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**Sent time:** 04/19/2018 09:08:48 AM  
**To:** Craig Bullock <craig.bullock@lacity.org>  
**Subject:** Fwd: Updated Assessment Letter Project #46907 at 6220 W Yucca St  
**Attachments:** CEN18-46907\_6220 Yucca\_updated MU ts ltr.pdf

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FYI.

----- Forwarded message -----

From: **Johnathan Yu** <[johnathan.yu@lacity.org](mailto:johnathan.yu@lacity.org)>  
Date: Thu, Apr 19, 2018 at 8:11 AM  
Subject: Updated Assessment Letter Project #46907 at 6220 W Yucca St  
To: Luciralia Ibarra <[luciralia.ibarra@lacity.org](mailto:luciralia.ibarra@lacity.org)>  
Cc: Wes Pringle <[wes.pringle@lacity.org](mailto:wes.pringle@lacity.org)>, Amy Ablakat <[amy.ablakat@lacity.org](mailto:amy.ablakat@lacity.org)>, Jeannie Shen <[jeannie.shen@lacity.org](mailto:jeannie.shen@lacity.org)>, Taimour Tanavoli <[taimour.tanavoli@lacity.org](mailto:taimour.tanavoli@lacity.org)>, Carl Mills <[carl.mills@lacity.org](mailto:carl.mills@lacity.org)>, Pamela Teneza <[Pamela.Teneza@lacity.org](mailto:Pamela.Teneza@lacity.org)>, Quyen Phan <[quyen.phan@lacity.org](mailto:quyen.phan@lacity.org)>, Jonathan Chambers <[JChambers@gibsontrans.com](mailto:JChambers@gibsontrans.com)>, Planning CEQA <[Planning.CEQA@lacity.org](mailto:Planning.CEQA@lacity.org)>, Planning Major Projects <[Planning.MajorProjects@lacity.org](mailto:Planning.MajorProjects@lacity.org)>

Hi,

Attached is the updated assessment letter for project #46907 at 6220 W Yucca St.

Best,

Johnathan Yu

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**Johnathan Yu**

Transportation Engineering Associate I  
Metro Development Review

Los Angeles Department of Transportation  
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**Amy Ablakat**  
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**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

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

**Date:** April 17, 2018

**To:** Luciralia Ibarra, City Planner  
Department of City Planning

**From:** Wes Pringle, Transportation Engineer  
Department of Transportation

**Subject: TRAFFIC IMPACT STUDY FOR THE PROPOSED MIXED-USE PROJECT  
LOCATED AT 6220 WEST YUCCA STREET**

*On January 20, 2016, the Department of Transportation (DOT) issued a traffic assessment report to the Department of City Planning regarding a proposed mixed-use development located at 6220 West Yucca Street. However, since the report was released, the project description has been modified and an updated traffic analysis was prepared and submitted to DOT. Therefore, DOT has prepared this traffic impact assessment report and has updated the original project requirements to be consistent with current City and DOT policies. Please replace the previous DOT assessment with this report.*

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DOT has reviewed the updated traffic analysis, prepared by Gibson Transportation Consulting, Inc., dated March 2018, for the proposed mixed-use development located at **6220 WEST YUCCA STREET**. The updated analysis evaluated 24 intersections and five un-signalized intersections, and determined that, based on DOT's current traffic impact criteria<sup>1</sup>, one of the studied signalized intersections would be significantly impacted by project-related traffic. The traffic study also included a residential street impact analysis that determined that the estimated project traffic using Carlos Avenue between Gower Street and Bronson Avenue, Carlos Avenue between Gower Street and Vista Del Mar Avenue, and Vista Del Mar Avenue between Carlos Avenue and Yucca Avenue would be lower than the threshold for a significant impact; therefore, no mitigation would be required. The results of the traffic analysis, which accounted for other known development projects in evaluating potential cumulative impacts and adequately evaluated the project's traffic impacts on the surrounding area, are summarized in **Attachment 1**.

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<sup>1</sup> Per DOT's Traffic Study Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.01 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

## DISCUSSION AND FINDINGS

### A. Project Description

The proposed mixed use project at 6220 West Yucca Street will replace one single-family residence, one duplex, and three two-story apartment buildings. When compared to the original project, the developer has modified the project as such:

	<b>Original Project</b>	<b>Revised Project</b>
Apartment	191 units	210 units
Hotel	260 rooms	136 rooms
Restaurant	6,980 square feet (sf)	9,120 square feet (sf)
Retail	0 square feet (sf)	3,450 square feet (sf)

The revised project will be split into two buildings. Building 1 will include all four uses, and would be built over six levels of parking (two fully-subterranean levels, two street-accessible levels, and two full above-ground levels). Building 2 will be residential only, over two parking levels.

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. Trip Generation

The project is estimated to generate a net increase of 2,652 daily trips, 199 trips in the a.m. peak hour, and 215 trips in the p.m. peak hour. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 9<sup>th</sup> Edition, 2012. A copy of the trip generation table can be found in **Attachment 2**.

### C. Freeway Analysis

The traffic study included a freeway impact analysis that was prepared in accordance with the State-mandated Congestion Management Program (CMP) administered by the Los Angeles County Metropolitan Transportation Authority (MTA). According to this analysis, the project would not result in significant traffic impacts on any of the evaluated freeway mainline segments. To comply with the Freeway Analysis Agreement executed between Caltrans and DOT in October 2013, the study also included a screening analysis to determine if additional evaluation of freeway mainline and ramp segments was necessary beyond the CMP requirements. Exceeding one of the four screening criteria would require the applicant to work directly with Caltrans to prepare more detailed freeway analyses. The project did meet or exceed one or more of the four thresholds defined in the agreement; therefore, additional analysis was completed and provided in the study.

D. Traffic Impacts

The study estimates that the project would result in significant traffic impacts (pre-mitigation) at the following intersection:

1. Argyle Avenue/US 101 NB On-ramp & Franklin Ave (A.M. and P.M. Peak Hours)

The transportation mitigation program (described below) fully reduces some of these impacts (see **Attachment 3**).

Physical traffic mitigation improvement options at these impacted intersections were evaluated in an attempt to fully mitigate the impacts; however, no feasible mitigations were identified due to the constraints of the existing physical conditions. With the recent adoption of Vision Zero, Mobility Plan 2035 and Complete Streets Design Guide, widening was not an option either due to these new standards, or since it was not considered practical nor desirable to widen the street at the expense of reduced sidewalk widths or the loss of on-street parking spaces.

## PROJECT REQUIREMENTS

A. Traffic Mitigation Program

Consistent with City policies on sustainability and smart growth and with DOT's trip reduction and multi-modal transportation goals, the project's mitigation program first focuses on developing a trip reduction program and on solutions that promote other modes of travel. The traffic mitigation program includes the following improvements:

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, but not be limited to, the following strategies:

- 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;
- Provide unbundled parking that separates the cost of obtaining assigned

- parking spaces from the cost of purchasing or renting residential units;
- 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.

## 2. **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).

3. **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.

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. 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.

C. 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.

D. 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.

E. 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.

F. 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.

G. Driveway Access and Circulation

The proposed site plan illustrated in **Attachment 4** 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.

H. 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 Johnathan Yu of my staff at (213) 972-4993.

Attachments

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- c: Amy Ablakat, Council District 13
- Jeannie Shen, Hollywood-Wilshire District Office, DOT
- Taimour Tanavoli, Case Management Office, DOT
- Carl Mills, Central District, BOE
- Jonathan Chambers, Gibson Transportation Consulting, Inc.

## ATTACHMENT 1 Summary of Volume to Capacity Ratios (V/C) and Level of Service (LOS)

TABLE 9  
EXISTING WITH PROJECT CONDITIONS (YEAR 2017)  
INTERSECTION LEVELS OF SERVICE AND SIGNIFICANT IMPACTS

No.	Intersection	Peak Hour	Existing Conditions		Existing with Project Conditions			
			V/C	LOS	V/C	LOS	Δ V/C	Impact
1.	Cahuenga Blvd & Franklin Ave	A.M.	0.941	E	0.942	E	0.001	NO
		P.M.	0.874	D	0.875	D	0.001	NO
2.	Vine St & Franklin Ave / US 101 SB Off-ramp	A.M.	0.318	A	0.318	A	0.000	NO
		P.M.	0.373	A	0.376	A	0.003	NO
3.	Argyle Ave / US 101 NB On-ramp & Franklin Ave	A.M.	0.739	C	0.751	C	0.012	NO
		P.M.	0.747	C	0.758	C	0.011	NO
4.	Gower St & Franklin Ave	A.M.	0.627	B	0.629	B	0.002	NO
		P.M.	0.703	C	0.706	C	0.003	NO
5.	Beachwood Dr & Franklin Ave	A.M.	0.647	B	0.649	B	0.002	NO
		P.M.	0.627	B	0.629	B	0.002	NO
6.	Bronson Ave & Franklin Ave	A.M.	0.608	B	0.609	B	0.001	NO
		P.M.	0.721	C	0.725	C	0.004	NO
7.	Cahuenga Blvd & Yucca St	A.M.	0.507	A	0.510	A	0.003	NO
		P.M.	0.588	A	0.591	A	0.003	NO
8.	Ivar Ave & Yucca St	A.M.	0.214	A	0.219	A	0.005	NO
		P.M.	0.267	A	0.272	A	0.005	NO
9.	Vine St & Yucca St	A.M.	0.489	A	0.499	A	0.010	NO
		P.M.	0.456	A	0.467	A	0.011	NO
10.	Argyle Ave & Yucca St	A.M.	0.187	A	0.227	A	0.040	NO
		P.M.	0.316	A	0.357	A	0.041	NO
11.	Gower St & Carlos Ave	A.M.	0.332	A	0.344	A	0.012	NO
		P.M.	0.259	A	0.273	A	0.014	NO
12.	Cahuenga Blvd & Hollywood Blvd	A.M.	0.810	D	0.815	D	0.005	NO
		P.M.	0.531	A	0.535	A	0.004	NO
13.	Ivar Ave & Hollywood Blvd	A.M.	0.541	A	0.543	A	0.002	NO
		P.M.	0.481	A	0.483	A	0.002	NO
14.	Vine St & Hollywood Blvd	A.M.	0.751	C	0.755	C	0.004	NO
		P.M.	0.678	B	0.684	B	0.006	NO
15.	Argyle Ave & Hollywood Blvd	A.M.	0.491	A	0.500	A	0.009	NO
		P.M.	0.481	A	0.491	A	0.010	NO
16.	Gower St & Hollywood Blvd	A.M.	0.636	B	0.646	B	0.010	NO
		P.M.	0.563	A	0.566	A	0.003	NO
17.	Bronson Ave & Hollywood Blvd	A.M.	0.633	B	0.640	B	0.007	NO
		P.M.	0.659	B	0.663	B	0.004	NO
18.	US 101 SB Ramps & Hollywood Blvd	A.M.	0.595	A	0.600	A	0.005	NO
		P.M.	0.452	A	0.460	A	0.008	NO
19.	US 101 NB Ramps / Van Ness Ave & Hollywood Blvd	A.M.	0.795	C	0.800	C	0.005	NO
		P.M.	0.521	A	0.528	A	0.007	NO
20.	Vine St & Selma Ave	A.M.	0.418	A	0.421	A	0.003	NO
		P.M.	0.529	A	0.532	A	0.003	NO
21.	Argyle Ave & Selma Ave	A.M.	0.207	A	0.212	A	0.005	NO
		P.M.	0.247	A	0.251	A	0.004	NO
22.	Vine St & Sunset Blvd	A.M.	0.784	C	0.787	C	0.003	NO
		P.M.	0.826	D	0.828	D	0.002	NO
23.	Argyle Ave & Sunset Blvd	A.M.	0.385	A	0.389	A	0.004	NO
		P.M.	0.319	A	0.323	A	0.004	NO
24.	Gower St & Sunset Blvd	A.M.	0.769	C	0.772	C	0.003	NO
		P.M.	0.859	D	0.865	D	0.006	NO

**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	Impact
1.	Cahuenga Blvd & Franklin Ave	A.M.	1.115	F	1.116	F	0.001	NO
		P.M.	1.033	F	1.034	F	0.001	NO
2.	Vine St & Franklin Ave / US 101 SB Off-ramp	A.M.	0.384	A	0.384	A	0.000	NO
		P.M.	0.468	A	0.468	A	0.000	NO
3.	Argyle Ave / US 101 NB On-ramp & Franklin Ave	A.M.	0.943	E	0.955	E	0.012	YES
		P.M.	0.995	E	1.005	F	0.010	YES
4.	Gower St & Franklin Ave	A.M.	0.684	B	0.688	B	0.004	NO
		P.M.	0.775	C	0.779	C	0.004	NO
5.	Beachwood Dr & Franklin Ave	A.M.	0.701	C	0.703	C	0.002	NO
		P.M.	0.685	B	0.687	B	0.002	NO
6.	Bronson Ave & Franklin Ave	A.M.	0.666	B	0.667	B	0.001	NO
		P.M.	0.791	C	0.795	C	0.004	NO
7.	Cahuenga Blvd & Yucca St	A.M.	0.625	B	0.628	B	0.003	NO
		P.M.	0.739	C	0.743	C	0.004	NO
8.	Ivar Ave & Yucca St	A.M.	0.259	A	0.265	A	0.006	NO
		P.M.	0.322	A	0.327	A	0.005	NO
9.	Vine St & Yucca St	A.M.	0.621	B	0.632	B	0.011	NO
		P.M.	0.620	B	0.631	B	0.011	NO
10.	Argyle Ave & Yucca St	A.M.	0.267	A	0.310	A	0.043	NO
		P.M.	0.441	A	0.481	A	0.040	NO
11.	Gower St & Carlos Ave	A.M.	0.379	A	0.391	A	0.012	NO
		P.M.	0.310	A	0.325	A	0.015	NO
12.	Cahuenga Blvd & Hollywood Blvd	A.M.	1.042	F	1.047	F	0.005	NO
		P.M.	0.744	C	0.747	C	0.003	NO
13.	Ivar Ave & Hollywood Blvd	A.M.	0.646	B	0.648	B	0.002	NO
		P.M.	0.618	B	0.621	B	0.003	NO
14.	Vine St & Hollywood Blvd	A.M.	0.939	E	0.943	E	0.004	NO
		P.M.	0.938	E	0.944	E	0.006	NO
15.	Argyle Ave & Hollywood Blvd	A.M.	0.632	B	0.641	B	0.009	NO
		P.M.	0.712	C	0.722	C	0.010	NO
16.	Gower St & Hollywood Blvd	A.M.	0.811	D	0.821	D	0.010	NO
		P.M.	0.847	D	0.851	D	0.004	NO
17.	Bronson Ave & Hollywood Blvd	A.M.	0.785	C	0.792	C	0.007	NO
		P.M.	0.942	E	0.947	E	0.005	NO
18.	US 101 SB Ramps & Hollywood Blvd	A.M.	0.774	C	0.780	C	0.006	NO
		P.M.	0.674	B	0.682	B	0.008	NO
19.	US 101 NB Ramps / Van Ness Ave & Hollywood Blvd	A.M.	0.986	E	0.989	E	0.003	NO
		P.M.	0.725	C	0.733	C	0.008	NO
20.	Vine St & Selma Ave	A.M.	0.499	A	0.502	A	0.003	NO
		P.M.	0.637	B	0.640	B	0.003	NO
21.	Argyle Ave & Selma Ave	A.M.	0.264	A	0.269	A	0.005	NO
		P.M.	0.295	A	0.300	A	0.005	NO
22.	Vine St & Sunset Blvd	A.M.	1.046	F	1.050	F	0.004	NO
		P.M.	1.156	F	1.159	F	0.003	NO
23.	Argyle Ave & Sunset Blvd	A.M.	0.519	A	0.523	A	0.004	NO
		P.M.	0.494	A	0.497	A	0.003	NO
24.	Gower St & Sunset Blvd	A.M.	0.932	E	0.935	E	0.003	NO
		P.M.	1.052	F	1.056	F	0.004	NO

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## ATTACHMENT 2 Project Trip Generation Estimates

TABLE 8  
PROJECT TRIP GENERATION ESTIMATES

Land Use	ITE Land Use	Rate or Size	Daily	Morning Peak Hour			Afternoon Peak Hour			
				In	Out	Total	In	Out	Total	
<b>Trip Generation Rates</b>										
Single-Family House	210	per du	9.52	25%	75%	0.75	63%	37%	1.00	
Apartments	220	per du	6.65	20%	80%	0.51	65%	35%	0.62	
Hotel	310	per room	8.17	61%	39%	0.56	53%	47%	0.59	
Retail	820	per 1,000 sf	42.94	61%	39%	1.00	49%	51%	3.73	
Restaurant	932	per 1,000 sf	127.15	55%	45%	10.81	60%	40%	9.85	
<b>Trip Generation Estimates</b>										
<u>Residential Uses</u>										
Apartments	220	210 du	1,397	21	86	107	85	45	130	
			<i>Transit/Walk Adjustment - 15%</i>	-210	-3	-13	-16	-13	-7	-20
			<b>Residential Subtotal</b>	<b>1,187</b>	<b>18</b>	<b>73</b>	<b>91</b>	<b>72</b>	<b>38</b>	<b>110</b>
<u>Commercial Uses</u>										
Hotel	310	136 rooms	1,111	46	30	76	42	38	80	
			<i>Transit/Walk Adjustment - 15%</i>	-167	-7	-4	-11	-6	-6	-12
Retail	820	3,450 sf	148	2	1	3	6	7	13	
			<i>Internal Capture Adjustment - 10%</i>	-15	0	0	0	0	-1	-1
			<i>Transit/Walk Adjustment - 15%</i>	-20	0	0	0	-1	-1	-2
			<i>Pass-by Adjustment - 50%</i>	-57	-1	-1	-2	-2	-3	-5
Restaurant	932	9,120 sf	1,160	54	45	99	54	36	90	
			<i>Internal Capture Adjustment - 10%</i>	-116	-6	-4	-10	-5	-4	-9
			<i>Transit/Walk Adjustment - 15%</i>	-157	-7	-6	-13	-7	-5	-12
			<i>Pass-by Adjustment - 20%</i>	-177	-8	-7	-15	-8	-6	-14
			<b>Commercial Subtotal</b>	<b>1,710</b>	<b>73</b>	<b>54</b>	<b>127</b>	<b>73</b>	<b>55</b>	<b>128</b>
<b>GROSS TOTAL - PROPOSED PROJECT</b>			<b>2,897</b>	<b>91</b>	<b>127</b>	<b>218</b>	<b>145</b>	<b>93</b>	<b>238</b>	
<u>Existing Uses to be Removed</u>										
Single Family House	210	1 du	10	0	1	1	1	0	1	
			<i>Transit/Walk Adjustment - 15%</i>	-2	0	0	0	0	0	
Apartment	220	42 du	279	4	17	21	17	9	26	
			<i>Transit/Walk Adjustment - 15%</i>	-42	-1	-2	-3	-3	-1	-4
			<b>Existing Subtotal</b>	<b>245</b>	<b>3</b>	<b>16</b>	<b>19</b>	<b>15</b>	<b>8</b>	<b>23</b>
<b>NET TOTAL - PROPOSED PROJECT</b>			<b>2,652</b>	<b>88</b>	<b>111</b>	<b>199</b>	<b>130</b>	<b>85</b>	<b>215</b>	

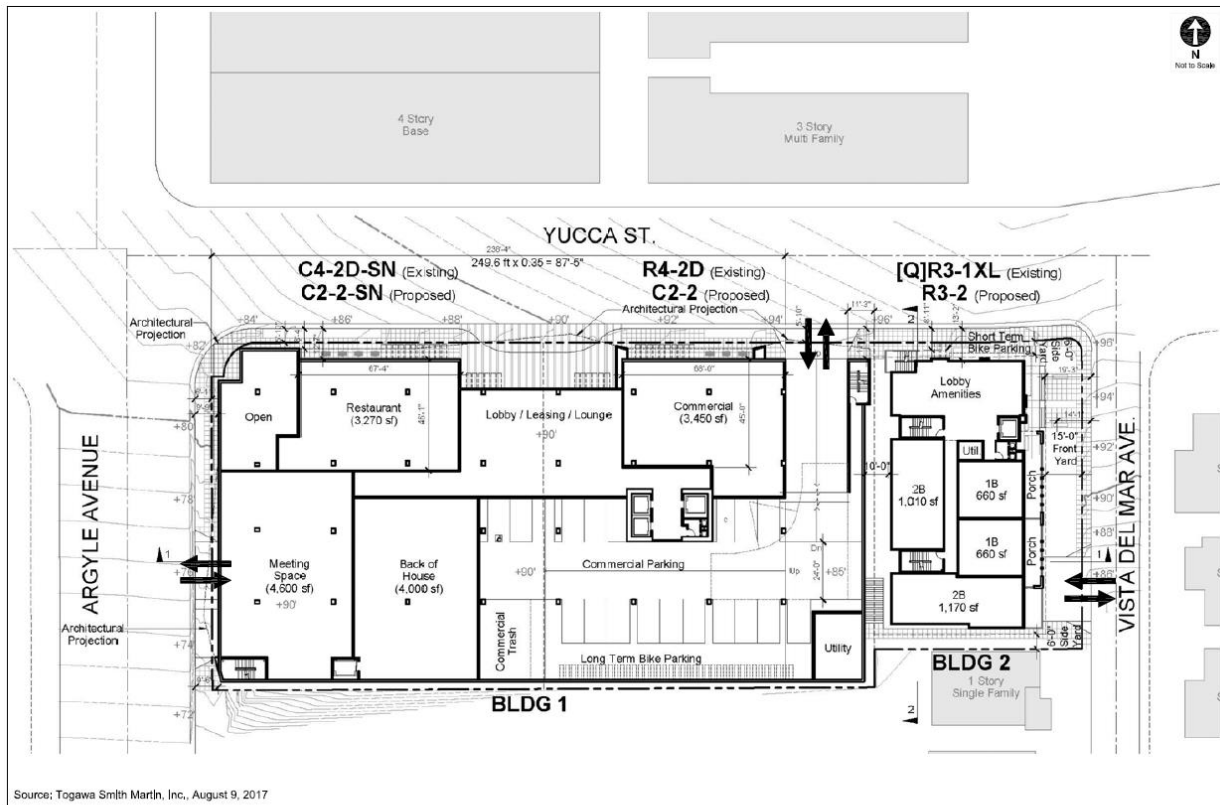
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### ATTACHMENT 3 V/C ratio and LOS Summary with Mitigation

TABLE 12  
FUTURE WITH PROJECT WITH MITIGATION CONDITIONS (YEAR 2022)  
INTERSECTION LEVELS OF SERVICE AND SIGNIFICANT IMPACTS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions				Future with Project with Mitigation Conditions			
			V/C	LOS	V/C	LOS	Δ V/C	Impact	V/C	LOS	Δ V/C	Impact
3.	Argyle Ave / US 101 NB On-ramp & Franklin Ave	A.M.	0.943	E	0.955	E	0.012	YES	0.943	E	0.000	NO
		P.M.	0.995	E	1.005	F	0.010	YES	0.995	E	0.000	NO

### ATTACHMENT 4 Project Site plan



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

PROJECT SITE PLAN	FIGURE 1
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