trips
6,734 Daily VMT	13,512 Daily VMT

Tier 1 Screening Criteria

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

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	1,143 Net Daily Trips
The net increase in daily VMT ≤ 0	6,778 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	40.633 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

5/29/2020

Appendix B

Traffic Volume Data

Turning Movement Count Report AM

Location ID: 1
North/South: Ivar Avenue
East/West: Sunset Blvd

Date: 10/24/19
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	13	10	4	8	333	1	6	1	2	4	165	4	551
7:15	12	10	5	14	340	5	7	5	4	6	211	3	622
7:30	37	12	3	8	355	8	4	5	1	4	211	1	649
7:45	37	16	5	14	385	10	7	6	4	3	225	4	716
8:00	39	29	9	21	330	9	5	12	0	3	261	5	723
8:15	45	45	6	36	286	15	7	11	4	2	251	11	719
8:30	25	21	7	18	281	5	5	16	4	4	240	16	642
8:45	19	22	4	19	287	12	5	18	3	5	275	12	681
9:00	26	36	4	17	217	5	10	16	5	6	264	6	612
9:15	28	40	11	15	220	10	11	17	5	5	271	38	671
9:30	30	43	9	9	234	19	7	16	5	3	283	14	672
9:45	29	22	7	7	246	9	6	13	3	6	247	9	604

Total Volume:	340	306	74	186	3514	108	80	136	40	51	2904	123	7862
Approach %	47%	43%	10%	5%	92%	3%	31%	53%	16%	2%	94%	4%	

Peak Hr Begin:	7:30												
PHV	158	102	23	79	1356	42	23	34	9	12	948	21	2807
PHF	0.737			0.903			0.750			0.912			0.971

Turning Movement Count Report PM

Location ID: 1
North/South: Ivar Avenue
East/West: Sunset Blvd

Date: 10/24/19
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	10	19	7	6	248	12	51	35	11	0	237	11	647
15:15	10	13	14	11	275	10	19	15	2	0	244	7	620
15:30	17	23	11	11	275	12	20	40	5	1	249	22	686
15:45	12	17	6	12	264	22	14	41	7	1	268	19	683
16:00	14	17	17	7	241	10	19	45	5	3	293	14	685
16:15	16	23	13	5	245	6	20	39	2	5	273	18	665
16:30	20	15	9	16	237	13	22	48	9	7	289	26	711
16:45	17	17	12	22	302	7	25	35	4	8	342	18	809
17:00	16	24	17	8	293	9	30	37	4	6	293	17	754
17:15	13	20	3	10	319	18	20	50	6	12	308	10	789
17:30	23	20	11	4	278	9	19	59	6	4	297	17	747
17:45	14	23	9	14	328	18	27	43	9	14	329	13	841

Total Volume:	182	231	129	126	3305	146	286	487	70	61	3422	192	8637
Approach %	34%	43%	24%	4%	92%	4%	34%	58%	8%	2%	93%	5%	

Peak Hr Begin:	17:00												
PHV	66	87	40	36	1218	54	96	189	25	36	1227	57	3131
PHF	0.846			0.908			0.923			0.927			0.931

Pedestrian/Bicycle Count Report

Leg:	*North*		*East*		*South*		*West*	
Class:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	10	1	2	0	13	0	6	0
7:15	7	1	2	0	9	1	2	1
7:30	18	0	1	1	10	1	0	0
7:45	18	1	0	0	8	2	2	0
8:00	28	1	6	0	11	0	5	0
8:15	27	0	4	0	12	2	3	0
8:30	50	2	4	0	17	5	6	0
8:45	38	4	6	0	33	1	10	0
9:00	26	2	7	1	23	1	3	0
9:15	32	2	6	0	33	0	6	0
9:30	38	3	6	0	48	1	9	0
9:45	31	3	5	0	34	1	3	0

Leg:	*North*		*East*		*South*		*West*	
Class:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	48	2	1	0	44	2	11	0
15:15	61	7	2	2	42	2	20	0
15:30	71	2	14	2	36	1	11	0
15:45	58	7	8	0	20	0	21	0
16:00	72	1	15	1	45	0	20	0
16:15	60	1	13	1	64	0	26	1
16:30	64	4	4	1	66	3	11	1
16:45	48	0	5	1	89	2	11	0
17:00	19	0	21	0	52	0	22	0
17:15	57	0	12	1	77	1	15	0
17:30	51	0	5	1	83	4	15	0
17:45	61	4	9	0	54	1	16	1

Turning Movement Count Report AM

Location ID: 2
North/South: Ivar Avenue
East/West: Selma Avenue

Date: 10/24/19
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			Totals:
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	1	17	2	3	3	4	2	5	2	4	2	0	45
7:15	5	43	3	5	3	1	2	9	1	7	3	0	82
7:30	1	47	2	2	7	13	4	7	4	6	6	1	100
7:45	6	70	1	5	9	7	4	3	5	11	8	1	130
8:00	7	111	2	3	5	7	3	13	9	11	24	1	196
8:15	3	83	4	7	10	14	6	19	6	5	14	0	171
8:30	0	53	3	2	15	11	4	8	2	2	7	2	109
8:45	5	57	3	7	11	9	7	19	9	8	12	2	149
9:00	4	73	4	13	20	19	4	13	7	8	10	3	178
9:15	2	63	3	7	16	14	5	34	24	28	16	3	215
9:30	2	46	2	12	14	5	3	22	8	4	16	3	137
9:45	7	70	7	8	24	6	6	10	4	1	18	1	162

Total Volume:	43	733	36	74	137	110	50	162	81	95	136	17	1674
Approach %	5%	90%	4%	23%	43%	34%	17%	55%	28%	38%	55%	7%	

Peak Hr Begin:	9:00												
PHV	15	252	16	40	74	44	18	79	43	41	60	10	692
PHF	0.842			0.760			0.556			0.590			0.805

Turning Movement Count Report PM

Location ID: 2
North/South: Ivar Avenue
East/West: Selma Avenue

Date: 10/24/19
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	5	17	5	8	25	13	13	28	8	8	27	4	161
15:15	3	21	5	7	27	8	10	46	10	17	30	1	185
15:30	2	21	3	5	22	8	24	51	17	16	32	2	203
15:45	6	13	3	8	32	10	14	59	9	7	35	5	201
16:00	4	29	5	11	23	10	19	51	9	13	25	2	201
16:15	4	29	2	9	22	10	14	65	8	8	40	1	212
16:30	4	24	5	10	26	12	26	42	11	13	32	2	207
16:45	3	29	3	8	22	8	14	54	9	15	31	1	197
17:00	8	20	3	11	24	7	14	48	4	9	37	5	190
17:15	4	23	2	7	26	9	24	61	11	6	32	0	205
17:30	5	23	8	13	27	9	21	48	9	10	24	2	199
17:45	5	19	5	14	23	9	28	63	16	8	34	7	231
Total Volume:	53	268	49	111	299	113	221	616	121	130	379	32	2392
Approach %	14%	72%	13%	21%	57%	22%	23%	64%	13%	24%	70%	6%	
Peak Hr Begin:	17:00												
PHV	22	85	18	45	100	34	87	220	40	33	127	14	825
PHF	0.868			0.913			0.811			0.853			0.893

Prepared by City Count, LLC. (www.citycount.com)

Pedestrian/Bicycle Count Report

Leg:	*North*		*East*		*South*		*West*	
Class:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	8	0	2	0	2	0	4	0
7:15	4	1	2	0	7	0	2	2
7:30	14	0	4	0	4	0	2	1
7:45	3	0	2	0	3	0	2	0
8:00	19	0	1	0	6	0	1	0
8:15	21	0	7	0	20	0	8	0
8:30	26	0	11	0	17	1	11	0
8:45	19	3	4	2	12	0	3	0
9:00	19	0	10	1	9	0	6	0
9:15	7	1	5	0	11	0	2	0
9:30	26	0	6	0	18	0	10	0
9:45	16	0	8	0	21	1	8	0

Leg:	*North*		*East*		*South*		*West*	
Class:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	38	1	5	1	24	1	19	0
15:15	26	2	8	0	23	2	18	1
15:30	30	1	17	0	34	0	15	0
15:45	33	0	15	0	22	1	29	1
16:00	34	3	11	0	26	0	16	2
16:15	18	0	14	0	27	0	10	0
16:30	31	1	11	0	27	0	12	1
16:45	32	1	13	0	33	3	11	0
17:00	20	0	20	1	38	1	9	0
17:15	45	1	6	1	23	3	19	0
17:30	28	1	8	1	27	3	20	0
17:45	42	1	16	0	30	0	16	0

Appendix C

Threshold T-1 Consistency Worksheet and Evaluation Tables

Plans, Policies and Programs Consistency Worksheet

The worksheet provides a structured approach to evaluate the threshold T-1 question below, that asks whether a project conflicts with a program, plan, ordinance or policy addressing the circulation system. The intention of the worksheet is to streamline the project review by highlighting the most relevant plans, policies and programs when assessing potential impacts to the City's circulation system.

> Threshold T-1: Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?

This worksheet does not include an exhaustive list of City policies, and does not include community plans, specific plans, or any area-specific regulatory overlays. The Department of City Planning project planner will need to be consulted to determine if the project would obstruct the City from carrying out a policy or program in a community plan, specific plan, streetscape plan, or regulatory overlay that was adopted to support multimodal transportation options or public safety. LADOT staff should be consulted if a project would lead to a conflict with a mobility investment in the Public Right of Way (PROW) that is currently undergoing planning, design, or delivery. This worksheet must be completed for all projects that meet the Section I. Screening Criteria. For description of the relevant planning documents, **see Attachment D.1.**

For any response to the following questions that checks the box in bold text ((i.e. Yes or No), further analysis is needed to demonstrate that the project does not conflict with a plan, policy, or program.

I. SCREENING CRITERIA FOR POLICY ANALYSIS

If the answer is 'yes' to any of the following questions, further analysis will be required:

Does the project require a discretionary action that requires the decision maker to find that the project would substantially conform to the purpose, intent and provisions of the General Plan?

☑ Yes ☐ No

Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?

☐ Yes ☑ 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 ☐ No

II. PLAN CONSISTENCY ANALYSIS

A. Mobility Plan 2035 PROW Classification Standards for Dedications and Improvements

These questions address potential conflict with:

Mobility Plan 2035 Policy 2.1 *– Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.*

Mobility Plan 2035 Policy 2.3 *– Pedestrian Infrastructure. Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*

Mobility Plan 2035 Policy 3.2 – *People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.*

Mobility Plan 2035 Street Designations and Standard Roadway Dimensions

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? ☐ Yes ☑ No

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. ☐ Yes ☐ No ☑ N/A

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 will provide the required dedication along Cahuenga Boulevard, a designated Modified Avenue II, per the Mobility Plan. See Section 3A of Transportation Assessment ☐ Yes ☐ No ☑ N/A

If the answer is to **A.1 or A.2 is NO, or to A.1, A.2 and A.3. is YES**, then the project does not conflict with the dedication and improvement requirements that are needed to comply with the Mobility Plan 2035 Street Designations and Standard Roadway Dimensions.

A.4 If the answer to **A.3. is NO**, is the project applicant asking to waive from the dedication standards? ☐ **Yes** ☐ **No** ☑ N/A

Lists any streets subject to dedications or voluntary dedications and include existing roadway and sidewalk widths, required roadway and sidewalk widths, and proposed roadway and sidewalk width or waivers.

See Section 3A of Transportation Assessment

Frontage 1 Existing PROW'/Curb' : Existing _____Required_____Proposed_____

Frontage 2 Existing PROW'/Curb' : Existing _____Required_____Proposed_____

Frontage 3 Existing PROW'/Curb' : Existing _____Required_____Proposed_____

Frontage 4 Existing PROW'/Curb' : Existing _____Required_____Proposed_____

If the answer to **A.4 is NO**, the project is inconsistent with Mobility Plan 2035 street designations and must file for a waiver of street dedication and improvement.

If the answer to **A.4 is YES**, additional analysis is necessary to determine if the dedication and/or improvements are necessary to meet the City's mobility needs for the next 20 years. The following factors may contribute to determine if the dedication or improvement is necessary:

Is the project site along any of the following networks identified in the City's Mobility Plan?

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network

See Chapter 2 and Section 3A of Transportation Assessment

To see the location of the above networks, see **Transportation Assessment Support Map**.[1]

Is the project within the service area of Metro Bike Share, or is there demonstrated demand for micro-mobility services? See Section 3A of Transportation Assessment

If the project dedications and improvements asking to be waived are necessary to meet the City's mobility needs, the project may be found to conflict with a plan that is adopted to protect the environment.

B. Mobility Plan 2035 PROW Policy Alignment with Project-Initiated Changes

B.1 Project-Initiated Changes to the PROW Dimensions

These questions address potential conflict with:

Mobility Plan 2035 Policy 2.1 *– Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.*

Mobility Plan 2035 Policy 2.3 *– Pedestrian Infrastructure. Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*

Mobility Plan 2035 Policy 3.2 – *People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.*

Mobility Plan 2035 Policy 2.10 *– Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.*

Mobility Plan 2035 Street Designations and Standard Roadway Dimensions

[1] LADOT Transportation Assessment Support Map https://arcg.is/fubbD

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?

Examples of physical changes to the public right-of-way include:

- widening the roadway,
- narrowing the sidewalk,
- adding space for vehicle turn outs or loading areas,
- removing bicycle lanes, bike share stations, or bicycle parking
- modifying existing bus stop, transit shelter, or other street furniture
- paving, narrowing, shifting or removing an existing parkway or tree well

☐ **Yes** ☑ No

B.2 Driveway Access

These questions address potential conflict with:

Mobility Plan 2035 Policy 2.10 *– Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.*

Mobility Plan 2035 Program PL.1. Driveway Access. *Require driveway access to buildings from non-arterial streets or alleys (where feasible) in order to minimize interference with pedestrian access and vehicular movement.*

Citywide Design Guidelines - Guideline 2*: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.*

Site Planning Best Practices:

- *Prioritize pedestrian access first and automobile access second. Orient parking and driveways toward the rear or side of buildings and away from the public right-of-way. On corner lots, parking should be oriented as far from the corner as possible.*
- *Minimize both the number of driveway entrances and overall driveway widths.*
- *Do not locate drop-off/pick-up areas between principal building entrances and the adjoining sidewalks.*
- *Orient vehicular access as far from street intersections as possible.*
- *Place drive-thru elements away from intersections and avoid placing them so that they create a barrier between the sidewalk and building entrance(s).*
- *Ensure that loading areas do not interfere with on-site pedestrian and vehicular circulation by separating loading areas and larger commercial vehicles from areas that are used for public parking and public entrances.*

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 (See Sec. 321 in the Manual of Policies and Procedures) by any of the following:

- 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, or

- the total number of new driveways exceeds 1 driveway per every 200 feet[2] along on the Avenue or Boulevard frontage, or
- locating new driveways on an Avenue or Boulevard within 150 feet from the intersecting street, or
- 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

☐ **Yes** ☑ No

If the answer to **B.1 and B.2 are both NO**, then the project would not conflict with a plan or policies that govern the PROW as a result of the project-initiated changes to the PROW.

Impact Analysis

If the answer to either **B.1 or B.2 are YES**, City plans and policies should be reviewed in light of the proposed physical changes to determine if the City would be obstructed from carrying out the plans and policies. The analysis should pay special consideration to substantial changes to the Public Right of Way that may either degrade existing facilities for people walking and bicycling (e.g., removing a bicycle lane), or preclude the City from completing complete street infrastructure as identified in the Mobility Plan 2035, especially if the physical changes are along streets that are on the High Injury Network (HIN). The analysis should also consider if the project is in a Transit Oriented Community (TOC) area, and would degrade or inhibit trips made by biking, walking and/ or transit ridership. The streets that need special consideration are those that are included on the following networks identified in the Mobility Plan 2035, or the HIN:

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network
- High Injury Network

To see the location of the above networks, see **Transportation Assessment Support Map**.[3]

Once the project is reviewed relevant to plans and policies, and existing facilities that may be impacted by the project, the analysis will need to answer the following two questions in concluding if there is an impact due to plan inconsistency.

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 experience of vulnerable roadway users such as modify, remove, or otherwise negatively impact existing bicycle, transit, and/or pedestrian infrastructure?

☐ **Yes** ☑ No ☐ N/A

[2] for a project frontage that exceeds 400 feet along an Avenue or Boulevard, the incremental additional driveway above 2 is more than 1 driveway for every 400 additional feet.

[3] LADOT Transportation Assessment Support Map https://arcg.is/fubbD

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?

☐ **Yes** ☑ No ☐ N/A

If either of the answers to either **B.2.1 or B.2.2 are YES**, the project may conflict with the Mobility Plan 2035, and therefore conflict with a plan that is adopted to protect the environment. If either of the answers to both **B.2.1. or B.2.2. are NO**, then the project would not be shown to conflict with plans or policies that govern the Public Right-of-Way.

C. Network Access

C. 1 Alley, Street and Stairway Access

These questions address potential conflict with:

Mobility Plan Policy 3.9 *Increased Network Access: Discourage the vacation of public rights-of-way.*

C.1.1 Does the project propose to vacate or otherwise restrict public access to a street, alley, or public stairway?

☐ Yes ☑ 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?

☐ Yes ☐ **No** ☑ N/A

C.2 New Cul-de-sacs

These questions address potential conflict with:

Mobility Plan 2035 Policy 3.10 *Cul-de-sacs: Discourage the use of cul-de-sacs that do not provide access for active transportation options.*

C.2.1 Does the project create a cul-de-sac or is the project located adjacent to an existing cul-de-sac?

☐ Yes ☑ No

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?

☐ Yes ☐ **No** ☑ N/A

If the answers to either C.1.2 or C.2.2 are YES, then the project would not conflict with a plan or policies that ensures access for all modes of travel. If the answer to either **C.1.2 or C.2.2 are NO**, the project may conflict with a plan or policies that governs multimodal access to a property. Further analysis must assess to the degree that pedestrians and bicyclists have sufficient public access to the transportation network.

D. Parking Supply and Transportation Demand Management

These questions address potential conflict with:

Mobility Plan 2035 Policy 3.8 *– Bicycle Parking, Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.*

Mobility Plan 2035 Policy 4.8 – *Transportation Demand Management Strategies. Encourage greater utilization of Transportation Demand Management Strategies to reduce dependence on single-occupancy vehicles.*

Mobility Plan 2035 Policy 4.13 *– Parking and Land Use Management: Balance on-street and off-street parking supply with other transportation and land use objectives.*

D.1 Would the project propose a supply of onsite parking that exceeds the baseline amount[4] as required in the Los Angeles Municipal Code or a Specific plan, whichever requirement prevails?

☐ Yes ☑ No

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?

☐ Yes ☐ **No** ☑ N/A

If the answer to **D.2. is NO** the project may conflict with parking management policies. Further analysis is needed to demonstrate how the supply of parking above city requirements will not result in additional (induced) drive-alone trips as compared to an alternative that provided no more parking than the baseline required by the LAMC or Specific Plan. If there is potential for the supply of parking to result in induced demand for drive-alone trips, the project should further explore transportation demand management (TDM) measures to further off-set the induced demands of driving and vehicle miles travelled (VMT) that may result from higher amounts of on-site parking. The TDM measures should specifically focus on strategies that encourage dynamic and context-sensitive pricing solutions and ensure the parking is efficiently allocated, such as providing real time information. Research has demonstrated that charging a user cost for parking or providing a 'cash-out' option in return for not using it is the most effective strategy to reduce the instances of drive-alone trips and increase non-auto mode share to further reduce VMT. To ensure the parking is efficiently managed and reduce the need to build parking for future uses, further strategies should include sharing parking with other properties and/or the general public.

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?

☑ Yes ☐ **No**

[4] The baseline parking is defined here as the default parking requirements in section 12.21 A.4 of the Los Angeles Municipal Code or any applicable Specific Plan, whichever prevails, for each applicable use not taking into consideration other parking incentives to reduce the amount of required parking.

D.4. Does the Project include more than 25,000 square feet of gross floor area construction of new non-residential gross floor?

☐ Yes ☑ No

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?

☐ Yes ☐ **No** ☑ N/A

If the answer to **D.3. or D.5. is NO** the project conflicts with LAMC code requirements of bicycle parking and TDM measures. If the project includes uses that require bicycle parking (Section 12.21 A.16) or TDM (Section 12.26 J), and the project does not comply with those Sections of the LAMC, further analysis is required to ensure that the project supports the intent of the two LAMC sections. To meet the intent of bicycle parking requirements, the analysis should identify how the project commits to providing safe access to those traveling by bicycle and accommodates storing their bicycle in locations that demonstrates priority over vehicle access.

Similarly, to meet the intent of the TDM requirements of Section 12.26 J of the LAMC, the analysis should identify how the project commits to providing effective strategies in either physical facilities or programs that encourage non-drive alone trips to and from the project site and changes in work schedule that move trips out of the peak period or eliminate them altogether (as in the case in telecommuting or compressed work weeks).

E. Consistency with Regional Plans

This section addresses potential inconsistencies with greenhouse gas (GHG) reduction targets forecasted in the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS).

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 ☐ No

E.2 If the Answer to E.1 is YES, does the Project or Plan result in a significant VMT impact?

☐ Yes ☑ No ☐ N/A

E.3 If the Answer to E.1 is NO, does the Project result in a net increase in VMT?

☐ Yes ☐ No ☑ N/A

If the Answer to E.2 or E.3 is NO, then the Project or Plan is shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS.

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 VMT and GHG reduction goals of the SCAG RTP/SCS. For the purpose of making a finding that a project is consistent with the GHG reduction targets forecasted in the SCAG RTP/SCS, the project analyst should consult Section 2.2.4 of the Transportation Assessment Guidelines (TAG). Section 2.2.4 provides the methodology for evaluating a land use project's cumulative impacts to VMT, and the appropriate reliance on SCAG's most recently adopted RTP/SCS in reaching that conclusion.

The analysis methods therein can further support findings that the project is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy for which the State Air Resources Board, pursuant to Section 65080(b)(2)(H) of the Government Code, has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets.

References

BOE Street Standard Dimensions S-470-1 http://eng2.lacity.org/techdocs/stdplans/s-400/S-470-1_20151021_150849.pdf

LADCP Citywide Design Guidelines. https://planning.lacity.org/odocument/f6608be7-d5fe-4187-bea6-20618eec5049/Citywide_Design_Guidelines.pdf

LADOT Transportation Assessment Support Map https://arcg.is/fubbD

Mobility Plan 2035 https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf

SCAG. Connect SoCal, 2020-2045 RTP/SCS, https://www.connectsocal.org/Pages/default.aspx

ATTACHMENT D.1: CITY PLAN, POLICIES AND GUIDELINES

The Transportation Element of the City's General Plan, Mobility Plan 2035, established the "Complete Streets Design Guide" as the City's document to guide the operations 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 what their mode choice. As a living document, it is intended to be frequently updated as City departments identify and implement street standards and experiment with different configurations to promote complete streets. The guide is meant to be a toolkit that provides numerous examples of what is possible in the public right-of-way and that provides guidance on context-sensitive design.

The Plan for A Healthy Los Angeles (March 2015) includes policies directing several City departments to develop plans that promote active transportation and safety.

The City of Los Angeles Community Plans, which make up the Land Use Element of the City's General Plan, guide the physical development of neighborhoods by establishing the goals and policies for land use. The 35 Community Plans provide specific, neighborhood-level detail for land uses and the transportation network, relevant policies, and implementation strategies necessary to achieve General Plan and community-specific objectives.

The stated goal of Vision Zero is to eliminate traffic-related deaths in Los Angeles by 2025 through a number of strategies, including modifying the design of streets to increase the safety of vulnerable road users. Extensive crash data analysis is conducted on an ongoing basis to prioritize intersections and corridors for implementation of projects that will have the greatest effect on overall fatality reduction. The City designs and deploys Vision Zero Corridor Plans as part of the implementation of Vision Zero. If a project is proposed whose site lies on the High Injury Network (HIN), the applicant should consult with LADOT to inform the project's site plan and to determine appropriate improvements, whether by funding their implementation in full or by making a contribution toward their implementation.

The Citywide Design Guidelines (October 24, 2019) includes sections relevant to development projects where improvements are proposed within the public realm. Specifically, Guidelines one through three provide building design strategies that support the pedestrian experience. The Guidelines provide best practices in designing that apply in three spatial categories of site planning, building design and public right of way. The Guidelines should be followed to ensure that the project design supports pedestrian safety, access and comfort as they access to and from the building and the immediate public right of way.

The City's Transportation Demand Management (TDM) Ordinance (LA Municipal Code 12.26.J) requires certain projects to incorporate strategies that reduce drive-alone vehicle trips and improve access to destinations and services. The ordinance is revised and updated periodically and should be reviewed for application to specific projects as they are reviewed.

The City's LAMC Section 12.37 (Waivers of Dedication and Improvement) requires certain projects to dedicate and/or implement improvements within the public right-of-way to meet the street designation standards of the Mobility Plan 2035.

The Bureau of Engineering (BOE) Street Standard Dimensions S-470-1 provides the specific street widths and public right of way dimensions associated with the City's street standards.

TABLE C-1
PROJECT CONSISTENCY WITH MOBILITY PLAN 2035

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Chapter 1 - Safety First	
Policy 1.1, Roadway User Vulnerability Design, plan, and operate streets to prioritize the safety of the most vulnerable roadway user.	**Consistent.** Access to the Project would be provided via two proposed driveways along Ivar Avenue, a designated Local Street in the Mobility Plan. Separate pedestrian access to the Project Site would be provided via entrances along Ivar Avenue and Selma Avenue. Bicycle access would utilize the same vehicular access point to access the long-term bicycle spaces. With the development of the Project, Ivar Avenue and Selma Avenue along the Project frontage would be improved to provide adequate sidewalk widths, as well as continue to satisfy the right-of-way and roadway standards to meet the goals and long-term needs of the Mobility Plan.
Chapter 2 - World Class Infrastructure	
Policy 2.3 Pedestrian Infrastructure Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.	**Consistent.** The Project does not propose repurposing existing curb space and does not propose narrowing or shifting existing sidewalk placement or paving, narrowing, shifting, or removing an existing parkway. The Project provides street trees along the Project frontage on Ivar Avenue and Selma Avenue to provide adequate shade and enhance the pedestrian environment. Additionally, the Project would provide a two-foot dedication along Cahuenga Boulevard, along the western boundary of the entire property site, and a 10-foot by 10-foot corner cut dedication at Ivar Avenue & Selma Avenue to meet City standards. No additional dedication or widening are required along Selma Avenue and Ivar Avenue.
Policy 2.4 Neighborhood Enhanced Network Provide a slow speed network of locally serving streets.	**Consistent.** Selma Avenue, adjacent to the Project Site, is designated as part of the Neighborhood Enhanced Network. No access to the Project Site is provided along street segments identified in the Neighborhood Enhanced Network, thereby ensuring that minimum Project traffic would interfere with the neighborhood character of the surrounding area.
Policy 2.5 Transit Network Improve the performance and reliability of existing and future bus service.	**Consistent.** The Project is located within one-quarter mile walking distance to the Metro B Line Hollywood/Vine Station and Metro Rapid 780 bus stop. The proximity to transit would encourage more transit usage and provides residents, employees, and visitors to the Project with alternative travel modes.

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in *Mobility Plan 2035: An Element of the General Plan* (Los Angeles Department of City Planning, January 2016).

TABLE C-1 (CONT.)
PROJECT CONSISTENCY WITH MOBILITY PLAN 2035

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Policy 2.6 Bicycle Networks Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. (includes scooters, skateboards, rollerblades, etc.)	**Consistent.** The Project does not propose modifying, removing, or otherwise affecting existing bicycle infrastructure. Bicycle routes are currently provided along Selma Avenue, adjacent to the Project Site, and Sunset Boulevard is designated as part of the Bicycle Network. The Project does not propose any driveways along these streets and thus, would not interfere with future implementation of any bicycle infrastructure improvements on Selma Avenue or Sunset Boulevard . Further, the Project provides infrastructure and services to encourage bicycling for residents, employees, and visitors to the Project Site. There would be 19 short-term and 147 long-term bicycle parking spaces provided by the Project.
Policy 2.10 Loading Areas Facilitate the provision of adequate on and off-street loading areas.	**Consistent.** All passenger and commercial loading activities would occur on-site as to not disrupt the operations within the public right-of-way. Access to the loading dock would be provided via the northern driveway along Ivar Avenue.
Chapter 3 - Access for All Angelenos	
Policy 3.1 Access for All Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes – including goods movement – as integral components of the City's transportation system.	**Consistent.** The Project encourages multi-modal transportation alternatives and access for all travel modes to and from the Project Site. The Project provides separate pedestrian entrances and bicycle parking to encourage walking and bicycling. The Project encourages transit usage by developing a mixed-use project located in proximity to transit. The Project would support those residents, employees, and visitors who choose to travel by automobile through the provision of two driveways along Ivar Avenue, on-site commercial loading, and adequate parking supply to serve demand.
Policy 3.2 People with Disabilities Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.	**Consistent.** The Project's vehicular and pedestrian entrances would be designed in accordance with LADOT standards and would comply with Americans with Disabilities Act (ADA) requirements. The Project design would also be in compliance with all ADA requirements and would provide direct connections to pedestrian amenities at adjacent intersections.

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in *Mobility Plan 2035: An Element of the General Plan* (Los Angeles Department of City Planning, January 2016).

TABLE C-1 (CONT.)
PROJECT CONSISTENCY WITH MOBILITY PLAN 2035

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
Policy 3.3 Land Use Access and Mix Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.	**Consistent.** The Project's mix of high-density residential uses and local-serving commercial space located within proximity to transit in the large entertainment and commercial industry in the Hollywood Community helps to minimize vehicle trips and enhance proximity and convenience of residences to jobs and services.
Policy 3.4 Transit Services Provide all residents, workers, and visitors with affordable, efficient, convenient, and attractive transit services.	**Consistent.** The Project is located within one-quarter mile of the Metro B Line Hollywood/Vine Station and Metro Rapid 780 bus stop, providing residents, employees, and visitors to the Project with multiple public transit services.
Policy 3.5 Multi-Modal Features Support “first-mile, last-mile solutions” such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.	**Consistent.** The Project would support "first-mile, last-mile solutions" by developing a mixed-use project located in an active entertainment and commercial area of the Hollywood Community and within one-quarter mile of the Metro B Line Hollywood/Vine Station and Metro Rapid 780 bus stop. Additionally, the Project includes bicycle parking that will encourage the use of other alternative modes of transportation.
Policy 3.6 Regional Transportation & Union Station Continue to promote Union Station as the major regional transportation hub linking Amtrak, Metrolink, Metro Rail, and high-speed rail service.	**Consistent.** The Project is located within one-quarter mile of the Metro B Line Hollywood/Vine Station which provides a direct subway connection to Union Station. The Project's development of residential units enhances the value of the connection to Union Station.
Policy 3.7 Regional Transit Connections Improve transit access and service to major regional destinations, job centers, and inter-modal facilities.	**Consistent.** The Project would improve access between transit and major regional destinations and employment centers by developing a mix of high-density residential uses and commercial uses located in an active commercial area of the Hollywood Community and within one-quarter mile of the Metro B Line Hollywood/Vine Station and Metro Rapid 780 bus stop.

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in *Mobility Plan 2035: An Element of the General Plan* (Los Angeles Department of City Planning, January 2016).

TABLE C-1 (CONT.)
PROJECT CONSISTENCY WITH MOBILITY PLAN 2035

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Policy 3.8 Bicycle Parking Provide bicyclists with convenient, secure, and well-maintained bicycle parking facilities.	**Consistent.** The Project provides infrastructure and services to encourage bicycling for residents, employees, and visitors to the Project Site. There would be 19 short-term and 147 long-term bicycle parking spaces provided by the Project.
Chapter 4 - Collaboration, Communication, & Informed Choices	
Policy 4.8 Transportation Demand Management Strategies Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.	**Consistent.** The Project is located in proximity to transit and would provide TDM strategies such as application of allowable parking reduction rates from standard LAMC requirements pursuant to the TOC Affordable Housing Incentive Program, as well as bicycle parking. These measures would promote non-auto travel to improve personal fitness and reduce transportation-related impacts to the environment.
Policy 4.13 Parking and Land Use Management Balance on-street and off-street parking supply with other transportation and land use objectives.	**Consistent.** The Project would provide sufficient off-street parking to accommodate Project parking demand. The Project would also retain the existing on-street parking around Project frontage, to the extent feasible.
Chapter 5 - Clean Environments & Healthy Communities	
Policy 5.1 Sustainable Transportation Encourage the development of a sustainable transportation system that promotes environmental and public health.	**Consistent.** As part of the Project, secured bicycle parking facilities would be provided to promote active transportation modes such as biking and walking. Additionally, the Project is located within one-quarter mile walking distance to the Metro B Line Hollywood/Vine Station and Metro Rapid 780 bus stop, providing residents, employees, and visitors to the Project with public transportation alternatives.
Policy 5.2 Vehicle Miles Traveled (VMT) Support ways to reduce vehicle miles traveled (VMT) per capita.	**Consistent.** The Project includes several design features considered as TDM strategies, such as application of allowable parking reduction rates from standard LAMC requirements pursuant to the TOC Affordable Housing Incentive Program and provision of bicycle parking per LAMC requirements, to reduce the number of single occupancy vehicle trips. For the purposes of providing a conservative analysis, these design features were not taken into consideration in the VMT evaluation. As demonstrated in Section 3B, the Project is estimated to generate lower household VMT per capita than the average for the area.

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in *Mobility Plan 2035: An Element of the General Plan* (Los Angeles Department of City Planning, January 2016).

TABLE C-2
PROJECT CONSISTENCY WITH PLAN FOR A HEALTHY LOS ANGELES

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Chapter 1 - Los Angeles, a Leader in Health and Equity	
Policy 1.5 Plan for Health Improve Angelenos' health and well-being by incorporating a health perspective into land use, design, policy, and zoning decisions through existing tools, practices, and programs.	**Consistent.** The Project prioritizes safety and access for all individuals utilizing the site by complying with all ADA requirements and providing direct connections to pedestrian amenities at adjacent intersections. Further, the Project supports healthy lifestyles by locating housing and jobs near transit, providing bicycle parking, and enhancing the pedestrian environment with street trees.
Policy 1.6 Poverty and Health Reduce the debilitating impact that poverty has on individual, familial, and community health and well-being by: promoting cross-cutting efforts and partnerships to increase access to income; safe, healthy, and stable affordable housing options; and attainable opportunities for social mobility.	**Consistent.** The Project includes up to 27 affordable housing units.
Policy 1.7 Displacement and Health Reduce the harmful health impacts of displacement on individuals, families and communities by pursuing strategies to create opportunities for existing residents to benefit from local revitalization efforts by: creating local employment and economic opportunities for low-income residents and local small businesses; expanding and preserving existing housing opportunities available to low-income residents; preserving cultural and social resources; and creating and implementing tools to evaluate and mitigate the potential displacement caused by large-scale investment and development.	**Consistent.** The Project does not displace any existing housing; rather, it converts a substantial amount of underutilized land into an active and vibrant mixed-use community with the development of additional housing, including up to 27 affordable housing units, and local-serving commercial retail and restaurant space.

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in *Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan* (Los Angeles Department of City Planning, March 2015).

TABLE C-2 (CONT.)
PROJECT CONSISTENCY WITH PLAN FOR A HEALTHY LOS ANGELES

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Chapter 2 - A City Built for Health	
Policy 2.1 Access to Goods and Services Enhance opportunities for improved health and well-being for all Angelenos by increasing the availability of and access to affordable goods and services that promote health and healthy environments, with a priority on low-income neighborhoods.	**Consistent.** The Project would provide 6,805 sf of local-serving restaurant space on the ground level of the Project Site, easily accessed by foot from surrounding areas.
Policy 2.8 Basic Amenities Promote increased access to basic amenities, which include public restrooms and free drinking water in public spaces, to support active living and access to health-promoting resources.	**Consistent.** The Project would provide 30,918 sf of private and common open space to support active living.
Chapter 5 - An Environment Where Life Thrives	
Policy 5.7 Land Use Planning for Public Health and GHG Emission Reduction Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and others susceptible to respiratory diseases.	**Consistent.** The Project incorporates TDM measures to reduce the number of single occupancy vehicle trips to the Project Site. As demonstrated in Section 3B, the Project is estimated to generate lower household VMT per capita than the average for the area. VMT directly contributes to GHG emissions, so a reduced VMT per capita also reduces GHG per capita.

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in *Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan* (Los Angeles Department of City Planning, March 2015).

TABLE C-3
PROJECT CONSISTENCY WITH HOLLYWOOD COMMUNITY PLAN

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Objective 1: To coordinate the development of Hollywood with that of other parts of the City of Los Angeles and the metropolitan area. To further the development of Hollywood as a major center of population, employment, retail services, and entertainment; and to perpetuate its image as the international center of the motion picture industry.	**Consistent.** The Project would provide both market-rate and affordable residential units to further the development of Hollywood as a major center of population, as well as 6,805 sf of new local-serving commercial uses to enhance employment and retail services in the area.
Objective 3: To make provision for the housing required to satisfy the varying needs and desires of all economic segments of the Community, maximizing the opportunity for individual choice.	**Consistent.** The Project's provision of 27 affordable units would contribute to the goal of providing all economic segments of the community with opportunities to have their needs and desires met. Additionally, the Project would propose housing opportunities in proximity to commercial centers as well as various transit bus lines and the Metro B Line.
Objective 4: To promote economic well being and public convenience through: a. Allocating and distributing commercial lands for retail, service, and office facilities in quantities and patterns based on accepted planning principles and standards.	**Consistent.** The Project proposes local-serving ground floor commercial retail and restaurant uses.
Objective 6: To make provision for a circulation system coordinated with land uses and densities and adequate to accommodate traffic; and to encourage and the expansion and improvement of public transportation service.	**Consistent.** The Project would provide residential and commercial land uses in proximity to Metro bus stops and within one-quarter mile walking distance of the Metro B Line Hollywood/Vine Station. The Project's close proximity to transit provides alternative modes of transportation for residents, employees, and visitors to take to and from the Project Site.

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in the *Hollywood Community Plan,* Los Angeles Department of City Planning, 1988.

TABLE C-4
PROJECT CONSISTENCY WITH REDEVELOPMENT PLAN FOR THE HOLLYWOOD REDEVELOPMENT PROJECT

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Goal 3: Promote a balanced community meeting the needs of the residential, commercial, industrial, arts and entertainment sectors.	**Consistent.** The Project would provide a balance of market-rate and affordable residential units and commercial uses to meet the needs for both land use types in the Hollywood area.
Goal 9: Provide housing choices and increase the supply and improve the quality of housing for all income and age groups, especially for persons with low and moderate incomes; and to provide home ownership opportunities and other housing choices which meet the needs of the resident population.	**Consistent.** The Project would provide 27 affordable units to increase the supply and provide opportunities for housing choices for persons with low and moderate incomes.
Goal 12: 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.	**Consistent.** The Project is not located along any corridor that has been identified as a circulation corridor in the Redevelopment Plan, and thus, the Project would not preclude any City improvements to circulation.

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in the draft text of the *Hollywood Redevelopment Project,* The Community Redevelopment Agency of the City of Los Angeles, May 1986.

TABLE C-5
PROJECT CONSISTENCY WITH CITYWIDE DESIGN GUIDELINES

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Pedestrian-First Design	
Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all Design projects to be safe and accessible and contribute to a better public right-of-way for people of all ages, genders, and abilities, especially the most vulnerable - children, seniors, and people with disabilities. **Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience** Design to avoid pedestrian and vehicular conflicts and to create an inviting and comfortable public right-of-way. A pleasant and welcoming public realm reinforces walkability and improves the quality of life for users. **Guideline 3: Design projects to actively engage with streets and public space and maintain human scale** New projects should be designed to contribute to a vibrant and attractive public realm that promotes a sense of civic pride. Better connections within the built environment contribute to a livable and accessible city and a healthier public realm.	**Consistent.** The Project design includes accessible sidewalks, pedestrian amenities, and well-designed vehicular access driveways in accordance with the City's design considerations. The Project would provide street trees uniformly along the sidewalk adjacent to the Project frontages to provide adequate shade, as well as a more comfortable environment for pedestrians. Further, the orientation of the Project design and active ground floor facilities ensures that the Project actively engages with the street and its surrounding uses.

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in the Citywide Design Guidelines (Los Angeles Department of City Planning, 2019).

Appendix D

VMT Analysis Worksheets

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

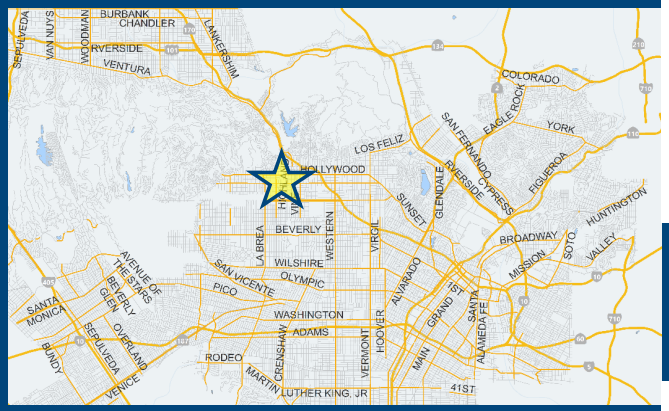
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: Artisan Hollywood

Scenario:

Address: 6350 W SELMA AVE, 90028



Is the project replacing an existing number of residential units with a smaller number of residential units AND is 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 | High-Turnover Sit-Down Restaurant	4	ksf
Retail | General Retail	29.828	ksf
Retail | High-Turnover Sit-Down Restaurant	4	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	10.805	ksf
Housing | Multi-Family	243	DU
Housing | Affordable Housing - Family	27	DU
Retail | General Retail	29.828	ksf
Retail | High-Turnover Sit-Down Restaurant	10.805	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
1,113 Daily Vehicle Trips	2,479 Daily Vehicle Trips
7,394 Daily VMT	15,916 Daily VMT

Tier 1 Screening Criteria

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

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	1,366 Net Daily Trips
The net increase in daily VMT ≤ 0	8,522 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	40.633 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

7/27/2020

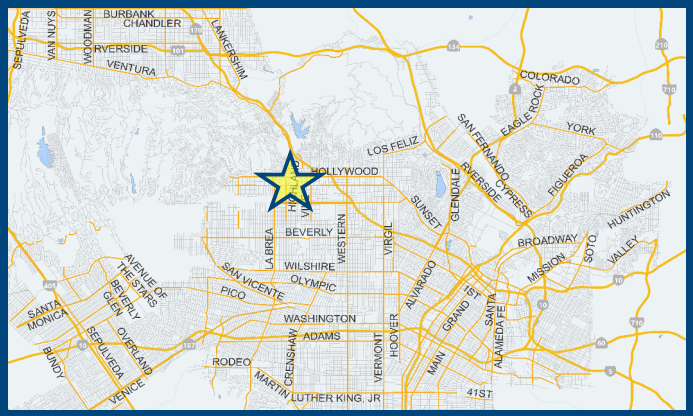
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: Artisan Hollywood

Scenario:

Address: 6350 W SELMA AVE, 90028



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	243	DU
Housing | Affordable Housing - Family	27	DU
Retail | General Retail	29.828	ksf
Retail | High-Turnover Sit-Down Restaurant	10.805	ksf

TDM Strategies

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

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

A Parking

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

Unbundle Parking ☐ Proposed Prj ☐ Mitigation
- 175 — 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)
- 50 — 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
2,479 Daily Vehicle Trips	**2,479** Daily Vehicle Trips
15,916 Daily VMT	**15,916** Daily VMT
3.9 Household VMT per Capita	**3.9** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
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

Measuring the Miles

7/27/2020

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: July 27, 2020
Project Name: Artisan Hollywood
Project Scenario:
Project Address: 6350 W SELMA AVE, 90028

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	243	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	27	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	General Retail	29.828	ksf
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	10.805	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*

Other	*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: July 27, 2020
Project Name: Artisan Hollywood
Project Scenario:
Project Address: 6350 W SELMA AVE, 90028

Version 1.3

Analysis Results			
Total Employees: 103 Total Population: 632			
Proposed Project		***With Mitigation***	
2,479	**Daily Vehicle Trips**	**2,479**	**Daily Vehicle Trips**
15,916	**Daily VMT**	**15,916**	**Daily VMT**
3.9	**Household VMT per Capita**	**3.9**	**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 Work > 7.6	No N/A	Household > 6.0 Work > 7.6	No N/A

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)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

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)

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)*	*0*	*0*
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: July 27, 2020
Project Name: Artisan Hollywood
Project Scenario:
Project Address: 6350 W SELMA AVE, 90028

Version 1.3

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%*	

TDM Adjustments by Trip Purpose & Strategy, Cont.

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	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
MAX. TDM EFFECT	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*

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

PLACE	urban	75%
TYPE	*compact infill*	*40%*
MAX:	*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: July 27, 2020
Project Name: Artisan Hollywood
Project Scenario:
Project Address: 6350 W SELMA AVE, 90028

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	241	-36.1%	154	7.3	1,759	1,124
Home Based Other Production	666	-54.1%	306	4.3	2,864	1,316
Non-Home Based Other Production	788	-7.7%	727	7.4	5,831	5,380
Home-Based Work Attraction	149	-49.0%	76	8.4	1,252	638
Home-Based Other Attraction	1,411	-49.7%	710	5.8	8,184	4,118
Non-Home Based Other Attraction	552	-8.3%	506	6.6	3,643	3,340

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	154	1,124	0.0%	154	1,124
Home Based Other Production	0.0%	306	1,316	0.0%	306	1,316
Non-Home Based Other Production	0.0%	727	5,380	0.0%	727	5,380
Home-Based Work Attraction	0.0%	76	638	0.0%	76	638
Home-Based Other Attraction	0.0%	710	4,118	0.0%	710	4,118
Non-Home Based Other Attraction	0.0%	506	3,340	0.0%	506	3,340

MXD VMT Methodology Per Capita & Per Employee

Total Population: 632
Total Employees: 103
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**2,440**	**2,440**
Total Home Based Work Attraction VMT	**638**	**638**
Total Home Based VMT Per Capita	**3.9**	**3.9**
Total Work Based VMT Per Employee	**N/A**	**N/A**

VMT Calculator User Agreement

The Los Angeles Department of Transportation (LADOT), in partnership with the Department of City Planning and Fehr & Peers, has developed the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This application, the VMT Calculator, has been provided to You, the User, to assess vehicle miles traveled (VMT) outcomes of land use projects within the City of Los Angeles. The term "City" as used below shall refer to the City of Los Angeles. The terms "City" and "Fehr & Peers" as used below shall include their respective affiliates, subconsultants, employees, and representatives.

The City is pleased to be able to provide this information to the public. The City believes that the public is most effectively served when they are provided access to the technical tools that inform the public review process of private and public land use investments. However, in using the VMT Calculator, You agree to be bound by this VMT Calculator User Agreement (this Agreement).

VMT Calculator Application for the City of Los Angeles. The City's consultant calibrated the VMT Calculator's parameters in 2018 to estimate travel patterns of locations in the City, and validated those outcomes against empirical data. However, this calibration process is limited to locations within the City, and practitioners applying the VMT Calculator outside of the City boundaries should not apply these estimates without further calibration and validation of travel patterns to verify the VMT Calculator's accuracy in estimating VMT in such other locations.

Limited License to Use. This Agreement gives You a limited, non-transferrable, non-assignable, and non-exclusive license to use and execute a copy of the VMT Calculator on a computer system owned, leased or otherwise controlled by You in Your own facilities, as set out below, provided You do not use the VMT Calculator in an unauthorized manner, and that You do not republish, copy, distribute, reverse-engineer, modify, decompile, disassemble, transfer, or sell any part of the VMT Calculator, and provided that You know and follow the terms of this Agreement. Your failure to follow the terms of this Agreement shall automatically terminate this license and Your right to use the VMT Calculator.

Ownership. You understand and acknowledge that the City owns the VMT Calculator, and shall continue to own it through Your use of it, and that no transfer of ownership of any kind is intended in allowing You to use the VMT Calculator.

Warranty Disclaimer. In spite of the efforts of the City and Fehr & Peers, some information on the VMT Calculator may not be accurate. The VMT Calculator, OUTPUTS AND ASSOCIATED DATA ARE PROVIDED "as is" WITHOUT WARRANTY OF ANY KIND, whether expressed, implied, statutory, or otherwise including but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

Limitation of Liability. It is understood that the VMT Calculator is provided without charge. Neither the City nor Fehr & Peers can be responsible or liable for any information derived from its use, or for any delays, inaccuracies, incompleteness, errors or omissions arising out of your use of the VMT Calculator or with respect to the material contained in the VMT Calculator. You understand and agree that Your sole remedy against the City or Fehr & Peers for loss or damage caused by any defect or failure of the

VMT Calculator, regardless of the form of action, whether in contract, tort, including negligence, strict liability or otherwise, shall be the repair or replacement of the VMT Calculator to the extent feasible as determined solely by the City. In no event shall the City or Fehr & Peers be responsible to You or anyone else for, or have liability for any special, indirect, incidental or consequential damages (including, without limitation, damages for loss of business profits or changes to businesses costs) or lost data or downtime, however caused, and on any theory of liability from the use of, or the inability to use, the VMT Calculator, whether the data, and/or formulas contained in the VMT Calculator are provided by the City or Fehr & Peers, or another third party, even if the City or Fehr & Peers have been advised of the possibility of such damages.

This Agreement and License shall be governed by the laws of the State of California without regard to their conflicts of law provisions, and shall be effective as of the date set forth below and, unless terminated in accordance with the above or extended by written amendment to this Agreement, shall terminate on the earlier of the date that You are not making use of the VMT Calculator or one year after the beginning of Your use of the VMT Calculator.

By using the VMT Calculator, You hereby waive and release all claims, responsibilities, liabilities, actions, damages, costs, and losses, known and unknown, against the City and Fehr & Peers for Your use of the VMT Calculator.

Before making decisions using the information provided in this application, contact City LADOT staff to confirm the validity of the data provided.

Print and sign below, and submit to LADOT along with the transportation assessment Memorandum of Understanding (MOU).

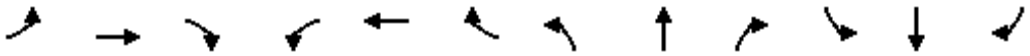
You, the User	
By:	Casey Tonale
Print Name:	Casey T Le
Title:	Associate
Company:	Gibson Transportation Consulting, Inc.
Address:	555 W. 5th St., Suite 3375 Los Angeles, CA 90013
Phone:	(213) 683-0088
Email Address:	cle@gibsontrans.com
Date:	July 27, 2020

Appendix E

HCM Analysis Worksheets

HCM 6th Signalized Intersection Summary
1: Ivar Ave & Selma Ave

12/07/2020



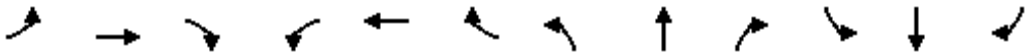
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	11	63	46	44	77	40	49	80	18	16	255	16
Future Volume (veh/h)	11	63	46	44	77	40	49	80	18	16	255	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	68	50	48	84	43	53	87	20	17	277	17
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	101	171	115	158	164	72	360	559	116	105	1031	61
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.20	0.20	0.20	0.61	0.61	0.61
Sat Flow, veh/h	75	982	661	322	942	412	419	923	192	35	1702	100
Grp Volume(v), veh/h	130	0	0	175	0	0	160	0	0	311	0	0
Grp Sat Flow(s),veh/h/ln	1718	0	0	1675	0	0	1533	0	0	1837	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.0	0.0	0.0	4.1	0.0	0.0	3.2	0.0	0.0	3.6	0.0	0.0
Prop In Lane	0.09		0.38	0.27		0.25	0.33		0.12	0.05		0.05
Lane Grp Cap(c), veh/h	386	0	0	393	0	0	1036	0	0	1198	0	0
V/C Ratio(X)	0.34	0.00	0.00	0.45	0.00	0.00	0.15	0.00	0.00	0.26	0.00	0.00
Avail Cap(c_a), veh/h	766	0	0	754	0	0	1036	0	0	1198	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.6	0.0	0.0	17.0	0.0	0.0	8.4	0.0	0.0	4.2	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.8	0.0	0.0	0.3	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.0	0.0	0.0	2.7	0.0	0.0	1.6	0.0	0.0	1.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.1	0.0	0.0	17.8	0.0	0.0	8.7	0.0	0.0	4.7	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		130			175			160			311	
Approach Delay, s/veh		17.1			17.8			8.7			4.7	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		32.2		12.8		32.2		12.8				
Change Period (Y+Rc), s		* 4.9		* 5		* 4.9		* 5				
Max Green Setting (Gmax), s		* 17		* 18		* 17		* 18				
Max Q Clear Time (g_c+I1), s		5.2		5.0		5.6		6.1				
Green Ext Time (p_c), s		0.7		0.5		1.4		0.7				

Intersection Summary		
HCM 6th Ctrl Delay	10.6	
HCM 6th LOS	B	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	957	12	42	1370	84	9	34	23	26	103	162
Future Volume (veh/h)	23	957	12	42	1370	84	9	34	23	26	103	162
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	25	1040	13	46	1489	91	10	37	25	28	112	176
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	197	2888	36	318	2733	167	289	343	232	489	216	340
Arrive On Green	0.56	0.56	0.56	0.56	0.56	0.56	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	324	5198	65	536	4920	301	1091	1041	703	1340	655	1030
Grp Volume(v), veh/h	25	681	372	46	1030	550	10	0	62	28	0	288
Grp Sat Flow(s),veh/h/ln	324	1702	1859	536	1702	1816	1091	0	1744	1340	0	1685
Q Serve(g_s), s	4.8	10.0	10.0	4.7	17.4	17.4	0.7	0.0	2.2	1.3	0.0	12.4
Cycle Q Clear(g_c), s	22.2	10.0	10.0	14.7	17.4	17.4	13.1	0.0	2.2	3.6	0.0	12.4
Prop In Lane	1.00		0.03	1.00		0.17	1.00		0.40	1.00		0.61
Lane Grp Cap(c), veh/h	197	1891	1033	318	1891	1009	289	0	575	489	0	556
V/C Ratio(X)	0.13	0.36	0.36	0.14	0.54	0.54	0.03	0.00	0.11	0.06	0.00	0.52
Avail Cap(c_a), veh/h	197	1891	1033	318	1891	1009	289	0	575	489	0	556
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.8	11.1	11.1	15.2	12.7	12.7	29.7	0.0	20.9	22.2	0.0	24.4
Incr Delay (d2), s/veh	1.3	0.5	1.0	1.0	1.1	2.1	0.2	0.0	0.4	0.2	0.0	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	6.6	7.4	1.1	10.5	11.4	0.3	0.0	1.7	0.8	0.0	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.1	11.6	12.1	16.2	13.9	14.9	29.9	0.0	21.3	22.4	0.0	27.8
LnGrp LOS	C	B	B	B	B	B	C	A	C	C	A	C
Approach Vol, veh/h		1078			1626			72			316	
Approach Delay, s/veh		12.0			14.3			22.5			27.3	
Approach LOS		B			B			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		55.0		35.0		55.0		35.0				
Change Period (Y+Rc), s		* 5		* 5.3		* 5		* 5.3				
Max Green Setting (Gmax), s		* 50		* 30		* 50		* 30				
Max Q Clear Time (g_c+I1), s		24.2		15.1		19.4		14.4				
Green Ext Time (p_c), s		8.6		0.2		15.1		1.6				

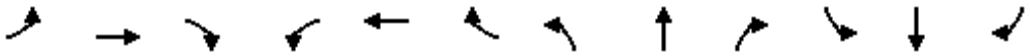
Intersection Summary		
HCM 6th Ctrl Delay		15.0
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
1: Ivar Ave & Selma Ave

12/07/2020



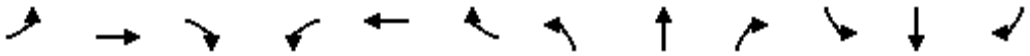
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	130	38	34	103	45	50	222	88	18	86	23
Future Volume (veh/h)	15	130	38	34	103	45	50	222	88	18	86	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	141	41	37	112	49	54	241	96	20	93	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	99	236	65	132	193	76	176	702	256	180	752	186
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	1.00	1.00	1.00	0.60	0.60	0.60
Sat Flow, veh/h	74	1336	368	212	1095	430	140	1164	424	146	1246	308
Grp Volume(v), veh/h	198	0	0	198	0	0	391	0	0	138	0	0
Grp Sat Flow(s),veh/h/ln	1778	0	0	1736	0	0	1728	0	0	1699	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.5	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0
Prop In Lane	0.08		0.21	0.19		0.25	0.14		0.25	0.14		0.18
Lane Grp Cap(c), veh/h	400	0	0	401	0	0	1134	0	0	1117	0	0
V/C Ratio(X)	0.49	0.00	0.00	0.49	0.00	0.00	0.34	0.00	0.00	0.12	0.00	0.00
Avail Cap(c_a), veh/h	787	0	0	765	0	0	1134	0	0	1117	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.1	0.0	0.0	17.1	0.0	0.0	0.0	0.0	0.0	3.8	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.9	0.0	0.0	0.8	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.1	0.0	0.0	3.1	0.0	0.0	0.5	0.0	0.0	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.1	0.0	0.0	18.1	0.0	0.0	0.8	0.0	0.0	4.1	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		198			198			391			138	
Approach Delay, s/veh		18.1			18.1			0.8			4.1	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		32.1		12.9		32.1		12.9				
Change Period (Y+Rc), s		* 4.9		* 5		* 4.9		* 5				
Max Green Setting (Gmax), s		* 17		* 18		* 17		* 18				
Max Q Clear Time (g_c+I1), s		2.0		6.5		3.5		6.5				
Green Ext Time (p_c), s		2.2		0.8		0.6		0.8				

Intersection Summary		
HCM 6th Ctrl Delay	8.7	
HCM 6th LOS	A	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	1239	36	55	1230	40	25	191	97	43	88	69
Future Volume (veh/h)	64	1239	36	55	1230	40	25	191	97	43	88	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	70	1347	39	60	1337	43	27	208	105	47	96	75
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	259	3060	89	258	3049	98	332	335	169	220	278	217
Arrive On Green	0.60	0.60	0.60	0.60	0.60	0.60	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	393	5100	148	390	5082	163	1214	1172	592	1067	973	760
Grp Volume(v), veh/h	70	899	487	60	896	484	27	0	313	47	0	171
Grp Sat Flow(s),veh/h/ln	393	1702	1844	390	1702	1841	1214	0	1764	1067	0	1734
Q Serve(g_s), s	10.6	12.9	12.9	8.9	12.9	12.9	1.6	0.0	13.9	3.6	0.0	7.0
Cycle Q Clear(g_c), s	23.5	12.9	12.9	21.8	12.9	12.9	8.7	0.0	13.9	17.5	0.0	7.0
Prop In Lane	1.00		0.08	1.00		0.09	1.00		0.34	1.00		0.44
Lane Grp Cap(c), veh/h	259	2042	1106	258	2042	1105	332	0	504	220	0	495
V/C Ratio(X)	0.27	0.44	0.44	0.23	0.44	0.44	0.08	0.00	0.62	0.21	0.00	0.35
Avail Cap(c_a), veh/h	259	2042	1106	258	2042	1105	332	0	504	220	0	495
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.1	9.8	9.8	15.7	9.8	9.8	28.9	0.0	27.9	35.5	0.0	25.5
Incr Delay (d2), s/veh	2.5	0.7	1.3	2.1	0.7	1.3	0.5	0.0	5.7	2.2	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.0	8.0	8.8	1.6	8.0	8.7	0.9	0.0	10.7	1.9	0.0	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.7	10.5	11.1	17.8	10.5	11.0	29.4	0.0	33.6	37.7	0.0	27.4
LnGrp LOS	B	B	B	B	B	B	C	A	C	D	A	C
Approach Vol, veh/h		1456			1440			340			218	
Approach Delay, s/veh		11.1			11.0			33.3			29.6	
Approach LOS		B			B			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		59.0		31.0		59.0		31.0				
Change Period (Y+Rc), s		* 5		* 5.3		* 5		* 5.3				
Max Green Setting (Gmax), s		* 54		* 26		* 54		* 26				
Max Q Clear Time (g_c+I1), s		25.5		15.9		23.8		19.5				
Green Ext Time (p_c), s		13.2		1.4		13.3		0.6				

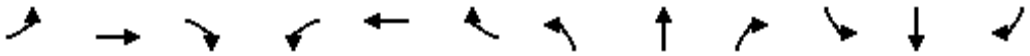
Intersection Summary		
HCM 6th Ctrl Delay		14.4
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
1: Ivar Ave & Selma Ave

12/07/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	61	54	54	74	40	63	93	35	16	262	14
Future Volume (veh/h)	10	61	54	54	74	40	63	93	35	16	262	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	66	59	59	80	43	68	101	38	17	285	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	98	158	129	176	152	69	355	503	169	105	1040	53
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.20	0.20	0.20	0.61	0.61	0.61
Sat Flow, veh/h	65	904	742	401	869	393	410	830	279	34	1717	87
Grp Volume(v), veh/h	136	0	0	182	0	0	207	0	0	317	0	0
Grp Sat Flow(s),veh/h/ln	1711	0	0	1663	0	0	1519	0	0	1838	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.2	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.2	0.0	0.0	4.3	0.0	0.0	4.3	0.0	0.0	3.7	0.0	0.0
Prop In Lane	0.08		0.43	0.32		0.24	0.33		0.18	0.05		0.05
Lane Grp Cap(c), veh/h	385	0	0	396	0	0	1026	0	0	1197	0	0
V/C Ratio(X)	0.35	0.00	0.00	0.46	0.00	0.00	0.20	0.00	0.00	0.26	0.00	0.00
Avail Cap(c_a), veh/h	763	0	0	748	0	0	1026	0	0	1197	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.6	0.0	0.0	17.1	0.0	0.0	8.8	0.0	0.0	4.2	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.8	0.0	0.0	0.4	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.1	0.0	0.0	2.9	0.0	0.0	2.2	0.0	0.0	1.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.2	0.0	0.0	17.9	0.0	0.0	9.3	0.0	0.0	4.8	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		136			182			207			317	
Approach Delay, s/veh		17.2			17.9			9.3			4.8	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		32.2		12.8		32.2		12.8				
Change Period (Y+Rc), s		* 4.9		* 5		* 4.9		* 5				
Max Green Setting (Gmax), s		* 17		* 18		* 17		* 18				
Max Q Clear Time (g_c+I1), s		6.3		5.2		5.7		6.3				
Green Ext Time (p_c), s		0.9		0.5		1.4		0.7				

Intersection Summary		
HCM 6th Ctrl Delay	10.7	
HCM 6th LOS	B	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	957	12	42	1370	93	9	34	23	45	103	173
Future Volume (veh/h)	28	957	12	42	1370	93	9	34	23	45	103	173
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	30	1040	13	46	1489	101	10	37	25	49	112	188
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	201	2945	37	326	2767	188	264	332	224	474	200	336
Arrive On Green	0.57	0.57	0.57	0.57	0.57	0.57	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	321	5198	65	536	4884	331	1079	1041	703	1340	627	1053
Grp Volume(v), veh/h	30	681	372	46	1038	552	10	0	62	49	0	300
Grp Sat Flow(s),veh/h/ln	321	1702	1859	536	1702	1811	1079	0	1744	1340	0	1681
Q Serve(g_s), s	5.8	9.8	9.8	4.6	17.1	17.1	0.7	0.0	2.3	2.4	0.0	13.3
Cycle Q Clear(g_c), s	22.9	9.8	9.8	14.3	17.1	17.1	14.0	0.0	2.3	4.7	0.0	13.3
Prop In Lane	1.00		0.03	1.00		0.18	1.00		0.40	1.00		0.63
Lane Grp Cap(c), veh/h	201	1929	1053	326	1929	1026	264	0	556	474	0	536
V/C Ratio(X)	0.15	0.35	0.35	0.14	0.54	0.54	0.04	0.00	0.11	0.10	0.00	0.56
Avail Cap(c_a), veh/h	201	1929	1053	326	1929	1026	264	0	556	474	0	536
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.3	10.6	10.6	14.4	12.2	12.2	31.2	0.0	21.6	23.3	0.0	25.4
Incr Delay (d2), s/veh	1.6	0.5	0.9	0.9	1.1	2.0	0.3	0.0	0.4	0.4	0.0	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	6.3	7.1	1.1	10.3	11.2	0.4	0.0	1.7	1.5	0.0	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.9	11.1	11.5	15.4	13.2	14.2	31.5	0.0	22.1	23.7	0.0	29.6
LnGrp LOS	C	B	B	B	B	B	C	A	C	C	A	C
Approach Vol, veh/h		1083			1636			72			349	
Approach Delay, s/veh		11.5			13.6			23.4			28.8	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	56.0	34.0	56.0	34.0
Change Period (Y+Rc), s	* 5	* 5.3	* 5	* 5.3
Max Green Setting (Gmax), s	* 51	* 29	* 51	* 29
Max Q Clear Time (g_c+I1), s	24.9	16.0	19.1	15.3
Green Ext Time (p_c), s	8.7	0.2	15.5	1.7

Intersection Summary	
HCM 6th Ctrl Delay	14.8
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	60	31	30	147	351	35
Future Vol, veh/h	60	31	30	147	351	35
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	65	34	33	160	382	38

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	627	401	420	0	-	0
Stage 1	401	-	-	-	-	-
Stage 2	226	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	447	649	1139	-	-	-
Stage 1	676	-	-	-	-	-
Stage 2	812	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	433	649	1139	-	-	-
Mov Cap-2 Maneuver	433	-	-	-	-	-
Stage 1	654	-	-	-	-	-
Stage 2	812	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.2	1.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1139	-	488	-	-
HCM Lane V/C Ratio	0.029	-	0.203	-	-
HCM Control Delay (s)	8.3	0	14.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.8	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	0	177	376	6
Future Vol, veh/h	0	10	0	177	376	6
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	11	0	192	409	7

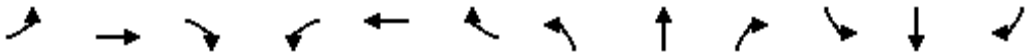
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	413	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	639	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	639	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	639	-	-
HCM Lane V/C Ratio	-	0.017	-	-
HCM Control Delay (s)	-	10.7	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

HCM 6th Signalized Intersection Summary
1: Ivar Ave & Selma Ave

12/07/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	125	25	56	98	45	45	231	101	18	102	19
Future Volume (veh/h)	12	125	25	56	98	45	45	231	101	18	102	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	13	136	27	61	107	49	49	251	110	20	111	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	97	260	49	166	170	68	157	696	280	167	817	143
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	1.00	1.00	1.00	0.60	0.60	0.60
Sat Flow, veh/h	65	1462	277	358	955	383	112	1156	465	127	1357	238
Grp Volume(v), veh/h	176	0	0	217	0	0	410	0	0	152	0	0
Grp Sat Flow(s),veh/h/ln	1803	0	0	1696	0	0	1732	0	0	1722	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.0	0.0	0.0	5.2	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0
Prop In Lane	0.07		0.15	0.28		0.23	0.12		0.27	0.13		0.14
Lane Grp Cap(c), veh/h	407	0	0	405	0	0	1132	0	0	1127	0	0
V/C Ratio(X)	0.43	0.00	0.00	0.54	0.00	0.00	0.36	0.00	0.00	0.13	0.00	0.00
Avail Cap(c_a), veh/h	796	0	0	753	0	0	1132	0	0	1127	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.8	0.0	0.0	17.3	0.0	0.0	0.0	0.0	0.0	3.9	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	1.1	0.0	0.0	0.9	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.7	0.0	0.0	3.5	0.0	0.0	0.5	0.0	0.0	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.5	0.0	0.0	18.4	0.0	0.0	0.9	0.0	0.0	4.1	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		176			217			410			152	
Approach Delay, s/veh		17.5			18.4			0.9			4.1	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		32.0		13.0		32.0		13.0				
Change Period (Y+Rc), s		* 4.9		* 5		* 4.9		* 5				
Max Green Setting (Gmax), s		* 17		* 18		* 17		* 18				
Max Q Clear Time (g_c+I1), s		2.0		6.0		3.6		7.2				
Green Ext Time (p_c), s		2.3		0.7		0.6		0.9				

Intersection Summary		
HCM 6th Ctrl Delay	8.5	
HCM 6th LOS	A	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	1239	36	55	1230	61	25	191	97	53	88	75
Future Volume (veh/h)	97	1239	36	55	1230	61	25	191	97	53	88	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	105	1347	39	60	1337	66	27	208	105	58	96	82
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	264	3156	91	268	3085	152	300	313	158	196	248	212
Arrive On Green	0.62	0.62	0.62	0.62	0.62	0.62	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	384	5100	148	390	4984	246	1206	1172	592	1067	931	796
Grp Volume(v), veh/h	105	899	487	60	913	490	27	0	313	58	0	178
Grp Sat Flow(s),veh/h/ln	384	1702	1844	390	1702	1826	1206	0	1764	1067	0	1727
Q Serve(g_s), s	17.6	12.3	12.3	8.5	12.6	12.6	1.7	0.0	14.2	4.6	0.0	7.6
Cycle Q Clear(g_c), s	30.2	12.3	12.3	20.8	12.6	12.6	9.3	0.0	14.2	18.9	0.0	7.6
Prop In Lane	1.00		0.08	1.00		0.13	1.00		0.34	1.00		0.46
Lane Grp Cap(c), veh/h	264	2107	1141	268	2107	1130	300	0	470	196	0	461
V/C Ratio(X)	0.40	0.43	0.43	0.22	0.43	0.43	0.09	0.00	0.67	0.30	0.00	0.39
Avail Cap(c_a), veh/h	264	2107	1141	268	2107	1130	300	0	470	196	0	461
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.8	8.9	8.9	14.3	8.9	8.9	30.8	0.0	29.4	37.8	0.0	27.0
Incr Delay (d2), s/veh	4.4	0.6	1.2	1.9	0.7	1.2	0.6	0.0	7.3	3.8	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.2	7.6	8.3	1.5	7.7	8.4	1.0	0.0	11.1	2.5	0.0	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.2	9.5	10.1	16.2	9.6	10.1	31.4	0.0	36.7	41.7	0.0	29.4
LnGrp LOS	C	A	B	B	A	B	C	A	D	D	A	C
Approach Vol, veh/h		1491			1463			340			236	
Approach Delay, s/veh		10.5			10.0			36.3			32.4	
Approach LOS		B			B			D			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	60.7	29.3	60.7	29.3
Change Period (Y+Rc), s	* 5	* 5.3	* 5	* 5.3
Max Green Setting (Gmax), s	* 56	* 24	* 56	* 24
Max Q Clear Time (g_c+I1), s	32.2	16.2	22.8	20.9
Green Ext Time (p_c), s	12.7	1.2	14.1	0.4

Intersection Summary	
HCM 6th Ctrl Delay	14.3
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	58	33	99	360	171	37
Future Vol, veh/h	58	33	99	360	171	37
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	63	36	108	391	186	40

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	813	206	226	0	-	0
Stage 1	206	-	-	-	-	-
Stage 2	607	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	348	835	1342	-	-	-
Stage 1	829	-	-	-	-	-
Stage 2	544	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	312	835	1342	-	-	-
Mov Cap-2 Maneuver	312	-	-	-	-	-
Stage 1	744	-	-	-	-	-
Stage 2	544	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.8	1.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1342	-	404	-	-
HCM Lane V/C Ratio	0.08	-	0.245	-	-
HCM Control Delay (s)	7.9	0	16.8	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.3	-	0.9	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	0	459	192	12
Future Vol, veh/h	0	10	0	459	192	12
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	11	0	499	209	13

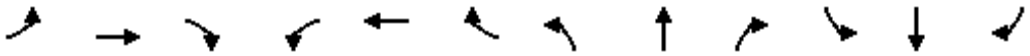
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	216	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	824	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	824	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	824	-	-
HCM Lane V/C Ratio	-	0.013	-	-
HCM Control Delay (s)	-	9.4	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-

HCM 6th Signalized Intersection Summary
1: Ivar Ave & Selma Ave

12/07/2020



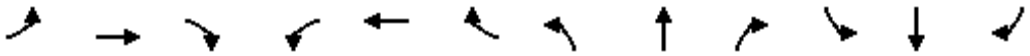
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	106	48	61	145	73	51	182	39	57	361	135
Future Volume (veh/h)	71	106	48	61	145	73	51	182	39	57	361	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	77	115	52	66	158	79	55	198	42	62	392	147
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	196	213	82	159	231	103	202	667	129	146	661	233
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.73	0.73	0.73	0.55	0.55	0.55
Sat Flow, veh/h	394	927	358	269	1004	449	195	1211	234	104	1201	423
Grp Volume(v), veh/h	244	0	0	303	0	0	295	0	0	601	0	0
Grp Sat Flow(s),veh/h/ln	1679	0	0	1721	0	0	1640	0	0	1727	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0
Cycle Q Clear(g_c), s	5.6	0.0	0.0	7.2	0.0	0.0	2.5	0.0	0.0	10.2	0.0	0.0
Prop In Lane	0.32		0.21	0.22		0.26	0.19		0.14	0.10		0.24
Lane Grp Cap(c), veh/h	491	0	0	493	0	0	998	0	0	1039	0	0
V/C Ratio(X)	0.50	0.00	0.00	0.62	0.00	0.00	0.30	0.00	0.00	0.58	0.00	0.00
Avail Cap(c_a), veh/h	748	0	0	767	0	0	998	0	0	1039	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.5	0.0	0.0	16.1	0.0	0.0	3.0	0.0	0.0	6.8	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	1.3	0.0	0.0	0.8	0.0	0.0	2.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.6	0.0	0.0	4.7	0.0	0.0	1.3	0.0	0.0	5.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.3	0.0	0.0	17.3	0.0	0.0	3.8	0.0	0.0	9.2	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		244			303			295			601	
Approach Delay, s/veh		16.3			17.3			3.8			9.2	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		29.7		15.3		29.7		15.3				
Change Period (Y+Rc), s		* 4.9		* 5		* 4.9		* 5				
Max Green Setting (Gmax), s		* 17		* 18		* 17		* 18				
Max Q Clear Time (g_c+I1), s		4.5		7.6		12.2		9.2				
Green Ext Time (p_c), s		1.5		1.0		1.8		1.2				

Intersection Summary												
HCM 6th Ctrl Delay			11.0									
HCM 6th LOS			B									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	142	1326	13	44	1688	88	9	36	24	27	108	278
Future Volume (veh/h)	142	1326	13	44	1688	88	9	36	24	27	108	278
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	154	1441	14	48	1835	96	10	39	26	29	117	302
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	171	3227	31	253	3075	161	98	279	186	399	123	318
Arrive On Green	0.62	0.62	0.62	0.62	0.62	0.62	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	230	5215	51	365	4968	259	968	1047	698	1337	462	1193
Grp Volume(v), veh/h	154	941	514	48	1256	675	10	0	65	29	0	419
Grp Sat Flow(s),veh/h/ln	230	1702	1861	365	1702	1824	968	0	1745	1337	0	1656
Q Serve(g_s), s	35.6	13.1	13.1	7.2	20.1	20.1	0.9	0.0	2.6	1.5	0.0	22.4
Cycle Q Clear(g_c), s	55.7	13.1	13.1	20.3	20.1	20.1	23.3	0.0	2.6	4.1	0.0	22.4
Prop In Lane	1.00		0.03	1.00		0.14	1.00		0.40	1.00		0.72
Lane Grp Cap(c), veh/h	171	2107	1152	253	2107	1129	98	0	465	399	0	441
V/C Ratio(X)	0.90	0.45	0.45	0.19	0.60	0.60	0.10	0.00	0.14	0.07	0.00	0.95
Avail Cap(c_a), veh/h	171	2107	1152	253	2107	1129	98	0	465	399	0	441
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.5	9.0	9.0	14.4	10.4	10.4	43.8	0.0	25.1	26.7	0.0	32.4
Incr Delay (d2), s/veh	46.7	0.7	1.3	1.7	1.3	2.3	2.1	0.0	0.6	0.4	0.0	31.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.5	8.0	8.8	1.2	11.3	12.4	0.5	0.0	2.0	0.9	0.0	18.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.2	9.7	10.3	16.0	11.6	12.7	45.9	0.0	25.8	27.0	0.0	64.2
LnGrp LOS	F	A	B	B	B	B	D	A	C	C	A	E
Approach Vol, veh/h		1609			1979			75			448	
Approach Delay, s/veh		16.7			12.1			28.5			61.8	
Approach LOS		B			B			C			E	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		60.7		29.3		60.7		29.3				
Change Period (Y+Rc), s		* 5		* 5.3		* 5		* 5.3				
Max Green Setting (Gmax), s		* 56		* 24		* 56		* 24				
Max Q Clear Time (g_c+I1), s		57.7		25.3		22.3		24.4				
Green Ext Time (p_c), s		0.0		0.0		20.7		0.0				

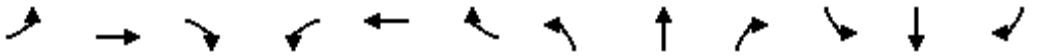
Intersection Summary		
HCM 6th Ctrl Delay		19.6
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
1: Ivar Ave & Selma Ave

12/07/2020



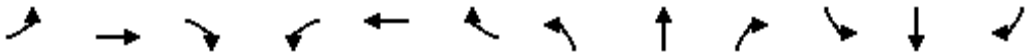
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	178	40	56	195	106	53	359	109	62	235	186
Future Volume (veh/h)	98	178	40	56	195	106	53	359	109	62	235	186
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	107	193	43	61	212	115	58	390	118	67	255	202
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	210	276	55	143	288	143	139	632	180	152	440	315
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	1.00	1.00	1.00	0.50	0.50	0.50
Sat Flow, veh/h	379	997	197	183	1041	516	100	1255	357	124	873	625
Grp Volume(v), veh/h	343	0	0	388	0	0	566	0	0	524	0	0
Grp Sat Flow(s),veh/h/ln	1574	0	0	1739	0	0	1712	0	0	1622	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0
Cycle Q Clear(g_c), s	8.8	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	9.8	0.0	0.0
Prop In Lane	0.31		0.13	0.16		0.30	0.10		0.21	0.13		0.39
Lane Grp Cap(c), veh/h	540	0	0	573	0	0	950	0	0	907	0	0
V/C Ratio(X)	0.64	0.00	0.00	0.68	0.00	0.00	0.60	0.00	0.00	0.58	0.00	0.00
Avail Cap(c_a), veh/h	723	0	0	774	0	0	950	0	0	907	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	14.8	0.0	0.0	15.1	0.0	0.0	0.0	0.0	0.0	7.9	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	1.4	0.0	0.0	2.7	0.0	0.0	2.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.1	0.0	0.0	5.9	0.0	0.0	1.3	0.0	0.0	5.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.1	0.0	0.0	16.5	0.0	0.0	2.7	0.0	0.0	10.6	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	A	A	A	B	A	A
Approach Vol, veh/h		343			388			566			524	
Approach Delay, s/veh		16.1			16.5			2.7			10.6	
Approach LOS		B			B			A			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		27.6		17.4		27.6		17.4				
Change Period (Y+Rc), s		* 4.9		* 5		* 4.9		* 5				
Max Green Setting (Gmax), s		* 17		* 18		* 17		* 18				
Max Q Clear Time (g_c+I1), s		2.0		10.8		11.8		11.1				
Green Ext Time (p_c), s		3.6		1.3		1.7		1.4				

Intersection Summary		
HCM 6th Ctrl Delay		10.4
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	209	1580	38	58	1639	42	26	201	102	45	92	238
Future Volume (veh/h)	209	1580	38	58	1639	42	26	201	102	45	92	238
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	227	1717	41	63	1782	46	28	218	111	49	100	259
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	186	3175	76	196	3168	82	145	312	159	183	123	318
Arrive On Green	0.62	0.62	0.62	0.62	0.62	0.62	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	255	5130	122	273	5119	132	1022	1168	595	1051	461	1194
Grp Volume(v), veh/h	227	1139	619	63	1185	643	28	0	329	49	0	359
Grp Sat Flow(s),veh/h/ln	255	1702	1848	273	1702	1847	1022	0	1763	1051	0	1655
Q Serve(g_s), s	37.4	17.3	17.3	15.5	18.3	18.3	2.4	0.0	15.1	4.0	0.0	18.3
Cycle Q Clear(g_c), s	55.7	17.3	17.3	32.8	18.3	18.3	20.6	0.0	15.1	19.1	0.0	18.3
Prop In Lane	1.00		0.07	1.00		0.07	1.00		0.34	1.00		0.72
Lane Grp Cap(c), veh/h	186	2107	1144	196	2107	1143	145	0	470	183	0	441
V/C Ratio(X)	1.22	0.54	0.54	0.32	0.56	0.56	0.19	0.00	0.70	0.27	0.00	0.81
Avail Cap(c_a), veh/h	186	2107	1144	196	2107	1143	145	0	470	183	0	441
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.4	9.8	9.8	19.2	10.0	10.0	40.6	0.0	29.8	38.4	0.0	30.9
Incr Delay (d2), s/veh	138.4	1.0	1.8	4.3	1.1	2.0	2.9	0.0	8.4	3.5	0.0	15.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	19.1	10.0	11.0	2.1	10.5	11.6	1.3	0.0	11.8	2.1	0.0	13.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	172.8	10.8	11.7	23.5	11.1	12.0	43.5	0.0	38.1	41.9	0.0	46.0
LnGrp LOS	F	B	B	C	B	B	D	A	D	D	A	D
Approach Vol, veh/h		1985			1891			357			408	
Approach Delay, s/veh		29.6			11.8			38.6			45.5	
Approach LOS		C			B			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		60.7		29.3		60.7		29.3				
Change Period (Y+Rc), s		* 5		* 5.3		* 5		* 5.3				
Max Green Setting (Gmax), s		* 56		* 24		* 56		* 24				
Max Q Clear Time (g_c+I1), s		57.7		22.6		34.8		21.1				
Green Ext Time (p_c), s		0.0		0.3		14.8		0.7				

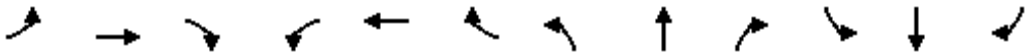
Intersection Summary												
HCM 6th Ctrl Delay			24.5									
HCM 6th LOS			C									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
1: Ivar Ave & Selma Ave

12/07/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	104	56	71	142	73	65	195	56	57	368	133
Future Volume (veh/h)	70	104	56	71	142	73	65	195	56	57	368	133
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	76	113	61	77	154	79	71	212	61	62	400	145
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	193	209	96	174	224	102	219	606	157	144	661	225
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	1.00	1.00	1.00	0.55	0.55	0.55
Sat Flow, veh/h	377	893	410	318	958	436	224	1109	287	103	1210	412
Grp Volume(v), veh/h	250	0	0	310	0	0	344	0	0	607	0	0
Grp Sat Flow(s),veh/h/ln	1680	0	0	1712	0	0	1621	0	0	1725	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0
Cycle Q Clear(g_c), s	5.7	0.0	0.0	7.3	0.0	0.0	0.0	0.0	0.0	10.5	0.0	0.0
Prop In Lane	0.30		0.24	0.25		0.25	0.21		0.18	0.10		0.24
Lane Grp Cap(c), veh/h	498	0	0	501	0	0	982	0	0	1030	0	0
V/C Ratio(X)	0.50	0.00	0.00	0.62	0.00	0.00	0.35	0.00	0.00	0.59	0.00	0.00
Avail Cap(c_a), veh/h	749	0	0	763	0	0	982	0	0	1030	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.4	0.0	0.0	15.9	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	1.3	0.0	0.0	1.0	0.0	0.0	2.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.7	0.0	0.0	4.8	0.0	0.0	0.5	0.0	0.0	5.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.2	0.0	0.0	17.2	0.0	0.0	1.0	0.0	0.0	9.5	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		250			310			344			607	
Approach Delay, s/veh		16.2			17.2			1.0			9.5	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		29.5		15.5		29.5		15.5				
Change Period (Y+Rc), s		* 4.9		* 5		* 4.9		* 5				
Max Green Setting (Gmax), s		* 17		* 18		* 17		* 18				
Max Q Clear Time (g_c+I1), s		2.0		7.7		12.5		9.3				
Green Ext Time (p_c), s		2.0		1.1		1.7		1.2				

Intersection Summary	
HCM 6th Ctrl Delay	10.2
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	147	1326	13	44	1688	97	9	36	24	46	108	289
Future Volume (veh/h)	147	1326	13	44	1688	97	9	36	24	46	108	289
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	160	1441	14	48	1835	105	10	39	26	50	117	314
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	170	3227	31	253	3058	175	88	279	186	399	120	321
Arrive On Green	0.62	0.62	0.62	0.62	0.62	0.62	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	228	5215	51	365	4941	282	957	1047	698	1337	449	1205
Grp Volume(v), veh/h	160	941	514	48	1263	677	10	0	65	50	0	431
Grp Sat Flow(s),veh/h/ln	228	1702	1861	365	1702	1820	957	0	1745	1337	0	1654
Q Serve(g_s), s	35.4	13.1	13.1	7.2	20.2	20.3	0.7	0.0	2.6	2.7	0.0	23.3
Cycle Q Clear(g_c), s	55.7	13.1	13.1	20.3	20.2	20.3	24.0	0.0	2.6	5.2	0.0	23.3
Prop In Lane	1.00		0.03	1.00		0.16	1.00		0.40	1.00		0.73
Lane Grp Cap(c), veh/h	170	2107	1152	253	2107	1126	88	0	465	399	0	441
V/C Ratio(X)	0.94	0.45	0.45	0.19	0.60	0.60	0.11	0.00	0.14	0.13	0.00	0.98
Avail Cap(c_a), veh/h	170	2107	1152	253	2107	1126	88	0	465	399	0	441
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.1	9.0	9.0	14.4	10.4	10.4	44.7	0.0	25.1	27.1	0.0	32.7
Incr Delay (d2), s/veh	55.4	0.7	1.3	1.7	1.3	2.4	2.6	0.0	0.6	0.6	0.0	37.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.2	8.0	8.8	1.2	11.4	12.5	0.5	0.0	2.0	1.6	0.0	19.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	90.5	9.7	10.3	16.0	11.7	12.8	47.3	0.0	25.8	27.8	0.0	70.3
LnGrp LOS	F	A	B	B	B	B	D	A	C	C	A	E
Approach Vol, veh/h		1615			1988			75			481	
Approach Delay, s/veh		17.9			12.2			28.6			65.9	
Approach LOS		B			B			C			E	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	60.7	29.3	60.7	29.3
Change Period (Y+Rc), s	* 5	* 5.3	* 5	* 5.3
Max Green Setting (Gmax), s	* 56	* 24	* 56	* 24
Max Q Clear Time (g_c+I1), s	57.7	26.0	22.3	25.3
Green Ext Time (p_c), s	0.0	0.0	20.8	0.0

Intersection Summary	
HCM 6th Ctrl Delay	20.9
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	60	31	30	272	474	35
Future Vol, veh/h	60	31	30	272	474	35
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	65	34	33	296	515	38

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	896	534	553	0	-	0
Stage 1	534	-	-	-	-	-
Stage 2	362	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	311	546	1017	-	-	-
Stage 1	588	-	-	-	-	-
Stage 2	704	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	299	546	1017	-	-	-
Mov Cap-2 Maneuver	299	-	-	-	-	-
Stage 1	565	-	-	-	-	-
Stage 2	704	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.1	0.9	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1017	-	353	-	-
HCM Lane V/C Ratio	0.032	-	0.28	-	-
HCM Control Delay (s)	8.7	0	19.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	1.1	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	0	302	499	6
Future Vol, veh/h	0	10	0	302	499	6
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	11	0	328	542	7

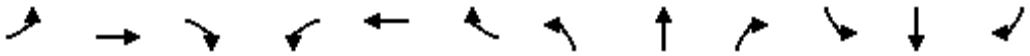
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	546	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	538	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	538	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	538	-	-
HCM Lane V/C Ratio	-	0.02	-	-
HCM Control Delay (s)	-	11.8	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

HCM 6th Signalized Intersection Summary
1: Ivar Ave & Selma Ave

12/07/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	173	27	78	190	106	48	368	122	62	251	182
Future Volume (veh/h)	95	173	27	78	190	106	48	368	122	62	251	182
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	103	188	29	85	207	115	52	400	133	67	273	198
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	216	305	41	173	280	140	129	611	192	149	444	293
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.98	0.98	0.98	0.49	0.49	0.49
Sat Flow, veh/h	381	1050	143	262	965	483	85	1248	392	121	906	598
Grp Volume(v), veh/h	320	0	0	407	0	0	585	0	0	538	0	0
Grp Sat Flow(s),veh/h/ln	1574	0	0	1710	0	0	1725	0	0	1624	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0
Cycle Q Clear(g_c), s	7.8	0.0	0.0	9.7	0.0	0.0	0.8	0.0	0.0	10.6	0.0	0.0
Prop In Lane	0.32		0.09	0.21		0.28	0.09		0.23	0.12		0.37
Lane Grp Cap(c), veh/h	562	0	0	593	0	0	932	0	0	886	0	0
V/C Ratio(X)	0.57	0.00	0.00	0.69	0.00	0.00	0.63	0.00	0.00	0.61	0.00	0.00
Avail Cap(c_a), veh/h	725	0	0	767	0	0	932	0	0	886	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	14.0	0.0	0.0	14.7	0.0	0.0	0.2	0.0	0.0	8.5	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.0	1.7	0.0	0.0	3.2	0.0	0.0	3.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.5	0.0	0.0	6.2	0.0	0.0	1.6	0.0	0.0	6.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.9	0.0	0.0	16.4	0.0	0.0	3.4	0.0	0.0	11.5	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	A	A	A	B	A	A
Approach Vol, veh/h		320			407			585			538	
Approach Delay, s/veh		14.9			16.4			3.4			11.5	
Approach LOS		B			B			A			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		26.9		18.1		26.9		18.1				
Change Period (Y+Rc), s		* 4.9		* 5		* 4.9		* 5				
Max Green Setting (Gmax), s		* 17		* 18		* 17		* 18				
Max Q Clear Time (g_c+I1), s		2.8		9.8		12.6		11.7				
Green Ext Time (p_c), s		3.6		1.3		1.5		1.4				

Intersection Summary		
HCM 6th Ctrl Delay		10.6
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	242	1580	38	58	1639	63	26	201	102	55	92	244
Future Volume (veh/h)	242	1580	38	58	1639	63	26	201	102	55	92	244
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	263	1717	41	63	1782	68	28	218	111	60	100	265
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	182	3175	76	196	3124	119	140	312	159	183	121	320
Arrive On Green	0.62	0.62	0.62	0.62	0.62	0.62	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	249	5130	122	273	5047	192	1017	1168	595	1051	453	1201
Grp Volume(v), veh/h	263	1139	619	63	1201	649	28	0	329	60	0	365
Grp Sat Flow(s),veh/h/ln	249	1702	1848	273	1702	1836	1017	0	1763	1051	0	1654
Q Serve(g_s), s	37.0	17.3	17.3	15.5	18.7	18.7	2.4	0.0	15.1	4.9	0.0	18.7
Cycle Q Clear(g_c), s	55.7	17.3	17.3	32.8	18.7	18.7	21.1	0.0	15.1	20.1	0.0	18.7
Prop In Lane	1.00		0.07	1.00		0.10	1.00		0.34	1.00		0.73
Lane Grp Cap(c), veh/h	182	2107	1144	196	2107	1136	140	0	470	183	0	441
V/C Ratio(X)	1.44	0.54	0.54	0.32	0.57	0.57	0.20	0.00	0.70	0.33	0.00	0.83
Avail Cap(c_a), veh/h	182	2107	1144	196	2107	1136	140	0	470	183	0	441
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.6	9.8	9.8	19.2	10.1	10.1	41.0	0.0	29.8	38.8	0.0	31.1
Incr Delay (d2), s/veh	227.2	1.0	1.8	4.3	1.1	2.1	3.2	0.0	8.4	4.7	0.0	16.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	27.3	10.0	11.0	2.1	10.7	11.7	1.3	0.0	11.8	2.7	0.0	14.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	261.8	10.8	11.7	23.5	11.2	12.2	44.2	0.0	38.1	43.5	0.0	47.2
LnGrp LOS	F	B	B	C	B	B	D	A	D	D	A	D
Approach Vol, veh/h		2021			1913			357			425	
Approach Delay, s/veh		43.7			12.0			38.6			46.7	
Approach LOS		D			B			D			D	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	60.7	29.3	60.7	29.3
Change Period (Y+Rc), s	* 5	* 5.3	* 5	* 5.3
Max Green Setting (Gmax), s	* 56	* 24	* 56	* 24
Max Q Clear Time (g_c+I1), s	57.7	23.1	34.8	22.1
Green Ext Time (p_c), s	0.0	0.2	14.9	0.5

Intersection Summary	
HCM 6th Ctrl Delay	30.7
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	58	33	99	521	341	37
Future Vol, veh/h	58	33	99	521	341	37
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	63	36	108	566	371	40

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1173	391	411	0	-	0
Stage 1	391	-	-	-	-	-
Stage 2	782	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	212	658	1148	-	-	-
Stage 1	683	-	-	-	-	-
Stage 2	451	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	183	658	1148	-	-	-
Mov Cap-2 Maneuver	183	-	-	-	-	-
Stage 1	589	-	-	-	-	-
Stage 2	451	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	28.8	1.4	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1148	-	248	-	-
HCM Lane V/C Ratio	0.094	-	0.399	-	-
HCM Control Delay (s)	8.5	0	28.8	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.3	-	1.8	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	0	620	362	12
Future Vol, veh/h	0	10	0	620	362	12
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	11	0	674	393	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	400	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	650	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	650	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	650	-	-
HCM Lane V/C Ratio	-	0.017	-	-
HCM Control Delay (s)	-	10.6	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

Appendix I.2

Transportation Assessment Addendum

Appendix D

VMT Analysis Worksheets

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

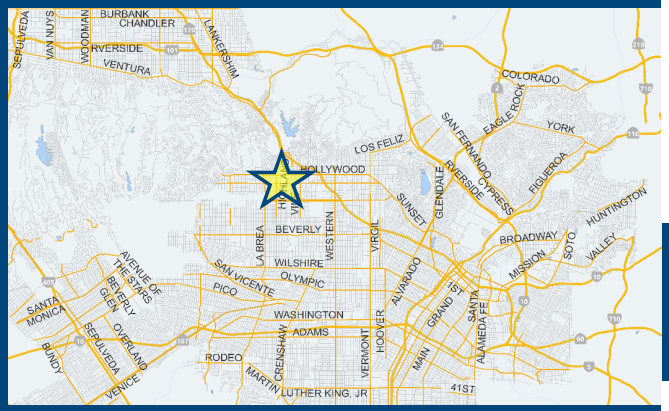
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: Artisan Hollywood

Scenario:

Address: 6350 W SELMA AVE, 90028



Is the project replacing an existing number of residential units with a smaller number of residential units AND is 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	29.828	ksf
Retail | General Retail	29.828	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	10.805	ksf
Housing | Multi-Family	243	DU
Retail | General Retail	29.828	ksf
Retail | High-Turnover Sit-Down Restaurant	10.805	ksf
Housing | Affordable Housing - Family	27	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
878 Daily Vehicle Trips	2,479 Daily Vehicle Trips
5,834 Daily VMT	15,916 Daily VMT

Tier 1 Screening Criteria

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

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	1,601 Net Daily Trips
The net increase in daily VMT ≤ 0	10,082 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	40.633 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

2/23/2021

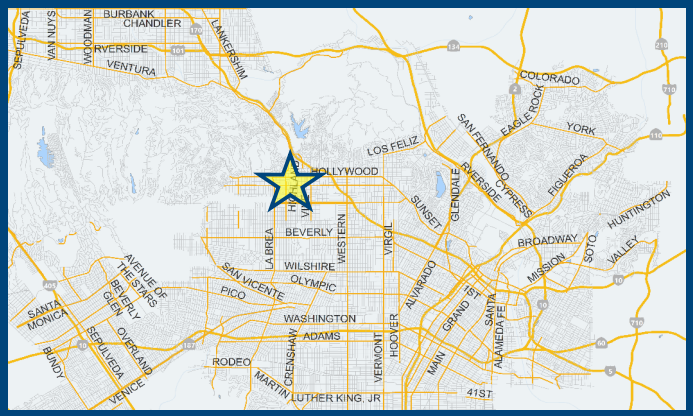
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: Artisan Hollywood

Scenario:

Address: 6350 W SELMA AVE, 90028



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	243	DU
Retail | General Retail	29.828	ksf
Retail | High-Turnover Sit-Down Restaurant	10.805	ksf
Housing | Affordable Housing - Family	27	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

	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
- 74 — actual parking provision for the project site

Unbundle Parking ☐ Proposed Prj ☐ Mitigation
- 175 — 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)
- 50 — 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
2,479 Daily Vehicle Trips	**2,479** Daily Vehicle Trips
15,916 Daily VMT	**15,916** Daily VMT
3.9 Household VMT per Capita	**3.9** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
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

Measuring the Miles

2/23/2021

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 23, 2021
Project Name: Artisan Hollywood
Project Scenario:
Project Address: 6350 W SELMA AVE, 90028

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	243	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	27	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	General Retail	29.828	ksf
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	10.805	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*

Other	*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 23, 2021
Project Name: Artisan Hollywood
Project Scenario:
Project Address: 6350 W SELMA AVE, 90028

Version 1.3

Analysis Results			
Total Employees: 103 Total Population: 632			
Proposed Project		***With Mitigation***	
2,479	**Daily Vehicle Trips**	**2,479**	**Daily Vehicle Trips**
15,916	**Daily VMT**	**15,916**	**Daily VMT**
3.9	**Household VMT per Capita**	**3.9**	**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 Work > 7.6	No N/A	Household > 6.0 Work > 7.6	No N/A

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)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

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)

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)*	*0*	*0*
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: February 23, 2021
Project Name: Artisan Hollywood
Project Scenario:
Project Address: 6350 W SELMA AVE, 90028

Version 1.3

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%*	

TDM Adjustments by Trip Purpose & Strategy, Cont.

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	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
MAX. TDM EFFECT	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*

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

PLACE	urban	75%
TYPE	*compact infill*	*40%*
MAX:	*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: February 23, 2021
Project Name: Artisan Hollywood
Project Scenario:
Project Address: 6350 W SELMA AVE, 90028

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	241	-36.1%	154	7.3	1,759	1,124
Home Based Other Production	666	-54.1%	306	4.3	2,864	1,316
Non-Home Based Other Production	788	-7.7%	727	7.4	5,831	5,380
Home-Based Work Attraction	149	-49.0%	76	8.4	1,252	638
Home-Based Other Attraction	1,411	-49.7%	710	5.8	8,184	4,118
Non-Home Based Other Attraction	552	-8.3%	506	6.6	3,643	3,340

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	154	1,124	0.0%	154	1,124
Home Based Other Production	0.0%	306	1,316	0.0%	306	1,316
Non-Home Based Other Production	0.0%	727	5,380	0.0%	727	5,380
Home-Based Work Attraction	0.0%	76	638	0.0%	76	638
Home-Based Other Attraction	0.0%	710	4,118	0.0%	710	4,118
Non-Home Based Other Attraction	0.0%	506	3,340	0.0%	506	3,340

MXD VMT Methodology Per Capita & Per Employee

Total Population: 632
Total Employees: 103
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**2,440**	**2,440**
Total Home Based Work Attraction VMT	**638**	**638**
Total Home Based VMT Per Capita	**3.9**	**3.9**
Total Work Based VMT Per Employee	**N/A**	**N/A**

VMT Calculator User Agreement

The Los Angeles Department of Transportation (LADOT), in partnership with the Department of City Planning and Fehr & Peers, has developed the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This application, the VMT Calculator, has been provided to You, the User, to assess vehicle miles traveled (VMT) outcomes of land use projects within the City of Los Angeles. The term "City" as used below shall refer to the City of Los Angeles. The terms "City" and "Fehr & Peers" as used below shall include their respective affiliates, subconsultants, employees, and representatives.

The City is pleased to be able to provide this information to the public. The City believes that the public is most effectively served when they are provided access to the technical tools that inform the public review process of private and public land use investments. However, in using the VMT Calculator, You agree to be bound by this VMT Calculator User Agreement (this Agreement).

VMT Calculator Application for the City of Los Angeles. The City's consultant calibrated the VMT Calculator's parameters in 2018 to estimate travel patterns of locations in the City, and validated those outcomes against empirical data. However, this calibration process is limited to locations within the City, and practitioners applying the VMT Calculator outside of the City boundaries should not apply these estimates without further calibration and validation of travel patterns to verify the VMT Calculator's accuracy in estimating VMT in such other locations.

Limited License to Use. This Agreement gives You a limited, non-transferrable, non-assignable, and non-exclusive license to use and execute a copy of the VMT Calculator on a computer system owned, leased or otherwise controlled by You in Your own facilities, as set out below, provided You do not use the VMT Calculator in an unauthorized manner, and that You do not republish, copy, distribute, reverse-engineer, modify, decompile, disassemble, transfer, or sell any part of the VMT Calculator, and provided that You know and follow the terms of this Agreement. Your failure to follow the terms of this Agreement shall automatically terminate this license and Your right to use the VMT Calculator.

Ownership. You understand and acknowledge that the City owns the VMT Calculator, and shall continue to own it through Your use of it, and that no transfer of ownership of any kind is intended in allowing You to use the VMT Calculator.

Warranty Disclaimer. In spite of the efforts of the City and Fehr & Peers, some information on the VMT Calculator may not be accurate. The VMT Calculator, OUTPUTS AND ASSOCIATED DATA ARE PROVIDED "as is" WITHOUT WARRANTY OF ANY KIND, whether expressed, implied, statutory, or otherwise including but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

Limitation of Liability. It is understood that the VMT Calculator is provided without charge. Neither the City nor Fehr & Peers can be responsible or liable for any information derived from its use, or for any delays, inaccuracies, incompleteness, errors or omissions arising out of your use of the VMT Calculator or with respect to the material contained in the VMT Calculator. You understand and agree that Your sole remedy against the City or Fehr & Peers for loss or damage caused by any defect or failure of the

VMT Calculator, regardless of the form of action, whether in contract, tort, including negligence, strict liability or otherwise, shall be the repair or replacement of the VMT Calculator to the extent feasible as determined solely by the City. In no event shall the City or Fehr & Peers be responsible to You or anyone else for, or have liability for any special, indirect, incidental or consequential damages (including, without limitation, damages for loss of business profits or changes to businesses costs) or lost data or downtime, however caused, and on any theory of liability from the use of, or the inability to use, the VMT Calculator, whether the data, and/or formulas contained in the VMT Calculator are provided by the City or Fehr & Peers, or another third party, even if the City or Fehr & Peers have been advised of the possibility of such damages.

This Agreement and License shall be governed by the laws of the State of California without regard to their conflicts of law provisions, and shall be effective as of the date set forth below and, unless terminated in accordance with the above or extended by written amendment to this Agreement, shall terminate on the earlier of the date that You are not making use of the VMT Calculator or one year after the beginning of Your use of the VMT Calculator.

By using the VMT Calculator, You hereby waive and release all claims, responsibilities, liabilities, actions, damages, costs, and losses, known and unknown, against the City and Fehr & Peers for Your use of the VMT Calculator.

Before making decisions using the information provided in this application, contact City LADOT staff to confirm the validity of the data provided.

Print and sign below, and submit to LADOT along with the transportation assessment Memorandum of Understanding (MOU).

You, the User	
By:	Casey Tonale
Print Name:	Casey T Le
Title:	Associate
Company:	Gibson Transportation Consulting, Inc.
Address:	555 W. 5th St., Suite 3375 Los Angeles, CA 90013
Phone:	(213) 683-0088
Email Address:	cle@gibsontrans.com
Date:	February 23, 2021

Appendix I.3

Los Angeles Department of Transportation
Assessment Letter

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

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

1520 N. Cahuenga Blvd
LADOT Case #CEN19-48500

Date: March 9, 2021

To: Susan Jimenez, Administrative Clerk
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION IMPACT ANALYSIS FOR THE PROPOSED MIXED-USE PROJECT AT 1520 NORTH CAHUENGA BOULEVARD**

The Department of Transportation (DOT) reviewed the traffic analysis, dated December 2020, prepared by Gibson Transportation Consulting, Inc., for the proposed mixed-use project located at parcels 1520-1542 Cahuenga Boulevard, 6350 Selma Avenue, and 1523-1549 Ivar Avenue. In compliance with Senate Bill (SB) 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, the access to diverse land-uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to replace an existing surface parking lot with a 25-story mixed-use development. The development will include 243 multi-family residential units, 27 affordable housing units, and up to 6,805 square feet (sf) of ground-floor restaurant uses. The southern portion of the existing site contains 33,828 sf of commercial uses that will remain. Vehicle access to the project site would be provided via two driveways located on Ivar Avenue. The northerly driveway will provide access to on-grade parking, subterranean parking levels, and the loading dock. The southerly driveway will provide access to one level of above-grade parking. The project is expected to be completed by year 2025.

B. Freeway Safety Analysis

Per the Interim Guidance for Freeway Safety Analysis memorandum issued by DOT on May 1, 2020 to address Caltrans safety concerns on freeways, the study addresses the project's effects on vehicle queuing on freeway off-ramps. Such an evaluation measures the project's potential to lengthen a forecasted off-ramp queue and create speed differentials between vehicles exiting the freeway off-ramps and vehicles operating on the freeway mainline.

The evaluation identified the number of project trips expected to be added to nearby freeway off-ramps serving the project site. It was determined that project traffic at any freeway off-ramp will not exceed 25 peak hour trips. Therefore, a freeway ramp analysis is not required.

C. CEQA Screening Threshold

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

Additionally, the analysis included further discussion of the transportation impact thresholds:

T-1 Conflicting with plans, programs, ordinances, or policies
T-2.1 Causing substantial vehicle miles traveled
T-3 Substantially increasing hazards due to a geometric design feature or incompatible use.

The assessment determined that the project would **not** have a significant transportation impact under Thresholds T-1 and T-3. A project's impacts per Threshold T-2.1 is determined by using the VMT calculator and is discussed further below. A copy of the VMT calculator screening page, with the corresponding net daily trips estimate, is provided as **Attachment A** to this report.

D. Transportation Impacts

On July 30, 2019, pursuant to SB 743 and the recent changes to Section 15064.03 of the State's CEQA Guidelines, the City of Los Angeles adopted VMT as criteria in determining transportation impacts under CEQA. The new DOT TAG provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

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

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

As cited in the Traffic Analysis report, prepared by Gibson Transportation Consulting, Inc., the project proposes to incorporate the TDM strategies of reduced parking supply and bicycle parking per Los Angeles Municipal Code (LAMC) as project design features. For the purpose of providing a conservative analysis, the project design features were not taken into consideration in the VMT evaluation. The proposed project is projected to have a Household VMT per capita of 3.9 and no Work VMT. Therefore, it is concluded that implementation of the Project would result in no significant VMT impact. A copy of the VMT Calculator summary report is provided as **Attachment B.**

E. Safety, Access and Circulation

During preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the LAMC. Therefore, DOT continues to require and review a project's site access, circulation, and operational plan to determine if any access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the project has completed a circulation analysis using a "level of service" screening methodology that indicates that the trips generated by the proposed development will not likely result in adverse circulation conditions at two locations. DOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment C** to this report.

PROJECT REQUIREMENTS

A. CEQA Related Requirement

DOT recommends that the applicant be required to implement the following TDM strategies as project design features:

- Include Bike Parking per LAMC: The project will provide bicycle parking per LAMC requirements on-site to encourage the use of bicycling as an alternative to driving.
- Reduced Parking Supply: The project will apply allowable parking reduction rates from standard LAMC requirements pursuant to the TOC guidelines.

B. Non-CEQA Related Requirements and Considerations

To comply with transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the following:

1. **Parking Requirements**

The project will provide a total of up to 320 automobile spaces. A total of 166 bicycle parking spaces will be provided, 19 short-term and 147 long-term. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for this project.

2. **Highway Dedication and Street Widening Requirements**

Per the Mobility Element of the General Plan, **Ivar Avenue** is designated as a Local Street - Standard that would require an 18-foot half-width roadway within a 30-foot half-width right-of-way. **Cahuenga Boulevard** is designated as a Modified Avenue II that would require a 28-foot half-width roadway within a 40-foot half-width right-of-way. **Selma Avenue** is designated as a Local Street – Standard that would require an 18-foot half-width roadway within a 30-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

3. **Parking Meters**
The site plan development is proposing to install two new driveways in an area where existing parking meters are located along Ivar Avenue. Whenever the design, condition or mitigation of a land use development project requires the permanent removal of any metered parking spaces, payment to LADOT for lost parking meter revenue is required. LADOT's Parking Meters Division is responsible for calculating the lost revenue fee, referred to as the Meter Revenue Recovery Fee (MRRF), for each parking meter requested for removal during the site plan or B-permit plan review process. LADOT will determine the amount of MRRF to be collected based on the overall revenue for each meter collected over the last twelve continuous months. The permanent removal of each on-street metered parking space will require MRRF payment to LADOT's Parking Meter Division for the calculated annual revenue amount projected over a ten-year period. Payment is required as a condition of the permit and is required of the applicant before LADOT will provide final approval. The Project applicant will also be subject to any costs incurred by LADOT during the removal of each parking meter. These charges include but are not limited to the removal and/or installation (including reinstallation and relocation) of meter posts, parking sensors (if any), signs, signposts, stall markings, pavement messages, and curb paint. The applicant shall work with the Parking Meters Section (213) 473-8281, who will review the proposed site plan and make the final determination.

4. **Project Access and Operation**
Vehicular access to the project site would be provided via two driveways located along Ivar Avenue. The northerly driveway will be designated as the primary driveway. It will operate as a full-access driveway and provide access to the loading dock, ground-level parking, and four levels of subterranean parking. The southerly driveway will be designated as the secondary driveway. It will operate as a turn-restricted driveway and provide access to one level of above-grade parking.

5. **Driveways and Circulation**
The proposed site plan illustrated in **Attachment D** is acceptable to DOT; however, review of the study does not constitute approval of internal circulation schemes and driveway dimensions. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 5th Floor, Room 550, @ 213-482-7024). Any changes to the project's site access, circulation scheme, or loading/unloading area after issuance of this report would require separate review and approval and should be coordinated as well. Driveway placement and design shall be approved by the Department of City Planning in consultation with DOT, prior to issuance of a Letter of Determination by City Planning.

6. **Worksite Traffic Control Requirements**
DOT recommends that a construction work site traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to http://ladot.lacity.org/businesses/temporary-traffic-control-plans to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related truck traffic be restricted to off-peak hours to the

extent feasible.

7. **TDM Ordinance Requirements**
The TDM Ordinance (LAMC 12.26 J) is currently being updated. The updated ordinance, which is currently progressing through the City's approval process, will:

   - Expand the reach and application of TDM strategies to more land uses and neighborhoods,
   - Rely on a broader range of strategies that can be updated to keep pace with technology, and
   - Provide flexibility for developments and communities to choose strategies that work best for their neighborhood context.

   Although not yet adopted, DOT recommends that the applicant be subject to the terms of the proposed TDM Ordinance update expected in 2021 if applicable. The updated ordinance is expected to be completed prior to the anticipated construction of this project, if approved.

8. **Development Review Fees**
Section 19.15 of the LAMC identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Eduardo Hermoso of my staff at (213) 482-7024.

Attachments

J:\Letters\2021\CEN19-48500_1520 N Cahuenga Blvd_mu_vmt_.docx

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

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

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

Project Information

Project: Artisan Hollywood

Scenario:

Address: 6350 W SELMA AVE, 90028

Is the project replacing an existing number of residential units with a smaller number of residential units AND is 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	29.828	ksf
Retail | General Retail	29.828	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	10.805	ksf
Housing | Multi-Family	243	DU
Retail | General Retail	29.828	ksf
Retail | High-Turnover Sit-Down Restaurant	10.805	ksf
Housing | Affordable Housing - Family	27	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
878 Daily Vehicle Trips	2,479 Daily Vehicle Trips
5,834 Daily VMT	15,916 Daily VMT

Tier 1 Screening Criteria

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

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	1,601 Net Daily Trips
The net increase in daily VMT ≤ 0	10,082 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	40.633 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: Artisan Hollywood

Scenario:

Address: 6350 W SELMA AVE, 90028

Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	243	DU
Retail | General Retail	29.828	ksf
Retail | High-Turnover Sit-Down Restaurant	10.805	ksf
Housing | Affordable Housing - Family	27	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

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

A Parking

Reduce Parking Supply	100	city code parking provision for the project site
☐ Proposed Prj ☐ Mitigation	74	actual parking provision for the project site
Unbundle Parking	175	monthly parking cost (dollar) for the project site
☐ Proposed Prj ☐ Mitigation		
Parking Cash-Out	50	percent of employees eligible
☐ Proposed Prj ☐ Mitigation		
Price Workplace Parking	6.00	daily parking charge (dollar)
☐ Proposed Prj ☐ Mitigation	50	percent of employees subject to priced parking
Residential Area Parking Permits	200	cost (dollar) of annual permit
☐ Proposed Prj ☐ Mitigation		

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
2,479 Daily Vehicle Trips	2,479 Daily Vehicle Trips
15,916 Daily VMT	15,916 Daily VMT
3.9 Household VMT per Capita	3.9 Household VMT per Capita
N/A Work VMT per Employee	N/A Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
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

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 23, 2021
Project Name: Artisan Hollywood
Project Scenario:
Project Address: 6350 W SELMA AVE, 90028

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	**243**	**DU**
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	**Family**	**27**	**DU**
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	**General Retail**	**29.828**	**ksf**
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	**10.805**	**ksf**
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*

Other	0	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 23, 2021
Project Name: Artisan Hollywood
Project Scenario:
Project Address: 6350 W SELMA AVE, 90028

Version 1.3

Analysis Results			
Total Employees: 103 Total Population: 632			
Proposed Project		***With Mitigation***	
2,479	**Daily Vehicle Trips**	**2,479**	**Daily Vehicle Trips**
15,916	**Daily VMT**	**15,916**	**Daily VMT**
3.9	**Household VMT per Capita**	**3.9**	**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 Work > 7.6	No N/A	Household > 6.0 Work > 7.6	No N/A

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)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

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)	0	0
	Include secure bike parking and showers	Includes indoor bike parking/lockers, showers, & repair station (Yes/No)	0	0
Neighborhood Enhancement	Traffic calming improvements	Streets with traffic calming improvements (%)	0%	0%
		Intersections with traffic calming improvements (%)	0%	0%
	Pedestrian network improvements	Included (within project and connecting off-site/within project only)	0	0

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: February 23, 2021
Project Name: Artisan Hollywood
Project Scenario:
Project Address: 6350 W SELMA AVE, 90028

Version 1.3

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%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

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	
Bicycle Infrastructure	Implement/ improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Neighborhood Enhancement	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
MAX. TDM EFFECT	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*

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

PLACE TYPE MAX:	urban	75%
	compact infill	40%
	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: February 23, 2021
Project Name: Artisan Hollywood
Project Scenario:
Project Address: 6350 W SELMA AVE, 90028

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	241	-36.1%	154	7.3	1,759	1,124
Home Based Other Production	666	-54.1%	306	4.3	2,864	1,316
Non-Home Based Other Production	788	-7.7%	727	7.4	5,831	5,380
Home-Based Work Attraction	149	-49.0%	76	8.4	1,252	638
Home-Based Other Attraction	1,411	-49.7%	710	5.8	8,184	4,118
Non-Home Based Other Attraction	552	-8.3%	506	6.6	3,643	3,340

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	154	1,124	0.0%	154	1,124
Home Based Other Production	0.0%	306	1,316	0.0%	306	1,316
Non-Home Based Other Production	0.0%	727	5,380	0.0%	727	5,380
Home-Based Work Attraction	0.0%	76	638	0.0%	76	638
Home-Based Other Attraction	0.0%	710	4,118	0.0%	710	4,118
Non-Home Based Other Attraction	0.0%	506	3,340	0.0%	506	3,340

MXD VMT Methodology Per Capita & Per Employee

Total Population: 632
Total Employees: 103
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**2,440**	**2,440**
Total Home Based Work Attraction VMT	**638**	**638**
Total Home Based VMT Per Capita	**3.9**	**3.9**
Total Work Based VMT Per Employee	**N/A**	**N/A**

TABLE 8
FUTURE CONDITIONS (YEAR 2025)
INTERSECTION LEVELS OF SERVICE

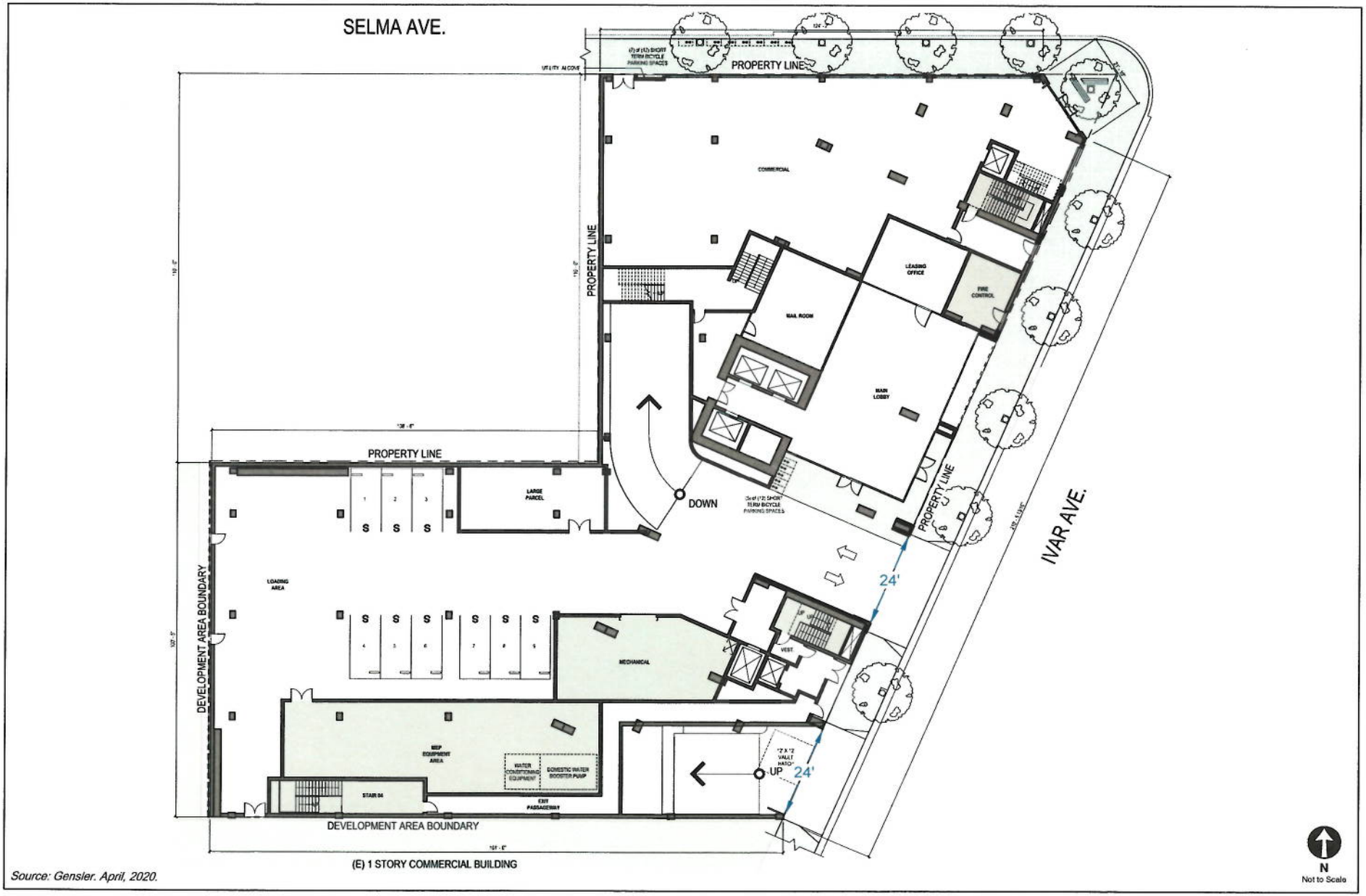
No	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions	
			Delay	LOS	Delay	LOS
1.	Ivar Avenue & Selma Avenue	AM PM	11.0 10.4	B B	10.2 10.6	B B
2.	Ivar Avenue & Sunset Boulevard	AM PM	19.6 24.5	B C	20.9 30.7	C C

Notes:

Delay is measured in seconds per vehicle.

LOS = Level of service

Gibson transportation consulting, inc.



Source: Gensler. April, 2020.

PROJECT SITE PLAN

FIGURE 1

Appendix I.4

Approved Haul Route

FORM GEN. 160 (Rev. 9-28-11)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

THIS IS NOT A PERMIT

DATE: March 31, 2022

TO: Vince Bertoni, Director of Planning, Department of City Planning
Attn: Connie Chauv, Associate Zoning Administrator
200 N. Spring Street, 7th Floor
Mail Stop #395

FROM: Keith Mozee
Executive Director and General Manager, Bureau of Street Services
By: David Rivera, Chief Street Services Investigator II
Street Services Investigation and Enforcement Division

SUBJECT: ORDINANCE NOS. 148,167 AND 159,016 – IMPORT/EXPORT OF EARTH MATERIAL (HILLSIDE AREAS) – 1520-1542 NORTH CAHUENGA BOULEVARD, 6350 WEST SELMA AVENUE, 1523-1549 NORTH IVAR AVENUE

I. FIELD MEETING/INSPECTION

A. An inspection was made by Senior Street Services Investigator II, Arnoldo Avila, of the Street Services Investigation and Enforcement Division 02/10/2022.

B. The applicant's request was forwarded to the following Departmental representatives, and their recommendations have been received:

1. Rudy Guevara, District Engineer, Department of Transportation

2. Jenel Elizondo, Management Analyst, Bureau of Street Services

C. The approved haul route is as follows:

Loaded:

- Exit jobsite onto Selma Avenue (Eastbound)
- Left onto Argyle Avenue (Northbound)
- Enter onto Southbound Hollywood Freeway US-101
- Merge onto Eastbound San Bernardino Freeway I-10
- Continue to disposal site outside of City Limits

Unloaded:

- Enter onto Westbound San Bernardino Freeway I-10
- Merge onto Northbound Hollywood Freeway US-101
- Exit towards Gower Street (Southbound)
- Right onto Selma Avenue (Westbound) to jobsite: 6350 West Selma Avenue

Staging: No staging on Cahuenga Boulevard, Selma Avenue, or Ivar Avenue. All trucks shall be staged on jobsite.

NOTE: NO INTERFERENCE TO TRAFFIC; ACCESS TO DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES.

II. REQUIRED PERMIT FEE AND BOND

PERMIT FEE MUST BE PAID BEFORE THE DEPARTMENT OF BUILDING AND SAFETY WILL ISSUE A GRADING PERMIT.

A. Under the provisions of Section 62.201 of the Los Angeles Municipal Code, the following permit fee shall be required:

1. A total of 69,333 cubic yards of material moved 0.51 miles within the hillside at a rate of $0.29 per cubic yard per mile would exceed the maximum chargeable under the Ordinance. Therefore, the maximum fee chargeable, $3000.00 shall be due.

B. The required permit fee shall be paid at the Street Services Investigation and Enforcement Division office, 1149 South Broadway, Suite 350, Los Angeles, CA 90015, telephone (213) 847-6000.

C. Under the provisions of Section 62.202 of the Los Angeles Municipal Code, a cash bond or surety bond in the amount of $50,000.00 shall be required from the property owner to cover any road damage and/or street cleaning costs resulting from the hauling activity.

D. Forms for the bond will be issued by Bond Control, Bureau of Engineering Valley District Office, 6262 Van Nuys Boulevard, Suite 251, Van Nuys, CA 91401, telephone (818) 374-5090.

III. SPECIAL CONDITIONS

An authorized Public Officer may make additions to, or modifications of, the following conditions if necessary to protect the health, safety, and welfare of the general public.

1. The hauling operations are restricted to the hours between 9:00 a.m. and 3:00 p.m. on Mondays through Fridays, and Saturdays from 8:00 a.m. to 4:00 p.m. No hauling shall be performed on Sundays, and holidays.

2. The vehicles used for hauling shall be Bottom dump & 18-Wheeler trucks.

3. All trucks are to be cleaned of loose earth at the export site to prevent spilling. The contractor shall remove any material spilled onto the public street.

4. All trucks are to be watered at the export site to prevent excessive blowing of dirt.

5. The applicant shall comply with the State of California, Department of Transportation policy regarding movement of reducible loads.

6. Total amount of dirt to be hauled shall not exceed 69,333 cubic yards.

7. "Truck Crossing" warning signs shall be placed 300 feet in advance of the exit in each direction.

8. Flagpersons shall be required at the job site to assist the trucks in and out of the project area. Flagpersons and warning signs shall be in compliance with Part II of the latest Edition of "Work Area Traffic Control Handbook."

9. The permittee shall comply with all regulations set forth by the State of California, Department of Motor Vehicles pertaining to the hauling of earth.

10. The City of Los Angeles, Department of Transportation, telephone (213) 485-2298, shall be notified 72 hours prior to beginning operations in order to have temporary "No Parking" signs posted along streets in haul route.

11. A copy of the approval letter from the City, the approved haul route and the approved grading plans shall be available on the job site at all times.

12. Any change to the prescribed routes, staging and/or hours of operation must be approved by the concerned governmental agencies. Contact the Street Services Investigation and Enforcement Division at (213) 847-6000 prior to effecting any change.

13. The permittee shall notify the Street Services Investigation and Enforcement Division at (213) 847-6000 at least 72 hours prior to the beginning of hauling operations and shall notify the Division immediately upon completion of hauling operations.

14. The application shall expire eighteen months after the date of the Board of Building and Safety Commission and/or the Department of City Planning approval. The permit fee shall be paid to the Street Services Investigation and Enforcement Division prior to the commencement of hauling operations.

AK/GH/AA: MH

S:haul routes: 1520-1542 NORTH CAHUENGA BOULEVARD, 6250 WEST SELMA AVENUE, 1523-1549 NORTH IVAR AVENUE

cc: Bureau of Street Services
Jenel Elizondo, Management Analyst
Mail Stop #550

Bureau of Engineering
District Engineer
Central District Engineering Office
Mail Stop # 503

Department of Transportation
Bhuvan Bajaj, Transportation Engineer
Central Traffic District
Mail Stop #726

Edmond Yew, District Engineer
Land Development Group
Mail Stop #901

Bureau of Street Services
Arnoldo Avila, Senior Street Services Investigator II
1149 South Broadway, Suite 350
Los Angeles, CA 90015

Owner: Artisan Ventures
3000 Olympic Blvd
Santa Monica, CA 90404

Applicant: Artisan Ventures
3000 Olympic Blvd
Santa Monica, CA 90404

Contractor: TBD

Appendix I.5

Transportation Analysis of Project Alternatives

DRAFT

MEMORANDUM

TO: Abbe Clemons, Eyestone Environmental

FROM: Casey Le, P.E.

DATE: June 22, 2021

RE: Transportation Analysis of Project Alternatives for the Artisan Hollywood Project
Los Angeles, California **Ref:** J1590

This memorandum presents the findings of the California Environmental Quality Act (CEQA) analysis of the land use alternatives (Alternatives) to the proposed development of the Artisan Hollywood Project (Project) in the City of Los Angeles, California (City). The analysis of Alternatives is based on the City's *Transportation Assessment Guidelines* (Los Angeles Department of Transportation [LADOT], July 2020) (TAG) addressing the CEQA guidelines and thresholds.

This CEQA analysis of Alternatives was prepared consistent with the methodology, assumptions, and analysis presented in *Transportation Assessment for the Artisan Hollywood Project, Los Angeles, California* (Gibson Transportation Consulting, Inc., December 2020) (Transportation Assessment). The Transportation Assessment was reviewed and approved by LADOT via an inter-departmental memorandum to the Los Angeles Department of City Planning (LADCP) dated March 9, 2021.

PROJECT DESCRIPTION

As detailed in the Transportation Assessment, the Project proposes the construction of a new 25-story mixed-use residential and commercial building along the northern portion (Project Site) of the Entire Property Site. The southern portion of the Entire Property Site contains 33,828 square feet (sf) of existing commercial uses that will remain, of which 29,828 sf is currently occupied and 4,000 sf is currently vacant. The Project includes 270 multi-family residential units, 27 of which is affordable housing, and up to 6,805 sf of new neighborhood-serving ground floor restaurant uses. Upon completion, the Entire Property Site would include 270 multi-family residential units and 40,633 sf of total commercial uses, including the 6,805 sf of newly added commercial space.

The new building will replace an existing surface parking lot with access from Selma Avenue that currently serves the existing commercial retail and restaurant uses. The Project will continue to provide parking for the existing commercial uses within its new configuration.

Parking for the Entire Property Site would be contained within six levels of parking, including two levels above-grade and four levels below-grade. The Selma Avenue driveway will be removed and replaced with two new driveways along Ivar Avenue. The northerly, or primary, driveway would provide full access (i.e., left- and right-turn ingress and egress) to the subterranean parking levels and loading dock. The southerly, or secondary, driveway would provide limited access (i.e., right-turn ingress and egress only) to the above-grade parking levels. The Project would provide a total of up to 320 vehicle spaces as well as bicycle parking per Los Angeles Municipal Code (LAMC) requirements. Pedestrian access to the residential lobby and commercial entrances would be provided from sidewalks along Selma Avenue and Ivar Avenue.

ALTERNATIVES

The following three Alternative land use configurations for the Project were identified:

- Alternative 1, No Project Alternative would retain the existing surface parking lot currently occupying the site and no new development would occur. This Alternative would not generate additional vehicle trips nor result in significant traffic impacts and, therefore, a CEQA analysis for this Alternative was not conducted.

- Alternative 2, Reduced Density Alternative proposes a 25% reduced development program alternative that includes 203 multi-family residential units, 21 of which are affordable housing, and up to 5,100 sf of new restaurant uses. Consistent with the Project, parking would be provided for the Entire Property Site. A total of 252 vehicle parking spaces would be contained within five levels of parking, including two levels above-grade and three levels below-grade. Under Alternative 2, access to the Project Site would be consistent with the Project.

- Alternative 3, Office Alternative proposes a zoning-compliant alternative that includes approximately 160,070 sf of office and 6,790 sf of new restaurant uses. Consistent with the Project, parking would be provided for the Entire Property Site. A total of 402 vehicle parking spaces would be contained within eight levels of parking, including two levels above-grade and six levels below-grade. Under Alternative 3, access to the Project Site would be consistent with the Project.

TRIP GENERATION

Consistent with the Transportation Assessment, trip generation estimates for each Alternative were developed using published rates from *Trip Generation Manual, 10th Edition* (Institute of Transportation Engineers, 2017) and local trip generation rates developed by LADOT. Allowable trip generation reductions were applied to account for public transit usage/walking arrivals, internal capture, and pass-by trips. Table 1 provides a summary of the trip generation estimates for each Alternative, with specific detailed calculations discussed below.

Project

The trip generation estimates for the Project are detailed in Table 2 and demonstrate the Project is anticipated to generate 109 net new morning peak hour trips (34 inbound, 75 outbound) and 122 net new afternoon peak hour trips (82 inbound, 40 outbound).

Alternative 2

As detailed in Table 3, Alternative 2 would generate 84 net new morning peak hour trips (27 inbound, 57 outbound) and 91 net new afternoon peak hour trips (62 inbound, 29 outbound).

Alternative 3

As detailed in Table 4, Alternative 3 would generate 177 net new morning peak hour trips (140 inbound, 37 outbound) and 181 net new afternoon peak hour trips (50 inbound, 131 outbound).

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

Threshold T-1 assesses whether a project would conflict with an adopted program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities.

Consistent with the Project, each Alternative would be designed to generally conform with the applicable programs, plans, ordinances, or policies identified in Table 2-1.1 of the TAG related to the circulation system, including transit, roadways, bicycles, and pedestrian facilities. None of the Alternatives would preclude the City from implementing future improvements to serve the long-term mobility needs of the City. Therefore, none of the Alternatives would result in a significant impact under Threshold T-1.

Further, consistent with the Project, each Alternative together with the Related Projects would not result in a cumulative impact that would preclude the City from serving the transportation needs as defined by the City's adopted programs, plans, ordinances, or policies.

THRESHOLD T-2.1: CAUSING SUBSTANTIAL VEHICLE MILES TRAVELED (VMT) ANALYSIS

City of Los Angeles VMT Calculator Version 1.3 (LADOT, July 2020) (VMT Calculator) estimates project-specific daily household VMT per capita and daily work VMT per employee for developments within City limits. The VMT Calculator was used to evaluate the VMT of each Alternative and compare it to the VMT impact criteria.

The Project Site is located within the Central Area Planning Commission (APC) area; therefore, the household significant impact criteria is 6.0 household VMT per capita and the work significant impact criteria is 7.6 work VMT per employee. The Project Site is located within an

Urban (Zone 4) Travel Behavior Zone; thus, the maximum allowable VMT reduction in the VMT Calculator for the Project is 75%.

VMT Calculator Assumptions

The VMT Calculator was set up with each Alternative's land use program and respective densities as the primary input. Consistent with the Transportation Assessment, to provide a comprehensive analysis, the VMT Calculator utilized the Entire Property Site's land uses and their respective sizes in consideration of both existing VMT generated by the occupied commercial uses and new VMT generated by each Alternative as well as the anticipated occupancy of the currently vacant commercial uses.

Consistent with the Project, each Alternative would include design features considered as transportation demand management (TDM) strategies to reduce the number of single occupancy vehicle trips to the Project Site, including applying allowable parking reduction rates from standard LAMC requirements pursuant to the *Transit Oriented Communities Affordable Housing Incentive Program* (LADCP, Revised February 2018) and provision of bicycle parking on-site per LAMC requirements. For purposes of providing a conservative analysis, however, these design features were not taken into consideration in the VMT evaluation.

The VMT analysis results based on the VMT Calculator are summarized in Table 1 and detailed below. Consistent with the Project, none of the Alternatives would result in a significant VMT impact and no mitigation measures would be required. As previously noted, any TDM strategy included as part of the design features was conservatively omitted from the VMT Calculator inputs. Thus, the implementation of such TDM strategies would further reduce each Alternative VMT.

Project

Project VMT. Per *City of Los Angeles VMT Calculator User Guide* (LADOT and LADCP, May 2020), work VMT per employee is not reported for projects in which the commercial use is local-serving (assumed true for commercial uses less than 50,000 sf) and is considered to be less than significant. Therefore, neither the Project's 6,805 sf of new ground floor commercial space nor the Entire Property Site's 40,633 sf of commercial uses would result in a significant work VMT impact. As detailed in Table 5, the VMT Calculator estimates that the Project would generate an average household VMT per capita of 3.9, which is below the Central APC impact threshold of 6.0. As such, the Project would not result in a significant VMT impact and no mitigation measures would be required. Detailed output from the VMT Calculator is provided in Appendix D of the Transportation Assessment.

Alternative 2

Alternative 2 VMT. Consistent with the Project, neither the 5,100 sf of new ground floor commercial space proposed under Alternative 2 nor the total commercial development on the Entire Property Site would result in a significant work VMT impact. As shown in Table 6, the VMT Calculator estimates that Alternative 2 would generate an average household VMT per

capita of 3.8, which is below the Central APC impact threshold of 6.0. Consistent with the Project, Alternative 2 would not result in a significant VMT impact and no mitigation measures would be required. Detailed output from the VMT Calculator is provided in Attachment A.

Alternative 3

Alternative 3 VMT. Consistent with the Project, neither the 6,790 sf of new ground floor commercial space proposed under Alternative 3 nor the total commercial development on the Entire Property Site would result in a significant work VMT impact. For conservative purposes, the work VMT and employee assumptions associated with the commercial uses were included in the following average work VMT per employee calculation for the 160,070 sf of office development. As shown in Table 7, the VMT Calculator estimates that Alternative 3 would generate an average work VMT per employee of 7.0, which is below the Central APC impact threshold of 7.6. Consistent with the Project, Alternative 3 would not result in a significant VMT impact and no mitigation measures would be required. Detailed output from the VMT Calculator is provided in Attachment B.

Cumulative VMT Analysis

Consistent with the Project, the Alternatives would not result in a significant and unavoidable household and/or work VMT impact, as detailed above. The Alternatives would also be designed to further reduce single occupancy trips to the Project Site through design features to encourage a variety of transportation options and would be consistent with *The 2016-2040 Regional Transportation Plan / Sustainable Communities Strategy* (Southern California Association of Governments [SCAG], April 2016) and *Connect SoCal – The 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy* (SCAG, Adopted September 2020) (RTP/SCS) goal of maximizing mobility and accessibility in the region.

Consistent with the Project, the Alternatives would be designed to further reduce single occupancy trips to the Project Site through implementation of TDM strategies. Consistent with the RTP/SCS goals, the Alternatives support the focus of growth near destinations and mobility options by developing housing near local and regional transit (e.g., the Los Angeles County Metropolitan Transportation Authority B Line Hollywood/Vine Station), promote diverse housing choices by providing affordable housing units, and encourage active transportation through new bicycle parking and active street frontages. The Alternatives also encourage a variety of transportation options and are consistent with the RTP/SCS goal of maximizing mobility and accessibility in the region; therefore, consistent with the Project, the Alternatives would not result in a cumulatively significant VMT impact.

THRESHOLD T-2.2: SUBSTANTIALLY INDUCING ADDITIONAL AUTOMOBILE TRAVEL ANALYSIS

The intent of Threshold T-2.2 is to assess whether a transportation project would induce substantial VMT by increasing vehicular capacity on the roadway network, such as the addition of through traffic lanes on existing or new highways, including general purpose lanes, high-

occupancy vehicle lanes, peak period lanes, auxiliary lanes, and lanes through grade-separated interchanges.

Consistent with the Project, none of the Alternatives are transportation projects that would induce automobile travel. Therefore, further evaluation will not be required, and none of the Alternatives would result in a significant impact under Threshold T-2.2.

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

Threshold T-3 requires that a project undergo further evaluation if it proposes new driveways or new vehicle access points to the property from the public right-of-way (ROW) or modifications along the public ROW (i.e., street dedications) to determine if the geometric design features would substantially increase safety, operational, or capacity hazards.

Project

Potential Geometric Design Hazards. The driveways along Ivar Avenue would be designed, placed, and configured in accordance with LADOT's *Manual of Policies and Procedures* (2020) to limit vehicle queues and bicycle/pedestrian-vehicle conflicts. The driveways provide adequate sight distance, and no unusual or new obstacles are presented in the design that would reduce sight distance or be considered hazardous to vehicles, bicycles, or pedestrians. The trips generated by the Project and trips associated with the existing adjacent commercial uses would utilize the proposed driveways along Ivar Avenue. As detailed in Table 2, the Entire Property Site would generate a maximum of 249 vehicle trips during any single peak hour (afternoon peak hour), or an average of four vehicles every minute, at the driveways (through a combination of inbound and outbound vehicles). The driveways would have the capacity to accommodate all peak hour Project trips, in addition to existing commercial trips and, therefore, no hazards are expected to occur related to operation of the driveways. As detailed in the Transportation Assessment, Project traffic can be accommodated at the driveways and would not substantially affect operating conditions along Ivar Avenue.

Consistency with Modal Priority Networks. Ivar Avenue is a designated Local Street with existing half-width ROW width of 34 feet and meets the City's minimum standard of 30 feet. Selma Avenue is also a designated Local Street and part of the *Mobility Plan 2035, An Element of the General Plan* (LADCP, September 2016) (Mobility Plan) Neighborhood Enhanced Network and *Vision Zero: Eliminating Traffic Deaths in Los Angeles by 2025* (City of Los Angeles, August 2015) High Injury Network. The existing half-width ROW width of 30 feet also meets the City's minimum standards. As such, the Applicant is not required to provide additional dedication or widening along Selma Avenue or Ivar Avenue. The Applicant will provide a two-foot dedication along Cahuenga Boulevard, along the western boundary of the Project Site, to meet City standards of 40 feet. Additionally, the Applicant will provide a 10-foot by 10-foot corner cut dedication at Ivar Avenue & Selma Avenue.

Pedestrian and Bicycle Activity. The Project would result in an increase in both pedestrian and bicycle activity on Ivar Avenue and Selma Avenue, though not in sufficient quantities to result in a significant conflict with vehicles using the driveways. Further, pedestrians would have

separate, dedicated access points and the Project driveways would not cross any existing bicycle facilities along Ivar Avenue.

As detailed in the Transportation Assessment, bicycle routes are currently provided along Selma Avenue adjacent to the Project Site. No transit facility is provided adjacent to the Project Site. Additionally, no streets adjacent to the Project Site has been identified as part of the bicycle or transit networks in the Mobility Plan. Nonetheless, the Project will eliminate the Selma Avenue driveway, and the proposed Ivar Avenue driveways would not preclude or interfere with the implementation of any other future roadway improvements benefiting transit, pedestrians, or bicycles. No unusual or new obstacles are presented in the design that would be considered hazardous to pedestrians or bicyclists.

Physical Terrain. The Project Site is located within generally level topography and improved streets. There are no existing curves or grades on Ivar Avenue or Selma Avenue adjacent to the Project Site that would result in sight distance obstacles causing vehicle/pedestrian, vehicle/bicycle, or vehicle/vehicle conflicts.

Project Location. The Project is not located near a school; however, a Safe Routes to School (SRTS) program identifies infrastructure improvement projects within the vicinity of the Project per the Selma Avenue Elementary SRTS Plan. These projects include installation of continental crosswalks, curb extensions, and traffic signals that would enhance pedestrian safety and comfort on routes to and from school. All identified components have been installed and no additional improvements are currently planned.

Incompatible Uses. The Project design incorporates and expands on the surrounding areas to provide a more attractive, well-defined, and accessible interaction between the Project and these uses. None of the Project design elements that are tangential to the adjacent uses are considered incompatible. There are no unusual or new obstacles that would be considered hazardous to motorized vehicles, non-motorized vehicles, or pedestrians.

Summary. Based on the review detailed above, the Project design and operation would not create any hazards that would significantly impact streets, sidewalks, or other mobility infrastructure. The Project does not present any geometric design hazards related to mobility or pedestrian accessibility and would not result in a significant impact under Threshold T-3.

Alternative 2

Under Alternative 2, access to the Project Site would be consistent with the Project. As with the Project, the proposed driveways under Alternative 2 would be designed, placed, and configured in accordance with LADOT's *Manual of Policies and Procedures* to limit vehicle queues and bicycle/pedestrian-vehicle conflicts. As detailed in Table 3, a maximum of 216 vehicle trips, 33 fewer trips as compared to the Project, during any single peak hour would utilize the driveways. Consistent with the Project, the driveways would have the capacity to accommodate all peak hour trips under Alternative 2, in addition to existing commercial trips, and therefore no hazards are expected to occur related to operation of the driveways. With respect to dedication, the Applicant will provide the necessary dedication to meet City standards. Consistent with the Project, Alternative 2 would result in an increase in both pedestrian and bicycle activity, though not in sufficient quantities to result in a significant conflict with vehicles using the driveways. The

driveways would not preclude or interfere with the implementation of any other future roadway improvements benefiting transit, pedestrians, or bicycles. Under Alternative 2, the location of the Project Site would be unchanged from the Project and would not result in sight distance obstacles causing vehicle/pedestrian, vehicle/bicycle, or vehicle/vehicle conflicts. The proposed land uses under Alternative 2 are consistent with the Project and are not considered incompatible. No unusual or new obstacles are presented in the design that would be considered hazardous to motorized vehicles, non-motorized vehicles, or pedestrians.

Summary. Consistent with the Project, Alternative 2 design and operation would not create any hazards that would significantly impact streets, sidewalks, or other mobility infrastructure. The Project does not present any geometric design hazards related to mobility or pedestrian accessibility and would not result in a significant impact under Threshold T-3.

Alternative 3

Under Alternative 3, access to the Project Site would be consistent with the Project. As with the Project, the proposed driveways under Alternative 3 would be designed, placed, and configured in accordance with LADOT's *Manual of Policies and Procedures* to limit vehicle queues and bicycle/pedestrian-vehicle conflicts. As detailed in Table 4, a maximum of 308 vehicle trips during any single peak hour, or an average of five vehicles every minute (one additional vehicle as compared to the Project), would utilize the driveways. Consistent with the Project, the driveways would have the capacity to accommodate all peak hour trips under Alternative 3, in addition to existing commercial trips, and therefore no hazards are expected to occur related to operation of the driveways. With respect to dedication, the Applicant will provide the necessary dedication to meet City standards. Consistent with the Project, Alternative 3 would result in an increase in both pedestrian and bicycle activity, though not in sufficient quantities to result in a significant conflict with vehicles using the driveways. The driveways would not preclude or interfere with the implementation of any other future roadway improvements benefiting transit, pedestrians, or bicycles. Under Alternative 3, the location of the Project Site would be unchanged from the Project and would not result in sight distance obstacles causing vehicle/pedestrian, vehicle/bicycle, or vehicle/vehicle conflicts. The proposed land uses under Alternative 2 are compliant to the existing zoning code and are not considered incompatible. No unusual or new obstacles are presented in the design that would be considered hazardous to motorized vehicles, non-motorized vehicles, or pedestrians.

Summary. Consistent with the Project, Alternative 3 design and operation would not create any hazards that would significantly impact streets, sidewalks, or other mobility infrastructure. The Project does not present any geometric design hazards related to mobility or pedestrian accessibility and would not result in a significant impact under Threshold T-3.

Cumulative Analysis

The TAG requires that the Project be reviewed in combination with Related Projects with access points along the same block as the Project to determine if there may be a cumulatively significant impact. As detailed in the Transportation Assessment, a mixed-use development (Related Project #2, Ivar Gardens Hotel) is proposed to be located south of the Project Site. Although designs have not been finalized, the Ivar Gardens Hotel proposes primary access

along Cahuenga Boulevard with secondary access along Ivar Avenue. Ivar Avenue is a Local Street with two travel lanes and a parking lane on both sides of the street. The approximate distance between the two projects and proposed driveway locations, as well as the existing geometry of Ivar Avenue, provide adequate spacing to avoid vehicle turn conflicts and would not impose additional safety issues. Similar to the Alternatives, the adjacent Related Project considered in this cumulative analysis would be individually responsible for complying with the City's design standards and the guidelines outlined in Threshold T-3 to address potential safety conflicts. The Alternatives, together with the adjacent Related Project, would not result in cumulative impacts that would substantially increase hazards due to geometric design features, including safety, operational, or capacity impacts. Thus, consistent with the Project, the Alternatives and Related Projects would not result in a cumulative impact under Threshold T-3.

TABLE 1
ALTERNATIVES ANALYSIS SUMMARY

Project Scenario	Trip Generation (Net Project Trips Only) [a]						VMT Analysis [b]			
	AM Peak Hour			PM Peak Hour			Household		Work	
	In	Out	Total	In	Out	Total	VMT per Capita	Significant Impact	VMT per Employee	Significant Impact
Project										
Project • 243 du multi-family housing • 27 du affordable housing • 6,805 sf restaurant	34	75	109	82	40	122	3.9	**NO**	N/A	**NO**
Alternative 1										
No Project/No Build	0	0	0	0	0	0	N/A	**NO**	N/A	**NO**
Alternative 2										
Reduced Density Alternative • 182 du multi-family housing • 21 du affordable housing • 5,100 sf restaurant	27	57	84	62	29	91	3.8	**NO**	N/A	**NO**
Alternative 3										
Office Alternative • 160,070 sf office • 6,790 sf restaurant	140	37	177	50	131	181	N/A	**NO**	7.0	**NO**

Notes:
du: dwelling unit, sf: square feet
[a] The trip generation results are based on net Project/Alternative trips only. The total number of trips expected at the Entire Property Site, including trips generated by the existing occupied and vacant commercial uses, are detailed in the subsequent tables.
[b] To provide a comprehensive analysis, the VMT results are based on the Entire Property Site in consideration of both existing VMT generated by the occupied commercial uses and new VMT generated by the Project/Alternative and the anticipated occupancy of the currently vacant commercial uses.

TABLE 2
TRIP GENERATION
PROJECT

Land Use	ITE Land Use Code	Size	Trip Generation [a]					
			Morning Peak Hour			Afternoon Peak Hour		
			Inbound	Outbound	Total	Inbound	Outbound	Total
Trip Generation Rates								
Multi-Family Housing (High-Rise) [b]	222	per du	12%	88%	0.23	70%	30%	0.30
Affordable Apartments	[c]	per du	37%	63%	0.49	56%	44%	0.35
Shopping Center/Retail	820	per 1,000 sf	62%	38%	0.94	48%	52%	3.81
High-Turnover (Sit-Down) Restaurant	932	per 1,000 sf	55%	45%	9.94	62%	38%	9.77
Proposed Uses								
Multi-Family Housing (High-Rise)	222	243 du	7	49	56	51	22	73
Affordable Apartments	[c]	27 du	5	8	13	5	4	9
High-Turnover (Sit-Down) Restaurant	932	6,805 sf	37	31	68	42	24	66
Less 15% Transit/Walk-In [d]			*(6)*	*(5)*	*(11)*	*(6)*	*(4)*	*(10)*
Less 10% Internal Capture [e]			*(3)*	*(3)*	*(6)*	*(4)*	*(2)*	*(6)*
Less 20% Pass-by [f]			*(6)*	*(5)*	*(11)*	*(6)*	*(4)*	*(10)*
Total Project Trips			**34**	**75**	**109**	**82**	**40**	**122**
Existing Occupied Uses to Remain								
Shopping Center/Retail	820	29,828 sf	17	11	28	55	59	114
Less 15% Transit/Walk-In [d]			*(3)*	*(2)*	*(5)*	*(8)*	*(9)*	*(17)*
Less 10% Internal Capture [e]			*(1)*	*(1)*	*(2)*	*(5)*	*(5)*	*(10)*
Less 50% Pass-by [f]			*(7)*	*(4)*	*(11)*	*(21)*	*(23)*	*(44)*
Existing Vacant Uses to Remain								
High-Turnover (Sit-Down) Restaurant	932	4,000 sf	22	18	40	24	15	39
Less 15% Transit/Walk-In [d]			*(3)*	*(3)*	*(6)*	*(4)*	*(2)*	*(6)*
Less 10% Internal Capture [e]			*(2)*	*(2)*	*(4)*	*(2)*	*(1)*	*(3)*
Less 20% Pass-by [f]			*(3)*	*(3)*	*(6)*	*(4)*	*(2)*	*(6)*
Total Existing Trips			**20**	**14**	**34**	**35**	**32**	**67**
Total Driveway Trips at Entire Property Site (no Pass-By)			**70**	**101**	**171**	**148**	**101**	**249**

Notes:

[a] Source: *Trip Generation Manual, 10th Edition,* Institute of Transportation Engineers, 2017 and are based on developments located in "General Urban/Suburban" location, unless otherwise noted.

[b] Morning and afternoon trip generation rates for multi-family housing (high-rise) are based on developments located in "Dense Multi-Use Urban" area as detailed in LADOT's *Transportation Assessment Guidelines* . These rates are not subjected to transit/walk-in adjustments.

[c] Per LADOT's *Transportation Assessment Guidelines,* residential or mixed-use developments that include Affordable Housing Units are eligible to use a city specific trip generation rate based on vehicle trip count data collected at affordable housing in the City of Los Angeles in 2016. Rates were based on developments located inside a Transit Priority Area (TPA), as defined per Public Resources Code Section 21064.3. These rates are not subjected to any transit/walk-in adjustment.

[d] Per LADOT's *Transportation Assessment Guidelines,* the Project Site is located within a 1/4 mile walking distance from the Metro Red Line Hollywood/Vine Station and a RapidBus stop (Metro 780), therefore a 15% transit reduction is applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments.

[e] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development (e.g., residents visiting the retail use).

[f] Per Attachment H of LADOT's *Transportation Assessment Guidelines* , pass-by adjustments were taken into account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.

TABLE 3
TRIP GENERATION
ALTERNATIVE 2 - REDUCED DENSITY

Land Use	ITE Land Use Code	Size	Trip Generation [a]					
			Morning Peak Hour			Afternoon Peak Hour		
			Inbound	Outbound	Total	Inbound	Outbound	Total
Trip Generation Rates								
Multi-Family Housing (High-Rise) [b]	222	per du	12%	88%	0.23	70%	30%	0.30
Affordable Apartments	[c]	per du	37%	63%	0.49	56%	44%	0.35
Shopping Center/Retail	820	per 1,000 sf	62%	38%	0.94	48%	52%	3.81
High-Turnover (Sit-Down) Restaurant	932	per 1,000 sf	55%	45%	9.94	62%	38%	9.77
Proposed Uses								
Multi-Family Housing (High-Rise)	222	182 du	5	37	42	39	16	55
Affordable Apartments	[c]	21 du	4	6	10	4	3	7
High-Turnover (Sit-Down) Restaurant	932	5,100 sf	28	23	51	32	18	50
Less 15% Transit/Walk-In [d]			*(4)*	*(3)*	*(7)*	*(5)*	*(3)*	*(8)*
Less 10% Internal Capture [e]			*(2)*	*(2)*	*(4)*	*(3)*	*(2)*	*(5)*
Less 20% Pass-by [f]			*(4)*	*(4)*	*(8)*	*(5)*	*(3)*	*(8)*
Total Alternative 2 Trips			**27**	**57**	**84**	**62**	**29**	**91**
Existing Occupied Uses to Remain								
Shopping Center/Retail	820	29,828 sf	17	11	28	55	59	114
Less 15% Transit/Walk-In [d]			*(3)*	*(2)*	*(5)*	*(8)*	*(9)*	*(17)*
Less 10% Internal Capture [e]			*(1)*	*(1)*	*(2)*	*(5)*	*(5)*	*(10)*
Less 50% Pass-by [f]			*(7)*	*(4)*	*(11)*	*(21)*	*(23)*	*(44)*
Existing Vacant Uses to Remain								
High-Turnover (Sit-Down) Restaurant	932	4,000 sf	22	18	40	24	15	39
Less 15% Transit/Walk-In [d]			*(3)*	*(3)*	*(6)*	*(4)*	*(2)*	*(6)*
Less 10% Internal Capture [e]			*(2)*	*(2)*	*(4)*	*(2)*	*(1)*	*(3)*
Less 20% Pass-by [f]			*(3)*	*(3)*	*(6)*	*(4)*	*(2)*	*(6)*
Total Existing Trips			**20**	**14**	**34**	**35**	**32**	**67**
Total Driveway Trips at Entire Property Site (no Pass-By)			**61**	**82**	**143**	**127**	**89**	**216**

Notes:

[a] Source: *Trip Generation Manual, 10th Edition,* Institute of Transportation Engineers, 2017 and are based on developments located in "General Urban/Suburban" location, unless otherwise noted.

[b] Morning and afternoon trip generation rates for multi-family housing (high-rise) are based on developments located in "Dense Multi-Use Urban" area as detailed in LADOT's *Transportation Assessment Guidelines* . These rates are not subjected to transit/walk-in adjustments.

[c] Per LADOT's *Transportation Assessment Guidelines,* residential or mixed-use developments that include Affordable Housing Units are eligible to use a city specific trip generation rate based on vehicle trip count data collected at affordable housing in the City of Los Angeles in 2016. Rates were based on developments located inside a Transit Priority Area (TPA), as defined per Public Resources Code Section 21064.3. These rates are not subjected to any transit/walk-in adjustment.

[d] Per LADOT's *Transportation Assessment Guidelines,* the Project Site is located within a 1/4 mile walking distance from the Metro Red Line Hollywood/Vine Station and a RapidBus stop (Metro 780), therefore a 15% transit reduction is applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments.

[e] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development (e.g., residents visiting the retail use).

[f] Per Attachment H of LADOT's *Transportation Assessment Guidelines* , pass-by adjustments were taken into account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.

TABLE 4
TRIP GENERATION
ALTERNATIVE 3 - OFFICE

Land Use	ITE Land Use Code	Size	Trip Generation [a]					
			Morning Peak Hour			Afternoon Peak Hour		
			Inbound	Outbound	Total	Inbound	Outbound	Total
Trip Generation Rates								
Office	710	per 1,000 sf	86%	14%	[b]	17%	83%	[b]
Shopping Center/Retail	820	per 1,000 sf	62%	38%	0.94	48%	52%	3.81
High-Turnover (Sit-Down) Restaurant	932	per 1,000 sf	55%	45%	9.94	62%	38%	9.77
Proposed Uses								
Office	710	160,070 sf	118	19	137	24	117	141
High-Turnover (Sit-Down) Restaurant	932	6,790 sf	37	30	67	42	24	66
Less 15% Transit/Walk-In [c]			*(6)*	*(5)*	*(11)*	*(6)*	*(4)*	*(10)*
Less 10% Internal Capture [d]			*(3)*	*(3)*	*(6)*	*(4)*	*(2)*	*(6)*
Less 20% Pass-by [e]			*(6)*	*(4)*	*(10)*	*(6)*	*(4)*	*(10)*
Total Alternative 3 Trips			**140**	**37**	**177**	**50**	**131**	**181**
Existing Occupied Uses to Remain								
Shopping Center/Retail	820	29,828 sf	17	11	28	55	59	114
Less 15% Transit/Walk-In [c]			*(3)*	*(2)*	*(5)*	*(8)*	*(9)*	*(17)*
Less 10% Internal Capture [d]			*(1)*	*(1)*	*(2)*	*(5)*	*(5)*	*(10)*
Less 50% Pass-by [e]			*(7)*	*(4)*	*(11)*	*(21)*	*(23)*	*(44)*
Existing Vacant Uses to Remain								
High-Turnover (Sit-Down) Restaurant	932	4,000 sf	22	18	40	24	15	39
Less 15% Transit/Walk-In [c]			*(3)*	*(3)*	*(6)*	*(4)*	*(2)*	*(6)*
Less 10% Internal Capture [d]			*(2)*	*(2)*	*(4)*	*(2)*	*(1)*	*(3)*
Less 20% Pass-by [e]			*(3)*	*(3)*	*(6)*	*(4)*	*(2)*	*(6)*
Total Existing Trips			**20**	**14**	**34**	**35**	**32**	**67**
Total Driveway Trips at Entire Property Site (no Pass-By)			**176**	**62**	**238**	**116**	**192**	**308**

Notes:

[a] Source: *Trip Generation Manual, 10th Edition,* Institute of Transportation Engineers, 2017 and are based on developments located in "General Urban/Suburban" location, unless otherwise noted.

[b] Morning and afternoon trip generation rates for general office are based on the best-fit curve formula detailed in *Trip Generation Manual, 10th Edition* . These rates are based on developments located in "Dense Multi-Use Urban" area and are not subjected to transit/walk-in adjustments.

Morning Peak Hour - $T = 0.72 (X) + 21.64$ T = Average Vehicle Trips X = Gross Floor Area (ksf)

Afternoon Peak Hour - $T = 0.83 (X) + 7.99$

[c] Per LADOT's *Transportation Assessment Guidelines,* the Project Site is located within a 1/4 mile walking distance from the Metro Red Line Hollywood/Vine Station and a RapidBus stop (Metro 780), therefore a 15% transit reduction is applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments.

[d] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development (e.g., office employees visiting the retail use).

[e] Per Attachment H of LADOT's *Transportation Assessment Guidelines* , pass-by adjustments were taken into account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.

TABLE 5
VMT ANALYSIS SUMMARY
PROJECT

Project Information	
Address	6350 W Selma Avenue
Project Land Uses [a]	**Size**
Multi-Family Housing	243 units
Affordable Housing	27 units
Retail	29,828 sf
High-Turnover Sit-Down Restaurant	10,805 sf
Project Location Characteristics [b]	
Area Planning Commission	Central
Travel Behavior Zone [c]	Urban
Maximum VMT Reduction [d]	*75%*
Project VMT Analysis [e]	
Daily Vehicle Trips	2,479
Daily VMT	15,916
Total Household VMT	2,440
Household VMT per Capita [f]	3.9
Impact Threshold	6.0
Significant Impact	**NO**
Total Work VMT	--
Work VMT per Employee [g]	--
Impact Threshold	N/A
Significant Impact	**NO**

Notes:

[a] To provide a comprehensive analysis, the project land uses include the Entire Property Site in consideration of both existing VMT generated by the occupied commercial uses and new VMT generated by the Project and the anticipated occupancy of the currently vacant commercial uses.

[b] Project analysis based on the *City of Los Angeles VMT Calculator Version 1.3* (July 2020).

[c] "Urban" TBZs are characterized in *City of Los Angeles VMT Calculator Documentation* (LADOT and DCP, May 2020) as high-density neighborhoods characterized by multi-story buildings with a dense road network.

[d] The maximum allowable VMT reduction is based on the Project's designated TBZ.

[e] The Project includes several design features considered as TDM strategies, such as application of allowable parking reduction rates from standard Code requirements pursuant to the TOC Guidelines and provision of bicycle parking per LAMC requirements, to reduce the number of single occupancy vehicle trips. For the purposes of providing a conservative analysis, these design features were not taken into consideration in the VMT evaluation.

[f] Household VMT per Capita is based on the "home-based production" trip types.

[g] Work VMT per Employee is based on the "home-based work attraction" trip types.

TABLE 6
VMT ANALYSIS SUMMARY
ALTERNATIVE 2 - REDUCED DENSITY

Project Information	
Address	6350 W Selma Avenue
Project Land Uses [a]	**Size**
Multi-Family Housing	182 units
Affordable Housing	21 units
Retail	29,828 sf
High-Turnover Sit-Down Restaurant	9,100 sf
Project Location Characteristics [b]	
Area Planning Commission	Central
Travel Behavior Zone [c]	Urban
Maximum VMT Reduction [d]	*75%*
Alternative 2 VMT Analysis [e]	
Daily Vehicle Trips	2,138
Daily VMT	13,785
Total Household VMT	1,829
Household VMT per Capita [f]	3.8
Impact Threshold	6.0
Significant Impact	**NO**
Total Work VMT	--
Work VMT per Employee [g]	--
Impact Threshold	N/A
Significant Impact	**NO**

Notes:

[a] To provide a comprehensive analysis, the project land uses include the Entire Property Site in consideration of both existing VMT generated by the occupied commercial uses and new VMT generated by Alternative 2 and the anticipated occupancy of the currently vacant commercial uses.

[b] Project analysis based on the *City of Los Angeles VMT Calculator Version 1.3* (July 2020).

[c] "Urban" TBZs are characterized in *City of Los Angeles VMT Calculator Documentation* (LADOT and DCP, May 2020) as high-density neighborhoods characterized by multi-story buildings with a dense road network.

[d] The maximum allowable VMT reduction is based on the Project's designated TBZ.

[e] For the purposes of providing a conservative analysis, no project design features were taken into consideration in the VMT evaluation.

[f] Household VMT per Capita is based on the "home-based production" trip types.

[g] Work VMT per Employee is based on the "home-based work attraction" trip types.

TABLE 7
VMT ANALYSIS SUMMARY
ALTERNATIVE 3 - OFFICE

Project Information	
Address	6350 W Selma Avenue
Project Land Uses [a]	**Size**
Office	160,070 sf
Retail	29,828 sf
High-Turnover Sit-Down Restaurant	10,790 sf
Project Location Characteristics [b]	
Area Planning Commission	Central
Travel Behavior Zone [c]	Urban
Maximum VMT Reduction [d]	*75%*
Alternative 3 VMT Analysis [e]	
Daily Vehicle Trips	2,625
Daily VMT	18,334
Total Household VMT	--
Household VMT per Capita [f]	--
Impact Threshold	N/A
Significant Impact	**NO**
Total Work VMT	5,191
Work VMT per Employee [g]	7.0
Impact Threshold	7.6
Significant Impact	**NO**

Notes:

[a] To provide a comprehensive analysis, the project land uses include the Entire Property Site in consideration of both existing VMT generated by the occupied commercial uses and new VMT generated by Alternative 3 and the anticipated occupancy of the currently vacant commercial uses.

[b] Project analysis based on the *City of Los Angeles VMT Calculator Version 1.3* (July 2020).

[c] "Urban" TBZs are characterized in *City of Los Angeles VMT Calculator Documentation* (LADOT and DCP, May 2020) as high-density neighborhoods characterized by multi-story buildings with a dense road network.

[d] The maximum allowable VMT reduction is based on the Project's designated TBZ.

[e] For the purposes of providing a conservative analysis, no project design features were taken into consideration in the VMT evaluation.

[f] Household VMT per Capita is based on the "home-based production" trip types.

[g] Work VMT per Employee is based on the "home-based work attraction" trip types.

Attachment A

Alternative 2
VMT Calculator Analysis Worksheets

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

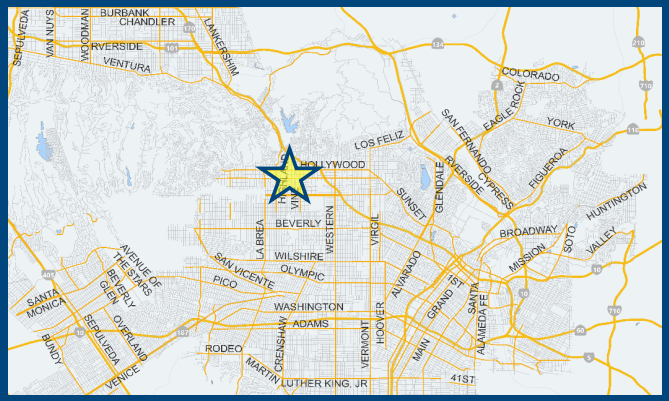
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: Artisan Hollywood

Scenario: Alternative 2 - Reduced Density

Address: 6350 W SELMA AVE, 90028



Is the project replacing an existing number of residential units with a smaller number of residential units AND is 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	29.828	ksf
Retail | General Retail	29.828	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 | Affordable Housing - Family	21	DU
Housing | Multi-Family	182	DU
Retail | General Retail	29.828	ksf
Retail | High-Turnover Sit-Down Restaurant	9.1	ksf
Housing | Affordable Housing - Family	21	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
878 Daily Vehicle Trips	2,138 Daily Vehicle Trips
5,834 Daily VMT	13,785 Daily VMT

Tier 1 Screening Criteria

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

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	1,260 Net Daily Trips
The net increase in daily VMT ≤ 0	7,951 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	38.928 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

6/8/2021

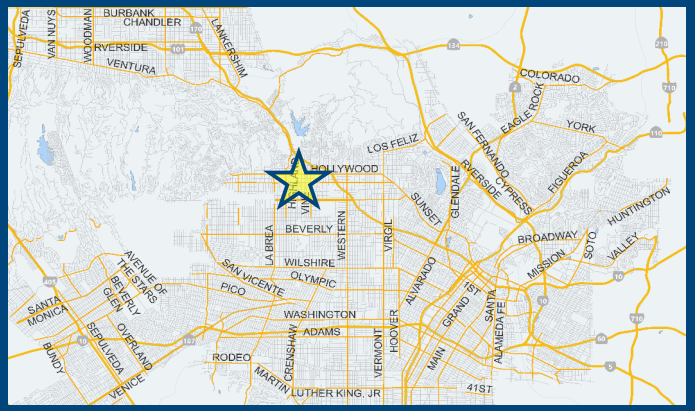
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: Artisan Hollywood

Scenario: Alternative 2 - Reduced Density

Address: 6350 W SELMA AVE, 90028



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	182	DU
Retail | General Retail	29.828	ksf
Retail | High-Turnover Sit-Down Restaurant	9.1	ksf
Housing | Affordable Housing - Family	21	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

	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

74 actual parking provision for the project site

Unbundle Parking

☐ Proposed Prj ☐ Mitigation

175 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)

50 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
2,138 Daily Vehicle Trips	**2,138** Daily Vehicle Trips
13,785 Daily VMT	**13,785** Daily VMT
3.8 Household VMT per Capita	**3.8** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
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

Measuring the Miles

6/8/2021

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: June 8, 2021
Project Name: Artisan Hollywood
Project Scenario: Alternative 2 - Reduced Density
Project Address: 6350 W SELMA AVE, 90028

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	182	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	21	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	General Retail	29.828	ksf
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	9.100	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: June 8, 2021
Project Name: Artisan Hollywood
Project Scenario: Alternative 2 - Reduced Density
Project Address: 6350 W SELMA AVE, 90028

Version 1.3

Analysis Results			
Total Employees: 96 Total Population: 476			
Proposed Project		***With Mitigation***	
2,138	**Daily Vehicle Trips**	**2,138**	**Daily Vehicle Trips**
13,785	**Daily VMT**	**13,785**	**Daily VMT**
3.8	**Household VMT per Capita**	**3.8**	**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 Work > 7.6	No N/A	Household > 6.0 Work > 7.6	No N/A

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)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

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)

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)*	*0*	*0*
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: June 8, 2021
Project Name: Artisan Hollywood
Project Scenario: Alternative 2 - Reduced Density
Project Address: 6350 W SELMA AVE, 90028

Version 1.3

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%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

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	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
MAX. TDM EFFECT	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

PLACE TYPE MAX:	urban	75%
	compact infill	*40%*
	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 8, 2021
Project Name: Artisan Hollywood
Project Scenario: Alternative 2 - Reduced Density
Project Address: 6350 W SELMA AVE, 90028

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	181	-36.5%	115	7.3	1,321	840
Home Based Other Production	501	-54.1%	230	4.3	2,154	989
Non-Home Based Other Production	679	-7.8%	626	7.4	5,025	4,632
Home-Based Work Attraction	139	-48.2%	72	8.4	1,168	605
Home-Based Other Attraction	1,260	-49.6%	635	5.8	7,308	3,683
Non-Home Based Other Attraction	502	-8.4%	460	6.6	3,313	3,036

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	115	840	0.0%	115	840
Home Based Other Production	0.0%	230	989	0.0%	230	989
Non-Home Based Other Production	0.0%	626	4,632	0.0%	626	4,632
Home-Based Work Attraction	0.0%	72	605	0.0%	72	605
Home-Based Other Attraction	0.0%	635	3,683	0.0%	635	3,683
Non-Home Based Other Attraction	0.0%	460	3,036	0.0%	460	3,036

MXD VMT Methodology Per Capita & Per Employee

Total Population: 476
Total Employees: 96
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**1,829**	**1,829**
Total Home Based Work Attraction VMT	**605**	**605**
Total Home Based VMT Per Capita	**3.8**	**3.8**
Total Work Based VMT Per Employee	**N/A**	**N/A**

VMT Calculator User Agreement

The Los Angeles Department of Transportation (LADOT), in partnership with the Department of City Planning and Fehr & Peers, has developed the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This application, the VMT Calculator, has been provided to You, the User, to assess vehicle miles traveled (VMT) outcomes of land use projects within the City of Los Angeles. The term "City" as used below shall refer to the City of Los Angeles. The terms "City" and "Fehr & Peers" as used below shall include their respective affiliates, subconsultants, employees, and representatives.

The City is pleased to be able to provide this information to the public. The City believes that the public is most effectively served when they are provided access to the technical tools that inform the public review process of private and public land use investments. However, in using the VMT Calculator, You agree to be bound by this VMT Calculator User Agreement (this Agreement).

VMT Calculator Application for the City of Los Angeles. The City's consultant calibrated the VMT Calculator's parameters in 2018 to estimate travel patterns of locations in the City, and validated those outcomes against empirical data. However, this calibration process is limited to locations within the City, and practitioners applying the VMT Calculator outside of the City boundaries should not apply these estimates without further calibration and validation of travel patterns to verify the VMT Calculator's accuracy in estimating VMT in such other locations.

Limited License to Use. This Agreement gives You a limited, non-transferrable, non-assignable, and non-exclusive license to use and execute a copy of the VMT Calculator on a computer system owned, leased or otherwise controlled by You in Your own facilities, as set out below, provided You do not use the VMT Calculator in an unauthorized manner, and that You do not republish, copy, distribute, reverse-engineer, modify, decompile, disassemble, transfer, or sell any part of the VMT Calculator, and provided that You know and follow the terms of this Agreement. Your failure to follow the terms of this Agreement shall automatically terminate this license and Your right to use the VMT Calculator.

Ownership. You understand and acknowledge that the City owns the VMT Calculator, and shall continue to own it through Your use of it, and that no transfer of ownership of any kind is intended in allowing You to use the VMT Calculator.

Warranty Disclaimer. In spite of the efforts of the City and Fehr & Peers, some information on the VMT Calculator may not be accurate. The VMT Calculator, OUTPUTS AND ASSOCIATED DATA ARE PROVIDED "as is" WITHOUT WARRANTY OF ANY KIND, whether expressed, implied, statutory, or otherwise including but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

Limitation of Liability. It is understood that the VMT Calculator is provided without charge. Neither the City nor Fehr & Peers can be responsible or liable for any information derived from its use, or for any delays, inaccuracies, incompleteness, errors or omissions arising out of your use of the VMT Calculator or with respect to the material contained in the VMT Calculator. You understand and agree that Your sole remedy against the City or Fehr & Peers for loss or damage caused by any defect or failure of the

VMT Calculator, regardless of the form of action, whether in contract, tort, including negligence, strict liability or otherwise, shall be the repair or replacement of the VMT Calculator to the extent feasible as determined solely by the City. In no event shall the City or Fehr & Peers be responsible to You or anyone else for, or have liability for any special, indirect, incidental or consequential damages (including, without limitation, damages for loss of business profits or changes to businesses costs) or lost data or downtime, however caused, and on any theory of liability from the use of, or the inability to use, the VMT Calculator, whether the data, and/or formulas contained in the VMT Calculator are provided by the City or Fehr & Peers, or another third party, even if the City or Fehr & Peers have been advised of the possibility of such damages.

This Agreement and License shall be governed by the laws of the State of California without regard to their conflicts of law provisions, and shall be effective as of the date set forth below and, unless terminated in accordance with the above or extended by written amendment to this Agreement, shall terminate on the earlier of the date that You are not making use of the VMT Calculator or one year after the beginning of Your use of the VMT Calculator.

By using the VMT Calculator, You hereby waive and release all claims, responsibilities, liabilities, actions, damages, costs, and losses, known and unknown, against the City and Fehr & Peers for Your use of the VMT Calculator.

Before making decisions using the information provided in this application, contact City LADOT staff to confirm the validity of the data provided.

Print and sign below, and submit to LADOT along with the transportation assessment Memorandum of Understanding (MOU).

You, the User	
By:	Casey Tonale
Print Name:	Casey T Le
Title:	Associate
Company:	Gibson Transportation Consulting, Inc.
Address:	555 W. 5th St., Suite 3375 Los Angeles, CA 90013
Phone:	(213) 683-0088
Email Address:	cle@gibsontrans.com
Date:	June 8, 2021

Attachment B

Alternative 3
VMT Calculator Analysis Worksheets

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

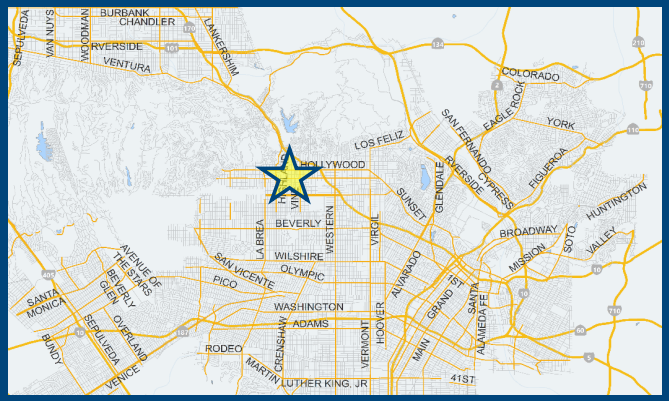
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: Artisan Hollywood

Scenario: Alternative 3 - Office

Address: 6350 W SELMA AVE, 90028



Is the project replacing an existing number of residential units with a smaller number of residential units AND is 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	29.828	ksf
Retail | General Retail	29.828	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
Office | General Office	160.07	ksf
Retail | General Retail	29.828	ksf
Retail | High-Turnover Sit-Down Restaurant	10.79	ksf
Office | General Office	160.07	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
878 Daily Vehicle Trips	2,625 Daily Vehicle Trips
5,834 Daily VMT	18,334 Daily VMT

Tier 1 Screening Criteria

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

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	1,747 Net Daily Trips
The net increase in daily VMT ≤ 0	12,500 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	40.618 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

6/3/2021

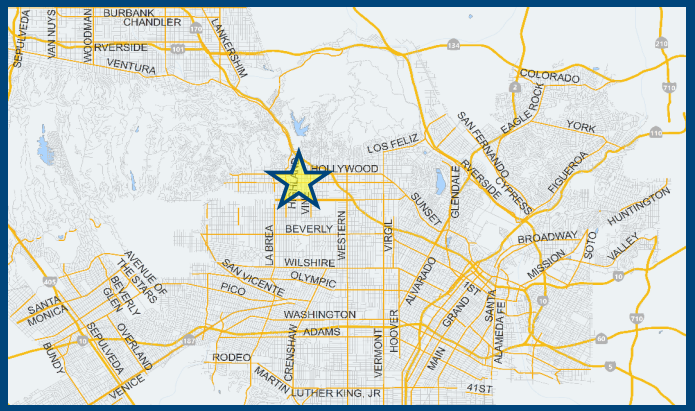
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: Artisan Hollywood

Scenario: Alternative 3 - Office

Address: 6350 W SELMA AVE, 90028



Proposed Project Land Use Type	Value	Unit
Retail | General Retail	29.828	ksf
Retail | High-Turnover Sit-Down Restaurant	10.79	ksf
Office | General Office	160.07	ksf

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

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

A Parking

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

Unbundle Parking ☐ Proposed Prj ☐ Mitigation
- 175 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)
- 50 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
2,625 Daily Vehicle Trips	**2,625** Daily Vehicle Trips
18,334 Daily VMT	**18,334** Daily VMT
0.0 Household VMT per Capita	**0.0** Household VMT per Capita
7.0 Work VMT per Employee	**7.0** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
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

Measuring the Miles

6/3/2021

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: June 3, 2021
Project Name: Artisan Hollywood
Project Scenario: Alternative 3 - Office
Project Address: 6350 W SELMA AVE, 90028

Version 1.3

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	29.828	ksf
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	10.790	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	160.070	ksf
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: June 3, 2021
Project Name: Artisan Hollywood
Project Scenario: Alternative 3 - Office
Project Address: 6350 W SELMA AVE, 90028

Version 1.3

Analysis Results			
Total Employees: 743 Total Population: 0			
Proposed Project		***With Mitigation***	
2,625	**Daily Vehicle Trips**	**2,625**	**Daily Vehicle Trips**
18,334	**Daily VMT**	**18,334**	**Daily VMT**
0	**Household VMT per Capita**	**0**	**Household VMT per Capita**
7	**Work VMT per Employee**	**7**	**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

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)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

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)

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)*	*0*	*0*
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: June 3, 2021
Project Name: Artisan Hollywood
Project Scenario: Alternative 3 - Office
Project Address: 6350 W SELMA AVE, 90028

Version 1.3

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%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

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	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
MAX. TDM EFFECT	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

PLACE TYPE MAX:	urban	75%
	compact infill	*40%*
	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 3, 2021
Project Name: Artisan Hollywood
Project Scenario: Alternative 3 - Office
Project Address: 6350 W SELMA AVE, 90028

Version 1.3

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	7.3	0	0
Home Based Other Production	0	0.0%	0	4.3	0	0
Non-Home Based Other Production	686	-8.7%	626	7.4	5,076	4,632
Home-Based Work Attraction	1,077	-42.6%	618	8.4	9,047	5,191
Home-Based Other Attraction	1,512	-50.1%	755	5.8	8,770	4,379
Non-Home Based Other Attraction	686	-8.7%	626	6.6	4,528	4,132

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	0	0	0.0%	0	0
Home Based Other Production	0.0%	0	0	0.0%	0	0
Non-Home Based Other Production	0.0%	626	4,632	0.0%	626	4,632
Home-Based Work Attraction	0.0%	618	5,191	0.0%	618	5,191
Home-Based Other Attraction	0.0%	755	4,379	0.0%	755	4,379
Non-Home Based Other Attraction	0.0%	626	4,132	0.0%	626	4,132

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0
Total Employees: 743
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**0**	**0**
Total Home Based Work Attraction VMT	**5,191**	**5,191**
Total Home Based VMT Per Capita	**0.0**	**0.0**
Total Work Based VMT Per Employee	**7.0**	**7.0**

VMT Calculator User Agreement

The Los Angeles Department of Transportation (LADOT), in partnership with the Department of City Planning and Fehr & Peers, has developed the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This application, the VMT Calculator, has been provided to You, the User, to assess vehicle miles traveled (VMT) outcomes of land use projects within the City of Los Angeles. The term "City" as used below shall refer to the City of Los Angeles. The terms "City" and "Fehr & Peers" as used below shall include their respective affiliates, subconsultants, employees, and representatives.

The City is pleased to be able to provide this information to the public. The City believes that the public is most effectively served when they are provided access to the technical tools that inform the public review process of private and public land use investments. However, in using the VMT Calculator, You agree to be bound by this VMT Calculator User Agreement (this Agreement).

VMT Calculator Application for the City of Los Angeles. The City's consultant calibrated the VMT Calculator's parameters in 2018 to estimate travel patterns of locations in the City, and validated those outcomes against empirical data. However, this calibration process is limited to locations within the City, and practitioners applying the VMT Calculator outside of the City boundaries should not apply these estimates without further calibration and validation of travel patterns to verify the VMT Calculator's accuracy in estimating VMT in such other locations.

Limited License to Use. This Agreement gives You a limited, non-transferrable, non-assignable, and non-exclusive license to use and execute a copy of the VMT Calculator on a computer system owned, leased or otherwise controlled by You in Your own facilities, as set out below, provided You do not use the VMT Calculator in an unauthorized manner, and that You do not republish, copy, distribute, reverse-engineer, modify, decompile, disassemble, transfer, or sell any part of the VMT Calculator, and provided that You know and follow the terms of this Agreement. Your failure to follow the terms of this Agreement shall automatically terminate this license and Your right to use the VMT Calculator.

Ownership. You understand and acknowledge that the City owns the VMT Calculator, and shall continue to own it through Your use of it, and that no transfer of ownership of any kind is intended in allowing You to use the VMT Calculator.

Warranty Disclaimer. In spite of the efforts of the City and Fehr & Peers, some information on the VMT Calculator may not be accurate. The VMT Calculator, OUTPUTS AND ASSOCIATED DATA ARE PROVIDED "as is" WITHOUT WARRANTY OF ANY KIND, whether expressed, implied, statutory, or otherwise including but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

Limitation of Liability. It is understood that the VMT Calculator is provided without charge. Neither the City nor Fehr & Peers can be responsible or liable for any information derived from its use, or for any delays, inaccuracies, incompleteness, errors or omissions arising out of your use of the VMT Calculator or with respect to the material contained in the VMT Calculator. You understand and agree that Your sole remedy against the City or Fehr & Peers for loss or damage caused by any defect or failure of the

VMT Calculator, regardless of the form of action, whether in contract, tort, including negligence, strict liability or otherwise, shall be the repair or replacement of the VMT Calculator to the extent feasible as determined solely by the City. In no event shall the City or Fehr & Peers be responsible to You or anyone else for, or have liability for any special, indirect, incidental or consequential damages (including, without limitation, damages for loss of business profits or changes to businesses costs) or lost data or downtime, however caused, and on any theory of liability from the use of, or the inability to use, the VMT Calculator, whether the data, and/or formulas contained in the VMT Calculator are provided by the City or Fehr & Peers, or another third party, even if the City or Fehr & Peers have been advised of the possibility of such damages.

This Agreement and License shall be governed by the laws of the State of California without regard to their conflicts of law provisions, and shall be effective as of the date set forth below and, unless terminated in accordance with the above or extended by written amendment to this Agreement, shall terminate on the earlier of the date that You are not making use of the VMT Calculator or one year after the beginning of Your use of the VMT Calculator.

By using the VMT Calculator, You hereby waive and release all claims, responsibilities, liabilities, actions, damages, costs, and losses, known and unknown, against the City and Fehr & Peers for Your use of the VMT Calculator.

Before making decisions using the information provided in this application, contact City LADOT staff to confirm the validity of the data provided.

Print and sign below, and submit to LADOT along with the transportation assessment Memorandum of Understanding (MOU).

You, the User	
By:	Casey Tonale
Print Name:	Casey T Le
Title:	Associate
Company:	Gibson Transportation Consulting, Inc.
Address:	555 W. 5th St., Suite 3375 Los Angeles, CA 90013
Phone:	(213) 683-0088
Email Address:	cle@gibsontrans.com
Date:	June 3, 2021