

From: Eddie Guerrero <eddie.guerrero@lacity.org>
Sent time: 03/23/2020 02:28:33 PM
To: Eduardo Hermoso <eduardo.hermoso@lacity.org>
Subject: Hollywood Center
Attachments: 6AM_VMT Assessment_Oct 2019 (2).doc

Eduardo,

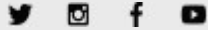
I think you can use the attached draft 6AM assessment as a rough template for the HC project.

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Edward Guerrero Jr.

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CITY OF LOS ANGELES
INTER-DEPARTMENTAL MEMORANDUM

1206 E. 6th Street
LADOT Case #CEN17-45544

Date: October 9, 2019

To: Heather Bleemers, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION STUDY ASSESSMENT FOR THE PROPOSED MIXED-USE PROJECT AT 1206 EAST 6TH STREET [2 spaces follows]**

On January 15th, 2009, the Department of Transportation (DOT) issued an initial traffic assessment report to the Department of City Planning on the proposed mixed-use project located at 1206 E. 6th Street. However, subsequent to the releasing of this report, 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 the criteria by which to determine transportation impacts under CEQA. Therefore, in response to this action the applicant has submitted a VMT analysis for the proposed project which has been considered in tandem with the previous analysis provided. Therefore, please replace the previous January 15, 2019 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 study analyses prepared by the Mobility Group, for the proposed mixed-use project located at 1206 East 6th Street. In compliance with Senate Bill 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, 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 demolish an existing project site consisting of a produce warehouse and distribution facility that is comprised of two single-story buildings totaling approximately 316,632 square feet with at-grade open space parking area to accommodate automobiles and tractor trailers. The project site is bounded by Alameda Street to the west, 6th Street to the north, Mill

Street to the east, and property to the south currently developed with cold-storage uses that is proposed for redevelopment with residential and commercial uses.

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 for the project 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 A** 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 LADOT TAG provides instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

The LADOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. LADOT has 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 the Mobility Group, the VMT projections for the proposed project are 7.1 and 7.8 for the Household and Work VMT's respectively. Therefore, it is concluded that implementation of the Project would result in a significant Household and Work VMT impact.

The project proposes to mitigate these impacts through the implementation of parking, transit, shared mobility, bicycle infrastructure, educational and neighborhood enhancement TDM strategies that are forecasted to reduce the Project Household and Work VMT 's to 5.3 and 4.8 respectively. A copy of the VMT Calculator summary reports is provided as **Attachment B** to this report.

D. Safety, 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, LADOT 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 project trips generated by the proposed development will likely result in adverse circulation conditions at several locations. LADOT has reviewed this analysis and determined that it adequately assesses these potential impacts. A copy of the circulation analysis table that summarizes these potential impacts is provided as **Attachment C** to this report.

PROJECT REQUIREMENTS

A. CEQA Related Mitigation

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. To off-set the expected significant impacts identified in the project's VMT analysis, LADOT recommends that the applicant be required to implement the following Transportation Demand Management (TDM) strategies as mitigation:

1. Price Workplace Parking: Assigning a cost to parking encourages a stronger consideration of commute trip alternatives. The Project should assign a minimum \$6 daily cost for parking to 100% of the employee population.
2. Transit Subsidy: The availability of a subsidy provides a strong incentive to consider other commute trip alternatives. The Project should provide a subsidy commensurate to the current daily rate and accessible to 100% of eligible residents.
3. TDM Promotions and Marketing: Information sharing and marketing are important components to successful commute trip reduction strategies. The Project should provide a maximum commitment to 100% of eligible employees and residents.
4. Shared Mobility: Providing on-demand access to shared mobility option provides a strong incentive to consider other transportation travel modes. The Project should provide a maximum commitment to car-share and bike-share deployment, and to a school carpool program.
5. Bicycle Infrastructure: These improvements help reduce peak-hour vehicle trips by making commuting by bike easier and more convenient. The Project should provide a maximum

commitment to implementing/improving on-street bicycle facilities, providing bike parking per the LAMC and providing secure ancillary bike facilities such as indoor bike parking/lockers, showers and, repair stations.

6. Neighborhood Enhancement: Providing a pedestrian access network to link areas of the Project site encourages people to walk instead of drive. The project should ensure a maximum commitment to providing pedestrian network improvements within the project and to off-site connections.

B. Corrective Measures (Non-CEQA Analysis)

In the Traffic Study report prepared by the Mobility Group, the analysis included a review of current deficiencies and potential future deficiencies that may result from the project. To address these deficiencies, the applicant should be required to implement the following corrective measures.

1. Transportation Demand Management (TDM) Program

In addition to the TDM strategies cited above, DOT further recommends that the project prepare and submit a TDM program to DOT for review prior to the issuance of the first building permit for this project with a final TDM program to be approved by DOT 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:

- Facilitate a Car-Share Program, and provide off-street car share parking spaces (either 20 car spaces on street e.g. West Street, Central Street, or in the project's parking garage);
- Facilitate rideshare through an on-site transportation coordinator;
- Encourage and facilitate vanpools for project employees and residents;
- Provide an on-site facility with information on car-sharing, vanpools, taxis (e.g. kiosk, concierge, or transportation office);
- Provide priority locations for carpools and vanpools in on-site parking garages;
- Provide emergency or late-night rides homes for transit users or carpools who unexpectedly work early or late and can't take bus/train/carpool;
- Provide a curbside area(s) for transportation ride sharing companies, to pick-up/drop-off project residents and employees;
- Provide a curbside area for taxis;
- Unbundle parking from housing cost, after the first assigned space;
- Implement parking cash-out programs for project commercial land uses as appropriate;
- Provide electric vehicle charging stations in parking areas;
- Strategies to convert parking to other uses in the future if parking demand reduces due to autonomous vehicle technology, as specified in the Specific Plan;
- Provide an on-site self-service bicycle repair facility for Project residents, employees and visitors;
- Provide sidewalk bike racks;
- Provide on-site transit information kiosks and signage to transit routes on-site;
- Operate a program to promote and encourage transit ridership by residents and

employees;

- Encourage implementation of (smart) bus shelters in areas of the Project (including electric information capacity). While the private sector cannot provide these, as they can only be installed by the advertising company with exclusive rights for bus stop/shelter advertising, the Project will encourage the installation of these shelters;
- Include a one-year transit pass in the purchase price of condominium units, and rental apartments,
- Encourage Project commercial tenants to subsidize transit passes for employees;
- Support expansion of DASH bus service to better serve the Project site;
- Encourage service connections from Project site/area to Union Station, Little Tokyo Station, Downtown Business Core, San Pedro Metro Station, Civic Center, and South Park/LA Live;
- Support a new local DASH Arts District route to serve and connect uses within the Arts District;
- Make a one-time financial contribution to the City of Los Angeles Department of Transportation of **\$1,000,000** for the purchase of a zero emissions electric bus and maintenance for the first three years;
- Support measures to enhance regional rail transit connections to the Arts District
- Support early extension of the Red/Purple Lines from Union to a new Metro Red/Purple Line station at 6th Street & Santa Fe Avenue;
- Support early implementation of the West Santa Ana Branch Rail Corridor Transit Line through the Arts District;
- Make a one-time financial contribution of **\$500,000** to the City of Los Angeles Department of Transportation to be used in the implementation of the Mobility Hub in the general area of the Project;
- The project would coordinate with LADOT to provide physical space for a Mobility Hub/Bike share Station at the project site:
 - secure, long-term bike parking;
 - maintenance and repair of bikes, and/or a potential small bicycles store;
 - an area for bike share;
 - on-site car-share spaces (space for up to 20 car-share vehicles)
 - approximately 1,500+ sf for a bike share facility/rental office;
- Contribute a one-time fixed fee contribution of **\$500,000** to be deposited into the City's Bicycle Plan Trust Fund to implement bicycle improvements in the vicinity of the project.
- Record a Covenant and Agreement to ensure that the TDM Program will be maintained;

2. Arts District Transportation Management Organization

The project would take the lead in establishing and operating an Arts District Transportation Management Organization (ADTMO) to promote alternative modes of travel and programs to reduce vehicle trips in the Arts District. The TMO would offer similar services to those described above in the project's local TDM plan but would have a much wider reach 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 the Arts District 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 Arts District community. The TMO's activities would help augment or implement some of the strategies described above for the project-specific TDM plan.

Development projects in the Arts District would be required to participate through payment of annual dues and commitments to trip reduction measures. New development projects would pay an initial membership fee. The fees and dues could fund such as the following:

- A small operating staff;
- Promotional materials and coordination programs for area wide trip reduction measures and transportation demand management programs in the Arts District;
- Contribute to LADOT's DASH service improvements in the Arts District, or purchase and operation of shuttle bus programs connecting the Arts District to adjacent areas and transit stations, as described elsewhere in this report;
- The project would make a one-time financial contribution of **\$200,000** to establish the ADTMO and fund its first year of operation;

3. Transportation Systems Management (TSM) Improvements

The project would contribute up to **\$775,000** toward TSM improvements within the Arts District area that may be considered to better accommodate intersection operations and increase network capacity throughout the study area.

LADOT's ATSAC Section has identified the need for a new mini communication hub in the Arts District, installation of new 25-pair interconnect cables along existing conduits, and the installation of new 3" conduits with new 25-pair interconnect cables and new 48SM fiber cables. The new 25-pair interconnect cables in existing conduits would be installed from the existing communication cabinet at 3rd Street and Los Angeles Street to the new proposed mini communication hub location on Merrick Street between 4th Street and Traction Avenue. The installation of the new proposed 3" conduits with new 25-pair interconnect cables and new 48SM fiber cables will be from 7th Street and Alameda Street to the location of the proposed new mini communication hub and then to the intersection of Center Street and Temple Street. These cables would provide the network increase capacity for additional (CCTV) cameras to real-time video monitoring of intersection, corridor, transit, and pedestrian operations in Arts District. Collectively, these TSM improvements provide a system wide benefit by reducing delays experienced by motorists at study intersections.

Should the project be approved, then a final determination on how to implement the TSM improvements listed above will be made by DOT prior to the issuance of the first building permit. These TSM improvements 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 **\$775,000** to DOT to fund the cost of the upgrades. If DOT selects the payment option, then the applicant would be required to pay **\$775,000** 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 TSM 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. Additional Requirements and Considerations

To comply with the transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the improvements listed below.

1. Voluntary Improvements

- a. Pedestrian Enhancement/Sidewalk Improvement Program - The City of Los Angeles provides various methods for safety enhancement of Pedestrian Crossings throughout the city. As part of the comprehensive response to pedestrian safety, the project would take the lead in establishing and operating an Arts District Pedestrian Enhancement/Sidewalk Improvement Program (ADPESIP). The ADPESIP would be coordinated with the Connect US Action Plan which will enhance pedestrian and bicycle travel options, as well as the Arts District Active Transportation Program which will implement additional pedestrian and bicycle-oriented features in the Arts District. The project will make a onetime contribution of **\$1,000,000** to establish the ADPESIP and to fund initial improvement projects. LADOT's Vision Zero section recommended the installation of continental crosswalks, leading pedestrian intervals, a Rectangular Rapid Flash Beacon (RRFB) System, and Left-Turn Phasing at selected intersections within the project area. The project will initially use up a portion of the onetime contribution funds to fund the following specific improvements:

Intersection	Enhancement	Cost
6 th Street and Alameda Street	Leading Pedestrian Interval	\$10,000
	Left-Turn Phasing (All Directions)	\$150,000
Mateo Street and Industrial Street	Rectangular Rapid Flash Beacon (RRFB) – North Leg	\$150,000
7 th Street and Alameda Street	Leading Pedestrian Interval	\$10,000
	Left-Turn Phasing (All Directions)	\$150,000
7 th Street and Mateo Street	Leading Pedestrian Interval	\$10,000
	Continental Crosswalks	\$10,000
6 th Street and Central Avenue	Leading Pedestrian Interval	\$10,000
Total Cost		\$500,000

To support the adoption of a statement of overriding considerations for the project, the applicant should make a monetary contribution to reimburse LADOT for costs incurred funding environmental clearance and pre-design activities for the extension of the Red/Purple Line to the Arts District, including

the 6th Street/Arts District Metro Station. This contribution could be included in the project development agreement.

- b. Traffic Signal Warrant Analysis - 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. This traffic study included traffic signal warrant analyses for five unsignalized intersections and two project driveways: 2nd Street and Santa Fe Avenue (am and pm peak hours), 3rd Street and Santa Fe Avenue (am and pm peak hours), Mateo Street and Santa Fe Avenue (am and pm peak hours), 7th Street and Mill Street (am and pm peak hours), 6th Street and Mill Street (pm peak hour), Alameda Street and Wholesale Street (am and pm peak hours), and 6th Street and Central Drive (pm peak hour). According to the analysis, a traffic signal at 2nd Street and Santa Fe Avenue, 3rd Street and Santa Fe Avenue, Mateo Street and Santa Fe Avenue, 7th Street and Mill Street, 6th Street and Mill Street, Alameda Street and Wholesale Street, and 6th Street and Central Drive is warranted as it satisfies the peak hour volume warrant for a signal based on future projected traffic volumes. The installations of new traffic signals at the intersections of Santa Fe Avenue and Mateo Street, and Santa Fe Avenue and 3rd Street are planned as part of the Downtown Los Angeles Arts District Pedestrian and Bicycle Safety Program. The project would fund the implementation of traffic signals at two project driveways; Alameda Street and Wholesale Street and 6th Street and Central Drive, and three new traffic signals at the following unsignalized intersections: 7th Street and Mill Street, 2nd Street and Santa Fe Avenue, and 6th Street and Mill Street.

Any proposed signal installation is subject to final approval by LADOT. During the building permit approval process for this project, the applicant should work with DOT's Central District Office for a final determination on the need for traffic signals at these locations. 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. If DOT makes the determination that a traffic signal is warranted and needed at either intersection, then the applicant would be responsible to design and install the new signal.

D. Implementation of Improvements and Mitigation Measures

The applicant shall be responsible for the cost and implementation of any traffic signal equipment modifications and bus stop relocations associated with the proposed transportation improvements and enhancements described above. All improvements, enhancements, and associated traffic signal work within the City of Los Angeles must be **guaranteed** through Bureau of Engineering's (BOE) B-Permit process, prior to the issuance of any building permits and **completed** prior to the issuance of any certificates of occupancy. Temporary certificates of occupancy may be granted in the event 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. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor email DOT's B-Permit Coordinator at ladot.planprocessing@lacity.org to arrange a pre-design meeting to finalize the proposed design needed for the project. 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.

E. Construction Impacts

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/what-we-do/plan-review> 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.

F. Highway Dedication and Street Widening Requirements

On January 20, 2016, the City Council adopted the Mobility Plan 2035 which is 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, **6th Street** has been designated as Avenue II that would require a 28-foot half-width roadway within a 43-foot half-width right-of-way. **Alameda Street** has been designated as Avenue I that would require a 35-foot half-width roadway within a 50-foot half-width right-of-way. **Mill Street** has been designated as Collector Streets that would require a 20-foot half-width roadway within a 33-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.

G. Parking Analysis

The project will provide 3,441 parking spaces within a range of subterranean and above grade levels that would be integrated with the seven new buildings. Approximately 2,187 bicycle parking spaces would be provided; consisting of 298 short-term and 1,889 long-term bicycle parking spaces. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for this project.

H. Project Access

Project access to the site would be provided through 6th Street to the north, Mill Street to the east, and Wholesale Street to the south. Two north-south internal drives would be created within the project site to be accessed through 6th Street to the north and Wholesale Street to the south to provide vehicle access and circulation. Wholesale Street would provide an east-west access across the southern end of the project to numerous parking garage driveways and truck loading areas. A drop-off area for the boutique hotel would be located along 6th Street. Vehicle access to the subterranean parking garage will also be provided via a full access driveway on Mill Street, and a truck service loading area would be accessed via a driveway on Mill Street.

I. Driveway Access and Circulation Plan

The conceptual site plan is acceptable to DOT; however, the review of this study does not constitute approval of the driveway dimensions, access and circulation scheme. 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). In order to minimize and prevent last minute building design changes, the applicant should contact DOT early in the design process 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 driveways should be Case 2 driveways and 30 feet and 16 feet wide for two-way and one-way operations, respectively. All delivery truck loading and unloading should take place on site with no vehicles having to back into the project via any of the project driveways. A copy of the site plan from the traffic study is included as **Attachment 5**.

J. 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 and updated in 2014. 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 I can be reached at (213) 972-8482. **[3 spaces follow]**

EG:hs **[1 space follows]**

Attachments **[if required] [1 space follows]**

c: Michael Bates, The Mobility Group
Erin Strellich, DCP