From:	Eduardo Hermoso <eduardo.hermoso@lacity.org>
Sent time:	04/10/2020 01:55:59 PM
To:	Milena Zasadzien <milena.zasadzien@lacity.org>
Cc:	Wes Pringle <wes.pringle@lacity.org>; Craig Bullock <craig.bullock@lacity.org>; Matthew masuda <matthew.masuda@lacity.org>; Bhuvan Bajaj <bhuvan.bajaj@lacity.org>; Taimour Tanavoli <taimour.tanavoli@lacity.org>; Pamela Teneza <pamela.teneza@lacity.org>; Quyen Phan <quyen.phan@lacity.org>; Tom Gaul <T.Gaul@fehrandpeers.com>; Planning.MajorProjects@lacity.org
Subject:	1701 N. Vine Street Mixed-Use Project
Attachments:	CEN18-47441_1701 Vine Street_mu_vmt_ltr.pdf

Milena,

The Department of Transportation has completed the Traffic Analysis for the proposed mixed-use development project for the location at 1701 N. Vine Street. A copy of the assessment letter is attached.

Please contact our office if you have any questions.

Thank You.

--

Eduardo Hermoso, P.E.
Transportation Engineering Associate III
Metro Development Review
Planning & Land Use Development

201 N. Figueroa St, Room 550
Los Angeles, CA 90012
Los Angeles Department of Transportation
213.482.7024

CITY OF LOS ANGELES

INTER-DEPARTMENTAL MEMORANDUM

1720 N. Vine Street
LADOT Case #CEN18-47441

Date: April 10, 2020

To: Milena Zasadzien, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION IMPACT ANALYSIS FOR THE PROPOSED HOLLYWOOD CENTER MIXED-USE PROJECT AT 1720 NORTH VINE STREET**

The Department of Transportation (DOT) reviewed the traffic analysis, dated March 2019, prepared by Fehr & Peers, for the proposed Hollywood Center mixed-use project located at parcels of 1720, 1749, 1750, and 1770 Vine Street, 1770 Ivar Avenue, and 1733 North Argyle Avenue. However, 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. A 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. Therefore, in response to this action and at the City's request, the applicant submitted a VMT analysis on April 2020, that replaced the previous analysis submitted on March 2019. 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 proposed mixed-use project development will take place on an approximately 4.46 acres site. The project site is bounded by Ivar Avenue to the west, Yucca Street to the north, Hollywood Boulevard to the south, and Argyle Avenue to the east. Vine Street bisects the project through the middle, which creates two development subareas (West site and East site) as shown in **Attachment 1**. The project would preserve approximately 114,303 square feet (sf) of floor area contained within the existing Capitol Records Building and the Gogerty Building. The project scope will demolish approximately 1,237 sf of commercial building and replace existing parking lots to develop a mix of land uses. Four new buildings are proposed, including a 35-story building located on the West site, a 46-story building located on the East site, and two 11-story senior housing affordable housing buildings, one building located on each site. The study included the analysis of two different project alternative proposals and two built out options for Year 2027 and Year 2040.

The proposed development under the residential option project, would include 1,005 residential dwelling units, of which 872 will be market-rate units and 133 senior affordable housing units, approximately 30,176 sf of commercial space, an outdoor performing space, and 120,175 sf of

common and private residential and publicly accessible open space. Under the proposed hotel option project, 104 residential market-rate units under the residential scenario will be replaced with a 220-room hotel. The proposed hotel project would include 884 residential dwelling units, of which 768 market-rate units and 116 senior affordable housing units, a 220-room hotel, approximately 30,176 sf commercial space, an outdoor performing space, and approximately 120,175 sf of common and private residential and publicly accessible open space.

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 two different project alternative proposals **does** exceed the net 250 daily vehicle trips threshold. A copy of DOT's TAG screening evaluation table, is provided as **Attachment 2** to this report.

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

- T-1 Conflicting with plans, programs, ordinances, or policies
- T-2.1 Causing substantial vehicle miles traveled
- T-2.2 Substantially inducing additional automobile travel
- T-3 Substantially increasing hazards due to a geometric design feature or incompatible use.

A Project's impacts per Thresholds T-2.1 and 2.2 are determined by using the VMT calculator and are discussed above. The assessment determined that the project would **not** have a significant transportation impact under any of the above thresholds.

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 and the City Council adopted 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 Fehr & Peers. The VMT projections for the proposed residential project are 5.0 Household VMT and 4.6 Work VMT. The VMT projections for the proposed hotel project are 4.9 Household VMT and 5.4 Work VMT. **Therefore, it is concluded that implementation of either of the two different project alternatives would result in no significant Household and Work VMT impact.** A copy of the VMT Calculator summary reports is provided as **Attachment 3 through 6** 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, 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 several locations. DOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment 7 through 10** to this report.

PROJECT REQUIREMENTS

A. Corrective Measures (Non-CEQA Analysis)

Per DOT's Transportation Assessment Guidelines, a CEQA and non-CEQA analysis were conducted for the project. The Traffic Study non-CEQA access and circulation analysis included a review of current and potential future deficiencies that may result from the project. To address these non-CEQA deficiencies, the applicant has agreed to fund the following corrective measures under a development agreement:

- One time financial contribution to the City of Los Angeles Department of Transportation (LADOT) to be used in the implementation of the Mobility Hub in the general area of the project.
- One time financial contribution to City's Bicycle Plan Trust Fund to implement bicycle improvements in the vicinity of the project.
- Financial contribution towards Transportation System Management improvements within the project area.
- Financial contribution to fund for constructing approved Neighborhood Traffic Management measures within the project area.

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:

- Unbundle residential parking and price according to market rate;
- Unbundle commercial parking coupled with pricing workplace parking and parking cash-out;
- Contribute to LADOT Express Park program to upgrade local parking meter technology;
- Daily parking discount for Metro Commuters;
- Provide a location on-site at which to purchase Metro passes and display bus info;
- Transit subsidies (available to residents and commercial employees) up to 50% of the cost of a monthly pass;
- Provide parking spaces for monthly lease to non-resident Metro park n rider users;
- Provide discounted daily parking to non-resident Metro transit pass Holders;
- Immediately adjacent Metro bus stop upgrades;
- Commute trip reduction program:
  - rideshare (carpool/vanpool) matching and preferential parking
  - guaranteed ride home (e.g., monthly Uber/Lyft/taxi reimbursement)
  - encourage alternative work schedules and telecommuting for project residents
- Business center/work center for residents working at home;
- On-site car share;
- Rideshare matching;
- On-site bike share station with subsidized or free membership (residents, employees); bike share service (for hotel guest, if/when public bike share comes to Hollywood)
- Coordination with LADOT Mobility Hub program;
- Develop a bicycle amenities plan;
- Bicycle parking (indoors & outdoors);
- Bike lockers, showers, and repair station;
- Convenient access to on-site bicycle facilities (wayfinding, etc.);
- Integrated pedestrian network within and adjacent to site (transit, bike, ped friendly);
- External and internal multimodal wayfinding signage;

- Transportation information center, kiosks and/or other on-site measures such as providing a Tenant;
- Welcome Package (all new residents receive information on available alternative modes and ways to access destinations);
- Tech-enabled mobility: incorporating commute planning, on-demand rideshare matching, shared-ride reservations, real-time traffic/transit information, push notifications about transportation choices, interactive transit screens, etc;
- Marketing and promotions (including digital gamification – participants can log trips for prizes, promotions, discounts for local merchants, incentives, etc.);
- On-site TDM program coordinator and administrative support;
- Conduct user surveys;
- Record a Covenant and Agreement to ensure that the TDM program will be Maintained;
- Join future Hollywood Transportation Management Organization (TMO);

2. Transportation Systems Management (TSM) Improvements

The project would contribute toward TSM improvements within the Hollywood 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 following improvements within the project area:

- New 3" conduits, new 48SM fiber optic cables, new 25 pair interconnect cables. The proposed TSM improvements route will be from Gower Street and Sunset Boulevard, north on Gower Street, west on Hollywood Boulevard, to Highland Avenue and Hollywood Boulevard.

These improvements would increase capacity for additional (CCTV) cameras for real-time video monitoring of intersection, corridor, transit, and pedestrian operations in the Hollywood Area. 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).

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.

3. Neighborhood Traffic Management (NTM) Program

The traffic study identified the following neighborhood street as a location that can potentially experience an increase in vehicle traffic due to project related trips:

1. Yucca Street – east of Vista Del Mar

In order to address this potential impact, the applicant shall fund implementation of a Neighborhood Traffic Management Program (NTMP). The Program shall be developed in cooperation with LADOT, Council District 13 staff and affected neighborhood residents.

The Program shall include an implementation plan that sets key milestones and identifies a proposed process in developing a NTM plan for the location. Typical NTM physical measures may include, but are not limited to, traffic circles, speed humps, installation of barriers, speed tables, chicanes, chokers, roadway narrowing effects (raised medians, etc.), landscaping features, roadway striping changes, and or operational measures such as turn restrictions, speed limits, and installation of stop signs.

The NTMP should be formalized through an agreement between the applicant and LADOT prior to the issuance of the first building permit for this project. The agreement should include a funding guarantee and outreach process, selection and approval criteria for any evaluated NTM measures and an implementation phasing plan.

The final implementation plan, if consensus is reached among the stakeholders, would be subject to review and approval by DOT's Hollywood District Office and it would be the applicant's responsibility to implement any approved NTM measures through the Bureau of Engineering's B-permit process.

B. 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. 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 one unsignalized intersection and one project driveway: Argyle Avenue and US-101 Southbound on-ramp (am and pm peak hours), and Argyle Avenue and Carlos Avenue/Project Driveway (am and pm peak hours). According to the analysis, a traffic signal at the project driveway Argyle Avenue and Carlos Avenue/Project Driveway is warranted as it satisfies the peak hour volume warrant for a signal based on future projected traffic volumes. The project would fund the implementation of traffic signal at the project driveway: Argyle Avenue and Carlos Avenue/Project Driveway.

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 Hollywood District Office for a final determination on the need for traffic signal at the location. 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.

C. Implementation of Improvements Measures

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 improvement described above. All proposed street improvement 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. 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 contact 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.

D. Highway Dedication and Street Widening Requirements

Per the new Mobility Element of the General Plan, **Ivar Avenue**, a Local Street - Standard, would require a 18 -foot half-width roadway within a 30-foot half-width right-of-way; **Hollywood Boulevard**, a Avenue I, would require a 35-foot half-width roadway within a 50-foot half-width right-of-way; **Yucca Street**, west of Vine Street is a Avenue II, would require a 28-foot half-width roadway within a 43-foot half-width right-of-way, east of Vine Street is a Local Street - Standard, would require a 18 -foot half-width roadway within a 30-foot half-width right-of-way; **Argyle Avenue**, a Local Street - Standard, would require a 18 -foot half-width roadway within a 30-foot half-width right-of-way; **Vine Street**, a Avenue II, would require a 37.5-foot half-width roadway within a 52.5-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine if other applicable highway dedication, street widening and/or sidewalk requirements for this project.

E. Parking Requirements

The traffic study indicated that the project would provide a total of 1,521 vehicle parking spaces, and a total of 551 bicycle parking spaces under the residential project option, and 554 bicycle parking spaces under the hotel project option. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for this project.

F. 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, to the extent feasible.

G. Project access

Vehicular access to the Project Site would be provided by driveways located on Ivar Avenue, Yucca Street, and Argyle Avenue. Access to the West Site, would be through a stop-controlled full access driveway that will serve residential/visitors, and a service loading driveway located north of the residential driveway, both located along Ivar Avenue. The project proposes to signalize a project driveway located opposite Carlos Avenue along Argyle Avenue, to provide residential and visitors' access to the East Site. The service loading driveway would be through an existing curb cut that provides access to the alley way along Argyle Avenue. The existing driveway on Yucca Street, would continue to operate as a full access driveway and provide access to the Capitol Records Building and the Gogerty Building parking lot.

H. Driveway Access and Circulation

The proposed site plans illustrated in **Attachment 11 and 12** are acceptable to DOT; however, review of the study does not constitute approval of internal circulation schemes and driveway dimensions. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section 201 N. Figueroa Street, 5th Floor, Room 550, at (213) 482-7024. Driveway placement and design shall be approved by the Department of City Planning in consultation with DOT, prior to issuance of a Letter of Determination by the Department of City Planning. Any changes to the project's site access, circulation scheme, or loading/unloading area after issuance of this report would require separate review and approval and should be coordinated as well. 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.

I. Development Review Fees

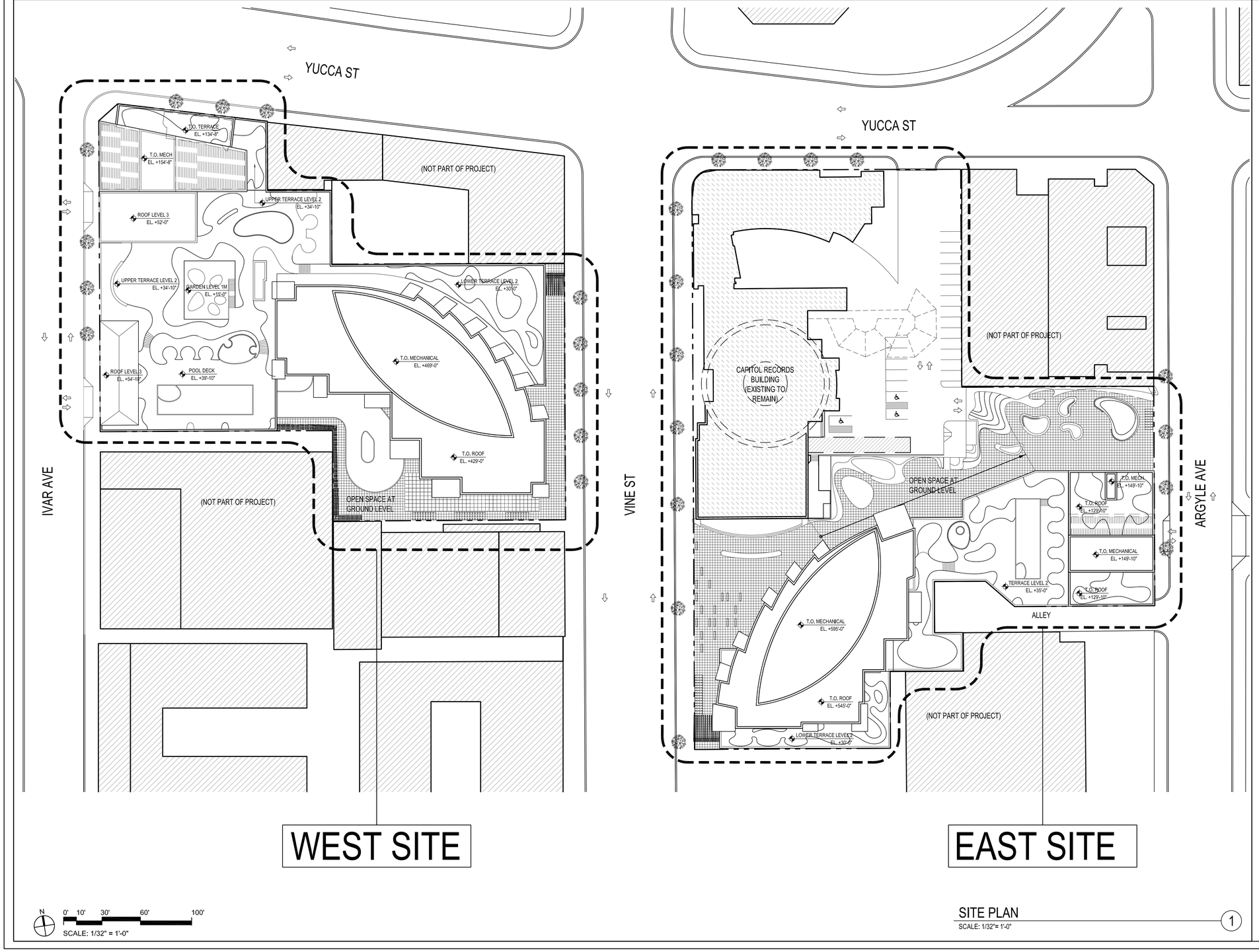
Section 19.15 of the Los Angeles Municipal Code identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

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

Attachments

J:\Letters\2020\CEN 18-47441_1720 N Vine St_mu_vmt_.docx

c: Craig Bullock, Council District 13
Matthew Masuda, Central District, BOE
Bhuvan Bajaj, Hollywood-Wilshire District Office, DOT
Taimour Tanavoli, Case Management, DOT
Tom Gaul, Fehr and Peers



HOLLYWOOD CENTER

APPLICANT
MCAF VINE LLC
1995 Broadway, 3rd Floor
New York, NY 10023
T: 212.875.4900
F: 212.595.1831

ARCHITECT
HANDEL ARCHITECTS, LLP
120 Broadway, 6th Floor
New York, NY 10271
T: 212.595.4112
F: 212.595.9032

LANDSCAPE ARCHITECT
JAMES CORNER FIELD OPERATIONS
475 Tenth Avenue, 9TH FL
New York, NY 10018
T: 212.433.1450
F: 212.433.1451

SURVEY
KPFF
700 S. Flower Street, Suite 2100
Los Angeles, CA 90017
T: 213.418.0201

NO.	DATE	ISSUANCE
	APRIL 2018	ENTITLEMENT SUBMISSION
	11/05/2019	ARGYLE ACCESS REDESIGN

KEY PLAN

SCALE: AS INDICATED
PROJECT NO: 1350
SEAL & SIGNATURE

DRAWING TITLE:
SITE PLAN

DRAWING NO:
A-100

Figure 2A
Site Plan

LADOT TAG SCREENING EVALUATION
(Based on LADOT TAG, July 2019)

Project: Hollywood Center

Analyst: M. Nunez

Date: 10/10/19

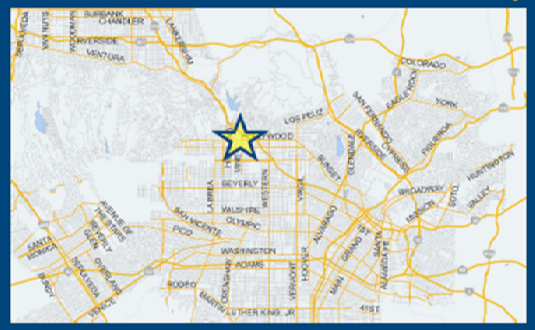
Screening Criteria	Screening Evaluation	Analysis Required?
2.1 CONFLICTING WITH PLANS, PROGRAMS, ORDINANCES, OR POLICIES		
If the project requires a discretionary action, and the answer is yes to any of the following questions, further analysis will be required to assess whether the proposed project would negatively affect existing pedestrian, bicycle, or transit facilities: 1. *Would the project generate a net increase of 250 or more daily vehicle trips?* 2. *Is the project proposing to, or required to make any voluntary or required, modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb line, etc.)?* 3. *Is the project on a lot that is 0.5-acre or more in total gross area, or is the project's frontage along a street classified as an Avenue or Boulevard (as designated in the City's General Plan), 250 linear feet or more, or is the project's building frontage encompassing an entire block along a street classified as an Avenue or Boulevard by the City's General Plan?*	1. *Yes* 2. *Yes* 3. *Yes*	Yes, See Transportation Analysis Report Chapter 4
2.2 CAUSING SUBSTANTIAL VEHICLE MILES TRAVELED		
If the project requires a discretionary action, and the answer is no to either T-2.1-1 or T-2.1-2, further analysis will not be required for Threshold T-2.1, and a "no impact" determination can be made for that threshold: 1. *T-2.1-1: Would the land use project generate a net increase of 250 or more daily vehicle trips?*	1. *Yes* 2. *Yes* 3. *No*	Yes, See Transportation Analysis Report Chapter 4

2. *T-2.1-2: Would the project generate a net increase in daily VMT?* *In addition to the above screening criteria, the portion of, or the entirety of a project that contains small-scale or local serving retail uses are assumed to have less than significant VMT impacts. If the answer to the following question is no, then that portion of the project meets the screening criteria and a no impact determination can be made for the portion of the project that contains retail uses. However, if the retail project is part of a larger mixed-use project, then the remaining portion of the project may be subject to further analysis in accordance with the above screening criteria. Projects that include retail uses in excess of the screening criteria would need to evaluate the entirety of the project's vehicle miles traveled, as specified in Section 2.2.4.* 3. *If the project includes retail uses, does the portion of the project that contain retail uses exceed a net 50,000 square feet?* *Independent of the above screening criteria, and the project requires a discretionary action, further analysis will be required if the following statement is true:* 4. *Would the Project or Plan located within a one-half mile of a fixed-rail or fixed-guideway transit station replace an existing number of residential units with a smaller number of residential units?*	4. *No*	
2.3 SUBSTANTIALLY INDUCING ADDITIONAL AUTOMOBILE TRAVEL		
If the answer is no to the following question, further analysis will not be required for Threshold T-2.2, and a no impact determination can be made for that threshold: 1. *T-2.2: Would the project include the addition of through traffic lanes on existing or new highways, including general purpose lanes, high-occupancy vehicle (HOV) lanes, peak period lanes, auxiliary lanes, and lanes through grade-separated interchanges (except managed lanes, transit lanes, and auxiliary lanes of less than one mile in length designed to improve roadway safety)?*	1. *No*	No
2.4 SUBSTANTIALLY INCREASING HAZARDS DUE TO A GEOMETRIC DESIGN FEATURE OR INCOMPATIBLE USE		
If the project requires a discretionary action, and the answer is "yes" to either of the following questions, further analysis will be required to assess		

CITY OF LOS ANGELES VMT CALCULATOR Version 1.1

Project Information

Project: Hollywood Center
Scenario: Residential Scenario - East Building
Address: 1770 N VINE ST, 90028



Land Use Type	Value	Unit
Retail | Movie Theater	175	Seats
Housing | Multi-Family	423	DU
Retail | High-Turnover Sit-Down Restaurant	14.86	ksf
Retail | Fast-Food Restaurant	2.62	ksf
Retail | Movie Theater	175	Seats
Housing | Affordable Housing - Senior	65	DU

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

TDM Strategies

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

A Parking

Reduce Parking Supply	100	city code parking provision for the project site
☐ Proposed Prj ☐ Mitigation	74	actual parking provision for the project site
Unbundle Parking	150	monthly parking cost (dollar) for the project site
☑ Proposed Prj ☐ Mitigation		
Parking Cash-Out	25	percent of employees eligible
☑ Proposed Prj ☐ Mitigation		
Price Workplace Parking	6.00	daily parking charge (dollar)
☑ Proposed Prj ☐ Mitigation	25	percent of employees subject to priced parking
Residential Area Parking Permits	200	cost (dollar) of annual permit
☐ Proposed Prj ☐ Mitigation		

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

Analysis Results

Proposed Project	With Mitigation
2,074 Daily Vehicle Trips	2,074 Daily Vehicle Trips
12,997 Daily VMT	12,997 Daily VMT
5.0 Household VMT per Capita	5.0 Household VMT per Capita
4.6 Work VMT per Employee	4.6 Work VMT per Employee

Significant VMT Impact?

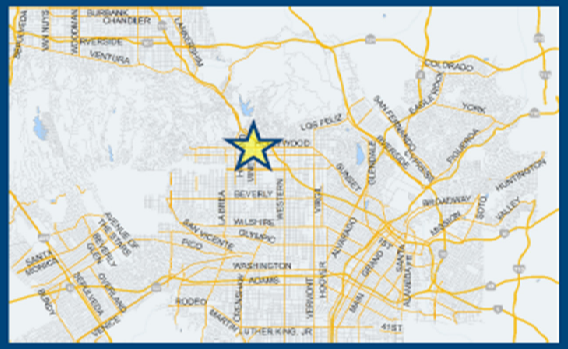
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: No Threshold = 7.6 15% Below APC	**Work: No** Threshold = 7.6 15% Below APC

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR Version 1.1

Project Information

Project: Hollywood Center
Scenario: Residential Scenario - West Building
Address: 1745 N VINE ST, 90028



Land Use Type	Value	Unit
Retail | Movie Theater	175	Seats
Housing | Multi-Family	449	DU
Retail | High-Turnover Sit-Down Restaurant	10.79	ksf
Retail | Fast-Food Restaurant	1.9	ksf
Retail | Movie Theater	175	Seats
Housing | Affordable Housing - Senior	68	DU

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

TDM Strategies

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

A Parking

Reduce Parking Supply	100	city code parking provision for the project site
☐ Proposed Prj ☐ Mitigation	74	actual parking provision for the project site
Unbundle Parking	150	monthly parking cost (dollar) for the project site
☑ Proposed Prj ☐ Mitigation		
Parking Cash-Out	25	percent of employees eligible
☑ Proposed Prj ☐ Mitigation		
Price Workplace Parking	6.00	daily parking charge (dollar)
☑ Proposed Prj ☐ Mitigation	50	percent of employees subject to priced parking
Residential Area Parking Permits	200	cost (dollar) of annual permit
☐ Proposed Prj ☐ Mitigation		

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

Analysis Results

Proposed Project	With Mitigation
1,791 Daily Vehicle Trips	1,791 Daily Vehicle Trips
11,397 Daily VMT	11,397 Daily VMT
4.5 Household VMT per Capita	4.5 Household VMT per Capita
3.6 Work VMT per Employee	3.6 Work VMT per Employee

Significant VMT Impact?

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

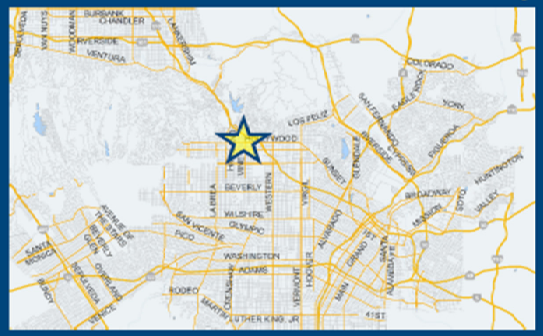
Measuring the Miles

Attachment 5

CITY OF LOS ANGELES VMT CALCULATOR Version 1.1

Project Information

Project: Hollywood Center
Scenario: Hotel Scenario - East Building
Address: 1770 N VINE ST, 90028



Land Use Type	Value	Unit
Retail | Movie Theater	175	Seats
Housing | Multi-Family	319	DU
Housing | Hotel	220	Rooms
Retail | High-Turnover Sit-Down Restaurant	14.86	ksf
Retail | Fast-Food Restaurant	2.62	ksf
Retail | Movie Theater	175	Seats
Housing | Affordable Housing - Senior	48	DU

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

TDM Strategies

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

A Parking

Reduce Parking Supply	100	city code parking provision for the project site
☐ Proposed Prj ☐ Mitigation	74	actual parking provision for the project site
Unbundle Parking	150	monthly parking cost (dollar) for the project site
☑ Proposed Prj ☐ Mitigation		
Parking Cash-Out	25	percent of employees eligible
☑ Proposed Prj ☐ Mitigation		
Price Workplace Parking	6.00	daily parking charge (dollar)
☑ Proposed Prj ☐ Mitigation	25	percent of employees subject to priced parking
Residential Area Parking Permits	200	cost (dollar) of annual permit
☐ Proposed Prj ☐ Mitigation		

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

Analysis Results

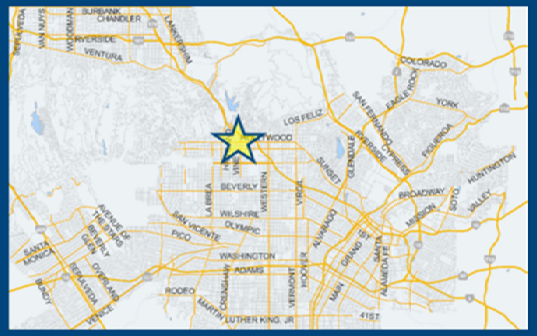
Proposed Project	With Mitigation
2,713 Daily Vehicle Trips	2,713 Daily Vehicle Trips
17,413 Daily VMT	17,413 Daily VMT
4.9 Household VMT per Capita	4.9 Household VMT per Capita
5.4 Work VMT per Employee	5.4 Work VMT per Employee
Significant VMT Impact?	
Household: No (Threshold = 6.0, 15% Below APC)	Household: No (Threshold = 6.0, 15% Below APC)
Work: No (Threshold = 7.6, 15% Below APC)	Work: No (Threshold = 7.6, 15% Below APC)

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR Version 1.1

Project Information

Project: Hollywood Center
Scenario: Hotel Scenario - West Building
Address: 1745 N VINE ST, 90028



Land Use Type	Value	Unit
Retail | Movie Theater	175	Seats
Housing | Multi-Family	449	DU
Retail | High-Turnover Sit-Down Restaurant	10.79	ksf
Retail | Fast-Food Restaurant	1.9	ksf
Retail | Movie Theater	175	Seats
Housing | Affordable Housing - Senior	68	DU

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

TDM Strategies

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

A Parking

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

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

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

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

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

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

Analysis Results

Proposed Project	With Mitigation
1,791 Daily Vehicle Trips	1,791 Daily Vehicle Trips
11,397 Daily VMT	11,397 Daily VMT
4.5 Household VMT per Capita	4.5 Household VMT per Capita
3.6 Work VMT per Employee	3.6 Work VMT per Employee

Significant VMT Impact?

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

Measuring the Miles

TABLE 13A
HOLLYWOOD CENTER
FUTURE YEAR (2027) PLUS PROJECT INTERSECTION ANALYSIS - PROJECT
SIGNALIZED STUDY INTERSECTIONS

NO.	INTERSECTION	PEAK HOUR	FUTURE (2027) NO PROJECT		FUTURE (2027) + PROJECT	
			V/C	LOS	V/C	LOS
1	Ivar Ave & Yucca St	AM	0.238	A	0.287	A
		PM	0.284	A	0.342	A
2	Vine St & Yucca St	AM	0.515	A	0.538	A
		PM	0.555	A	0.583	A
3	Argyle Ave & Yucca St	AM	0.365	F*	0.405	F*
		PM	0.617	F*	0.665	F*
5	Cahuenga Blvd & Hollywood Blvd	AM	1.001	F*	1.013	F*
		PM	0.821	F*	0.839	F*
6	Ivar Ave & Hollywood Blvd	AM	0.486	A	0.541	A
		PM	0.615	B	0.691	B
7	Vine St & Hollywood Blvd	AM	0.957	F*	0.972	F*
		PM	1.019	F*	1.054	F*
8	Argyle Ave & Hollywood Blvd	AM	0.731	C	0.775	C
		PM	1.011	F	1.091	F
9	Gower St & Hollywood Blvd	AM	0.855	F*	0.870	F*
		PM	0.935	F*	0.954	F*

Note:

* LOS based on field observations since the CMA methodology does not account for vehicular queues along corridors, pedestrians, conflicts, etc. in every case. Thus, the calculated average operating conditions may appear better that what is observed in the field.

TABLE 14A
HOLLYWOOD CENTER
FUTURE YEAR (2027) PLUS PROJECT INTERSECTION ANALYSIS - EAST SITE HOTEL OPTION
SIGNALIZED STUDY INTERSECTIONS

NO.	INTERSECTION	PEAK HOUR	FUTURE (2027)		FUTURE (2027) + PROJECT	
			V/C	LOS	V/C	LOS
1	Ivar Ave & Yucca St	AM	0.238	A	0.287	A
		PM	0.284	A	0.341	A
2	Vine St & Yucca St	AM	0.515	A	0.539	A
		PM	0.555	A	0.583	A
3	Argyle Ave & Yucca St	AM	0.365	F*	0.408	F*
		PM	0.617	F*	0.667	F*
5	Cahuenga Blvd & Hollywood Blvd	AM	1.001	F*	1.014	F*
		PM	0.821	F*	0.839	F*
6	Ivar Ave & Hollywood Blvd	AM	0.486	A	0.543	A
		PM	0.615	B	0.689	B
7	Vine St & Hollywood Blvd	AM	0.957	F*	0.974	F*
		PM	1.019	F*	1.055	F*
8	Argyle Ave & Hollywood Blvd	AM	0.731	C	0.787	C
		PM	1.011	F	1.095	F
9	Gower St & Hollywood Blvd	AM	0.855	F*	0.871	F*
		PM	0.935	F*	0.954	F*

Note:

* LOS based on field observations since the CMA methodology does not account for vehicular queues along corridors, pedestrians, conflicts, etc. in every case. Thus, the calculated average operating conditions may appear better that what is observed in the field.

TABLE 15A
HOLLYWOOD CENTER
FUTURE YEAR (2040) INTERSECTION LEVELS OF SERVICE
SIGNALIZED STUDY INTERSECTIONS

NO.	INTERSECTION	PEAK HOUR	FUTURE (2040) NO PROJECT	
			V/C	LOS
1	Ivar Ave & Yucca St	AM	0.255	A
		PM	0.303	A
2	Vine St & Yucca St	AM	0.541	A
		PM	0.583	A
3	Argyle Ave & Yucca St	AM	0.381	F*
		PM	0.645	F*
5	Cahuenga Blvd & Hollywood Blvd	AM	1.047	F*
		PM	0.852	F*
6	Ivar Ave & Hollywood Blvd	AM	0.511	A
		PM	0.642	B
7	Vine St & Hollywood Blvd	AM	1.000	F*
		PM	1.062	F*
8	Argyle Ave & Hollywood Blvd	AM	0.757	C
		PM	1.049	F
9	Gower St & Hollywood Blvd	AM	0.887	F*
		PM	0.969	F*

Note:

* LOS based on field observations since the CMA methodology does not account for vehicular queues along corridors, pedestrians, conflicts, etc. in every case. Thus, the calculated average operating conditions may appear better that what is observed in the field.

TABLE 17A
HOLLYWOOD CENTER
FUTURE YEAR (2040) PLUS PROJECT INTERSECTION ANALYSIS - EAST SITE HOTEL OPTION
SIGNALIZED STUDY INTERSECTIONS

NO.	INTERSECTION	PEAK HOUR	FUTURE (2040)		FUTURE (2040) + PROJECT	
			V/C	LOS	V/C	LOS
1	Ivar Ave & Yucca St	AM	0.255	A	0.303	A
		PM	0.303	A	0.360	A
2	Vine St & Yucca St	AM	0.541	A	0.565	A
		PM	0.583	A	0.611	B
3	Argyle Ave & Yucca St	AM	0.381	F*	0.424	F*
		PM	0.645	F*	0.694	F*
5	Cahuenga Blvd & Hollywood Blvd	AM	1.047	F*	1.059	F*
		PM	0.852	F*	0.871	F*
6	Ivar Ave & Hollywood Blvd	AM	0.511	A	0.568	A
		PM	0.642	B	0.716	C
7	Vine St & Hollywood Blvd	AM	1.000	F*	1.017	F*
		PM	1.062	F*	1.098	F*
8	Argyle Ave & Hollywood Blvd	AM	0.757	C	0.814	D
		PM	1.049	F	1.132	F
9	Gower St & Hollywood Blvd	AM	0.887	F*	0.903	F*
		PM	0.969	F*	0.988	F*

Note:

* LOS based on field observations since the CMA methodology does not account for vehicular queues along corridors, pedestrians, conflicts, etc. in every case. Thus, the calculated average operating conditions may appear better that what is

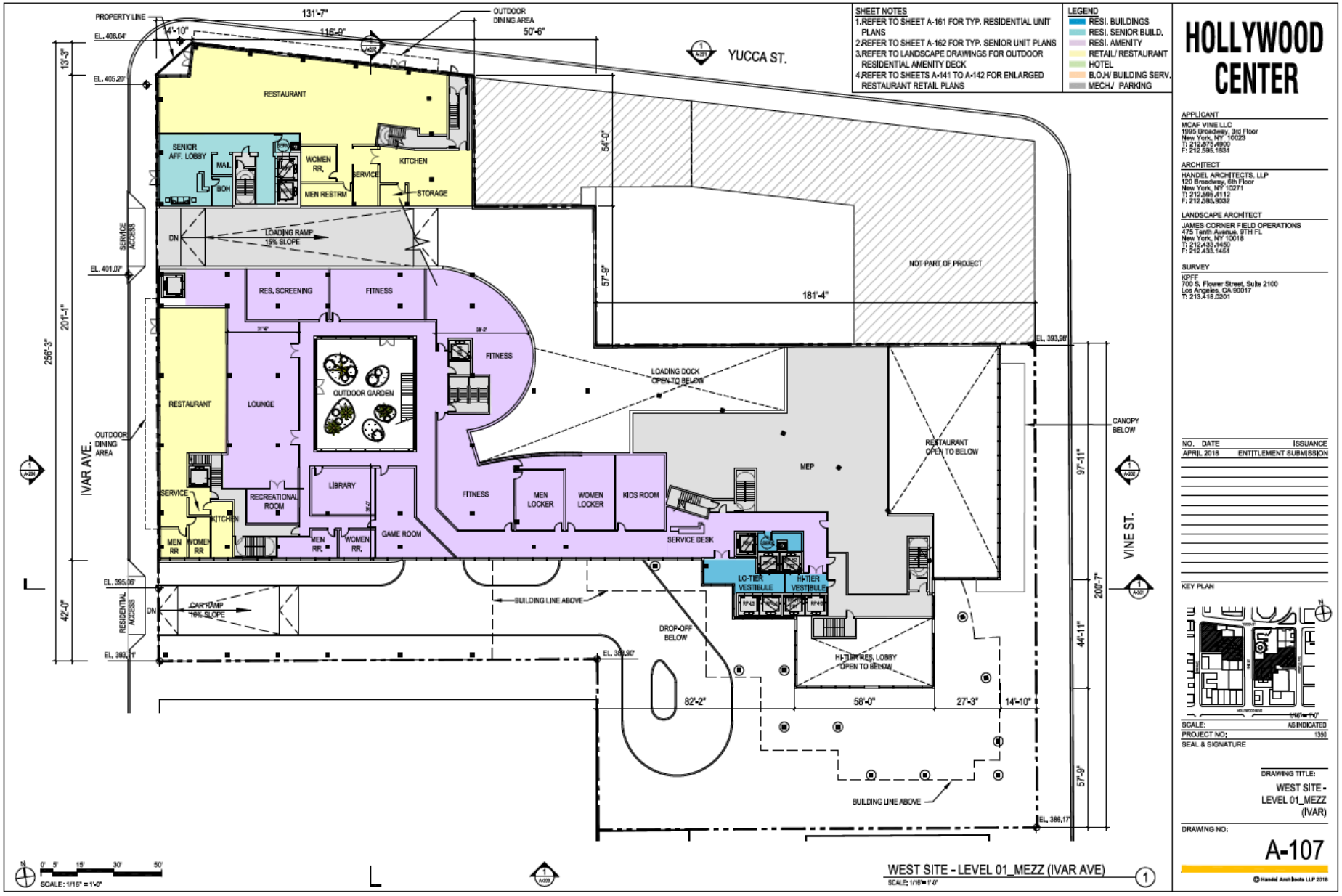
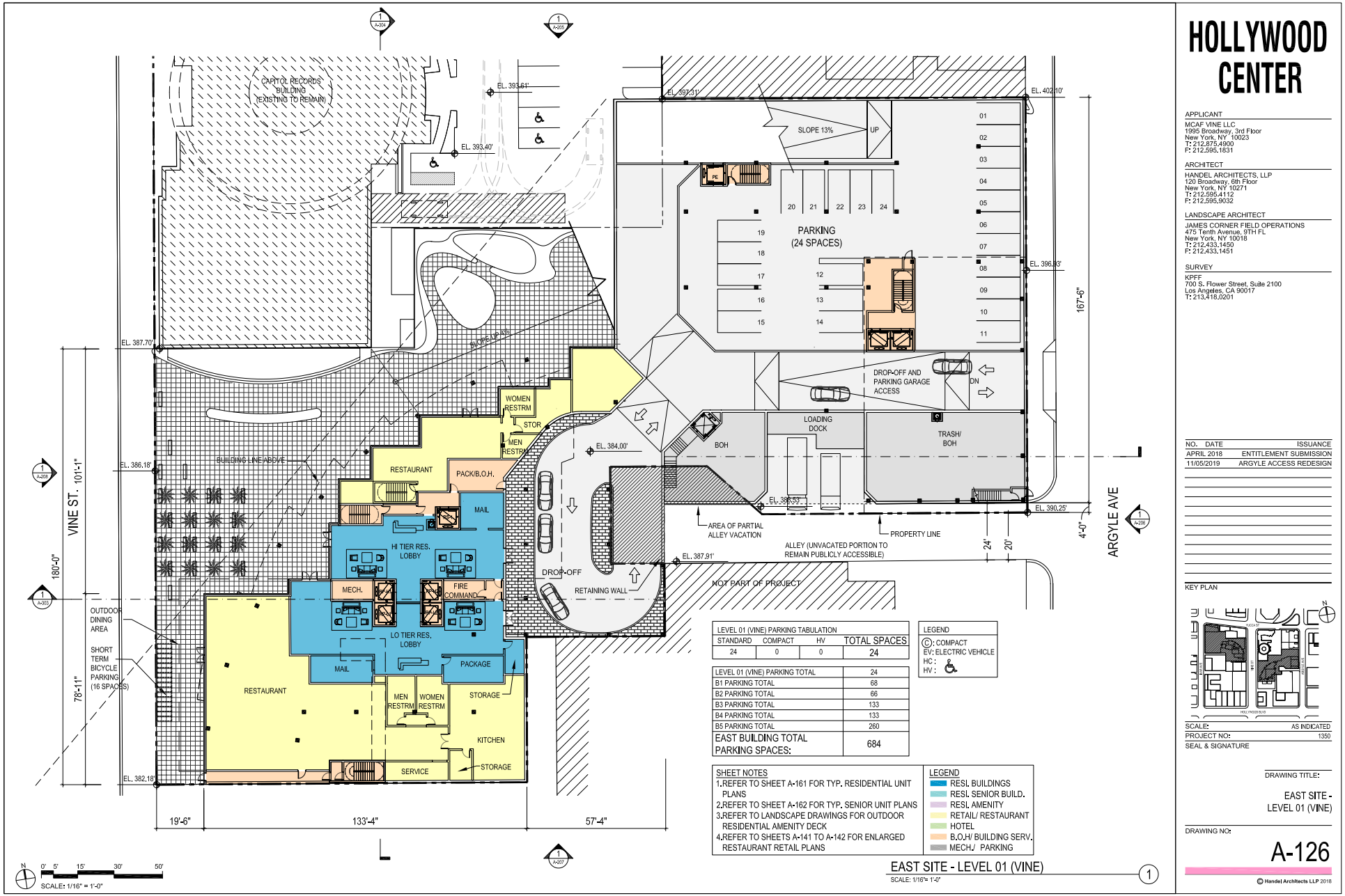


Figure 2C

Site Plan



LEVEL 01 (VINE) PARKING TABULATION			
STANDARD	COMPACT	HV	TOTAL SPACES
24	0	0	24

LEVEL 01 (VINE) PARKING TOTAL	24
B1 PARKING TOTAL	68
B2 PARKING TOTAL	66
B3 PARKING TOTAL	133
B4 PARKING TOTAL	133
B5 PARKING TOTAL	260
EAST BUILDING TOTAL PARKING SPACES:	684

LEGEND
Ⓒ: COMPACT
EV: ELECTRIC VEHICLE
HC :
HV :

SHEET NOTES
1. REFER TO SHEET A-161 FOR TYP. RESIDENTIAL UNIT PLANS
2. REFER TO SHEET A-162 FOR TYP. SENIOR UNIT PLANS
3. REFER TO LANDSCAPE DRAWINGS FOR OUTDOOR RESIDENTIAL AMENITY DECK
4. REFER TO SHEETS A-141 TO A-142 FOR ENLARGED RESTAURANT RETAIL PLANS

LEGEND
- RESI. BUILDINGS
- RESI. SENIOR BUILD.
- RESI. AMENITY
- RETAIL/ RESTAURANT
- HOTEL
- B.O.H/ BUILDING SERV.
- MECH./ PARKING

EAST SITE - LEVEL 01 (VINE) (1)
SCALE: 1/16"= 1'-0"

HOLLYWOOD CENTER

APPLICANT
MCAF VINE LLC
1995 Broadway, 3rd Floor
New York, NY 10023
T: 212.875.4900
F: 212.595.1831

ARCHITECT
HANDEL ARCHITECTS, LLP
120 Broadway, 6th Floor
New York, NY 10271
T: 212.595.4112
F: 212.595.9032

LANDSCAPE ARCHITECT
JAMES CORNER FIELD OPERATIONS
475 Tenth Avenue, 9TH FL
New York, NY 10018
T: 212.433.1450
F: 212.433.1451

SURVEY
KPFF
700 S. Flower Street, Suite 2100
Los Angeles, CA 90017
T: 213.418.0201

NO.	DATE	ISSUANCE
	APRIL 2018	ENTITLEMENT SUBMISSION
	11/05/2019	ARGYLE ACCESS REDESIGN

KEY PLAN

SCALE: AS INDICATED
PROJECT NO: 1350
SEAL & SIGNATURE

DRAWING TITLE:
EAST SITE - LEVEL 01 (VINE)

DRAWING NO:
A-126

Source: Handel Architects

Figure 2D
Site Plan