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

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

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

Date: March 3, 2020

To: Debbie Lawrence, City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

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

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

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

DISCUSSION AND FINDINGS

A. Project Description

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

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

B. CEQA Screening Threshold

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

C. Transportation Impacts

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

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

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

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

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

D. Access and Circulation

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

PROJECT REQUIREMENTS

A. CEQA-Related Mitigation

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

1. Transportation Demand Management (TDM) Program

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

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

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

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

Additional TDM Measures may include:

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

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

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

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

B. Additional LADOT Requirements

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

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

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

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

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

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

C. New Traffic Signal

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

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

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

D. Implementation of Improvements and Mitigation Measures

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

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

E. Highway Dedication And Street Widening Requirements

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

F. Construction Impacts

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

G. Parking Requirements

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

H. Driveway Access and Circulation

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

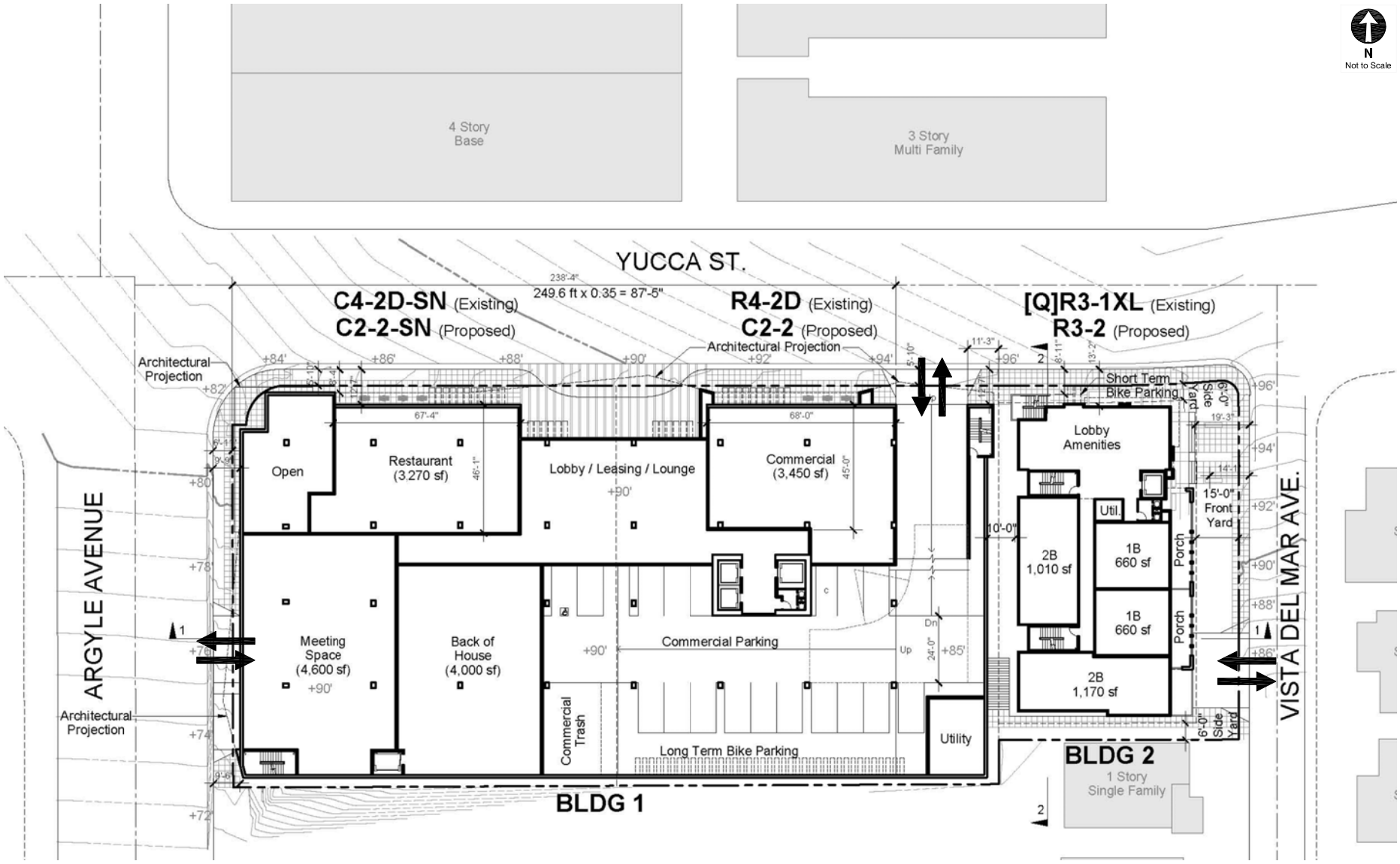
~~l.~~ Development Review Fees
An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009. This ordinance identifies specific fees for traffic study review, condition clearance,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

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

Attachments

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

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



Source: Togawa Smith Martin, Inc., August 9, 2017

PROJECT SITE PLAN

FIGURE
1

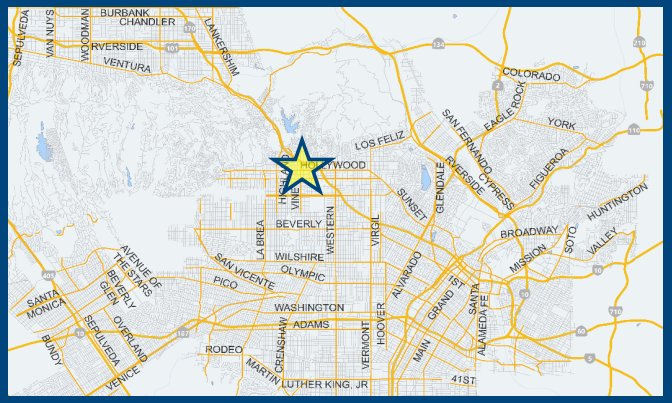
CEN18-46907_6220 W Yucca St
Attachment B

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

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

Project Information

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



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

○ Yes ◉ No

Existing Land Use

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

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

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

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

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

Tier 1 Screening Criteria

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

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	1,841 Net Daily Trips
The net increase in daily VMT ≤ 0	11,759 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	12.570 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

2/24/2020

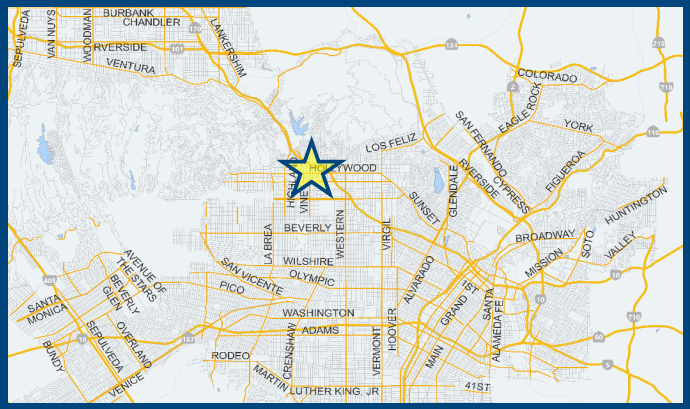
CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

Project Information

Project: 6220 W. Yucca St

Scenario: Project

Address: 6220 W YUCCA ST, 90028



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

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

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

- **A** Parking
- **B** Transit
- **C** Education & Encouragement
- **D** Commute Trip Reductions
- **E** Shared Mobility
- **F** Bicycle Infrastructure

Implement/Improve On-street Bicycle Facility

☐ Proposed Prj ☐ Mitigation — Select Proposed Prj or Mitigation to include this strategy

Include Bike Parking Per LAMC

☑ Proposed Prj ☐ Mitigation — Select Proposed Prj or Mitigation to include this strategy

Include Secure Bike Parking and Showers

☐ Proposed Prj ☐ Mitigation — Select Proposed Prj or Mitigation to include this strategy

- **G** Neighborhood Enhancement

Analysis Results

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

Significant VMT Impact?

Proposed Project	With Mitigation
Household: Yes Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: No Threshold = 7.6 15% Below APC	**Work: No** Threshold = 7.6 15% Below APC

Measuring the Miles

2/24/2020

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

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

Version 1.2

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

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

Version 1.2

Analysis Results			
Total Employees: 111 Total Population: 473			
Proposed Project		***With Mitigation***	
1,979	**Daily Vehicle Trips**	**1,869**	**Daily Vehicle Trips**
12,607	**Daily VMT**	**11,929**	**Daily VMT**
7.4	**Household VMT per Capita**	**6**	**Household VMT per Capita**
7.2	**Work VMT per Employee**	**7.1**	**Work VMT per Employee**
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 7.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0 Work > 7.6	Yes No	Household > 6.0 Work > 7.6	No 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*	$150
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

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

Version 1.2

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

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

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

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

Final Combined & Maximum TDM Effect

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

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

Version 1.2

MXD Methodology - Project Without TDM

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

MXD Methodology with TDM Measures

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

MXD VMT Methodology Per Capita & Per Employee

Total Population: 473
Total Employees: 111
APC: Central

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

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

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