

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

6436 W. Hollywood Boulevard
DOT Case No. CEN 16-44677

Date: December 16, 2019

To: Debbie Lawrence, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION IMPACT ASSESSMENT FOR THE PROPOSED MIXED-USE DEVELOPMENT PROJECT LOCATED AT 6436 WEST HOLLYWOOD BOULEVARD**

On July 25, 2018, 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 6436 West Hollywood Boulevard. In this initial traffic study, which was subjected to the Transportation Impact Study Guidelines, it was determined that out of the 22 study intersections, one would result in a significant impact due to the project-related traffic. However, subsequent to the releasing of this report, on October 10, 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 submitted a VMT analysis for the proposed project in addition to the previous analysis submitted on June 2018. Therefore, please replace the previous July 25, 2018 DOT assessment, in its entirety, with this report which addresses the totality of the transportation analysis.

The Department of Transportation (DOT) has reviewed the transportation analyses prepared by Gibson Transportation Consulting Inc., for the proposed mixed-use project located at 6436 West Hollywood Boulevard. 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 the development of 260 apartment units, 11,020 square feet of general retail, 3,200 square feet of high-turnover sit-down restaurant, and 3,580 square feet of general office. The existing 9,000 square foot Attie Building shall remain and will be integrated into the new development. The remaining existing commercial uses will be removed. Access to the project site will be provided via a driveway along Wilcox Avenue as illustrated in **Attachment A**.

The driveway would provide access to on-site parking within two subterranean levels, one at-grade level and two above grade levels. The project is expected to be completed by 2023.

B. CEQA Screening Threshold

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

C. Transportation Impacts

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

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

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

As cited in the VMT Analysis report, prepared by Gibson Transportation Consulting Inc., the VMT projections for the proposed project are 5.5 and 4.5 for the Household and Work VMT's respectively. Therefore, it is concluded that implementation of the Project would result in no significant Household and Work VMT impact. A copy of the VMT Calculator summary report is provided as **Attachment B** to this report.

D. Access and Circulation

During the preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the Los Angeles Municipal Code (LAMC), Section 16.05. Therefore, DOT continues to require and review a project's site access, circulation, and operational plan to determine if any safety and access enhancements, transit amenities,

intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the project has completed a circulation analysis using a "level of service" screening methodology that indicates that the trips generated by the proposed development will likely result in adverse circulation conditions at 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 C** to this report.

PROJECT REQUIREMENTS

A. Corrective Measures (Non-CEQA Analysis)

In the Traffic Study report prepared by Gibson Transportation Consulting Inc., the analysis included a review of current 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

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

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 preliminary plan will include, at a minimum, measures consistent with the City's Trip Reduction Ordinance. As recommended by the transportation study, the TDM program could include, but is not be limited to the following:

- Provide an on-site transportation coordinator to promote the TDM program and alternatives to the car and facilitate rideshare;
- Transportation Information Center, educational programs, kiosks and/or other measures;
- Implementation of vehicle trip reduction incentives and services for Project employees and/or tenants; provide on-site education on alternative transportation modes;
- Bicycle amenities such as racks to promote bicycling;
- The project will support existing and/or future efforts for Mobility Hub program in the study area;

- Preferential rideshare parking location;
- Parking incentives and support for formation of carpools/vanpools;
- Unbundling and lease of parking spaces for residents;
- Record a Covenant and Agreement to ensure that the TDM program will be maintained;
- Contribute a one-time fixed fee contribution of **\$25,000** to be deposited into the City's Bicycle Plan Trust fund to implement bicycle improvements in the vicinity of the project.
- Participate as a member in the Hollywood Community TMO, when operational;

In order to assess the project's actual trip generation and any subsequent TDM Plan (if deemed necessary), a traffic monitoring plan will be implemented once the project is built and occupied to equilibrium (i.e., the level at which the owner/management deems maximum occupancy). The monitoring program should be conducted annually to ensure compliance for a period of 3 years. If the project is found to not conform to the trip reduction targets summarized in **Attachment D**, the project will have an additional year to meet the trip reduction levels. If the project continues to not meet the TDM goals, the City and project staff will cooperate on implementing further TDM Strategies. The final traffic monitoring plan and TDM Plan will be prepared for and approved by the LADOT prior to the issuance of the first certificate of occupancy for the project.

2. Transportation System Management (TSM) Improvements

The project would contribute up to **\$270,000** toward TSM improvements within the Hollywood-Wilshire District that may be considered to better accommodate intersection operations and increase intersection capacity throughout the study area.

LADOT's ATSAC Operation and Communication Section has identified the need for the installation of new 3-inch conduits with new two 25-pair interconnect cables and 48SM fiber optic cables. The installation of the new 3-inch conduits with new interconnect / fiber optic cables will be from the existing ATSAC communication hub located at the Los Angeles Police Department (LAPD) Hollywood Station (1358 Wilcox Ave, Los Angeles 90028) to the intersection at Highland Avenue and Hollywood Boulevard. The propose 3-inch conduits route will be from the existing ATSAC communication hub, east to Cahuenga Boulevard, north to Hollywood Boulevard, and east to Highland Avenue. The installation of new interconnect/ fiber optic cables would improve to the network capacity to better utilize adaptive traffic signal control, additional closed circuit television (CCTV) cameras to real-time video monitoring of intersection, corridor, transit, and pedestrian operations within 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), **or** through payment of a one-time fixed fee of **\$270,000** to DOT to fund the cost of the upgrades. If DOT selects the payment option, then the applicant would be required to pay **\$270,000** 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.

3. 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 DOT 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.

4. 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.

5. Highway Dedication and Street Widening Requirements

Per the new Mobility Element of the General Plan, **Hollywood Boulevard** has been designated as an Avenue I which would require a 35-foot half-width roadway within a 50-foot half-width right-of-way and **Wilcox Avenue** has been designated as a Modified Avenue III which would require a 20-foot half-width roadway within a 35-foot half-width right-of-way. The applicant should check with Bureau of Engineering's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

6. Parking Requirements

The traffic study indicated that the project would provide a total of 420 vehicle parking spaces and 304 bicycle parking spaces on-site. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

7. Driveway Access and Circulation

The proposed site plan illustrated in **Attachment A** is acceptable to DOT; however, review of the study does not constitute approval of 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, Station 3, @ 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT, prior to the commencement of building or parking layout design efforts, for driveway width and internal circulation requirements. 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.

8. Development Review Fees

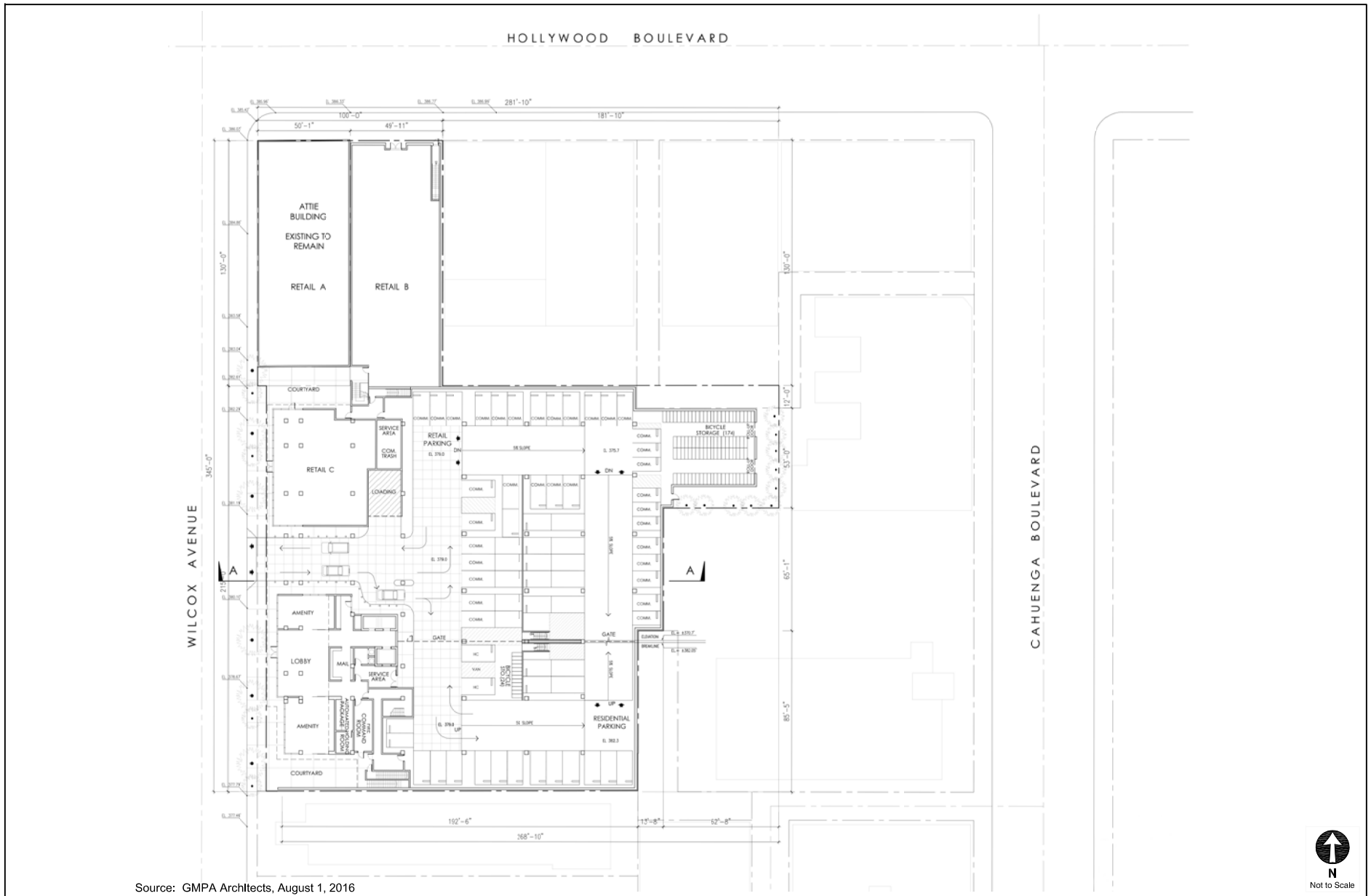
An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. Ordinance No. 183270 identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

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

Attachments

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



SITE PLAN

FIGURE 1

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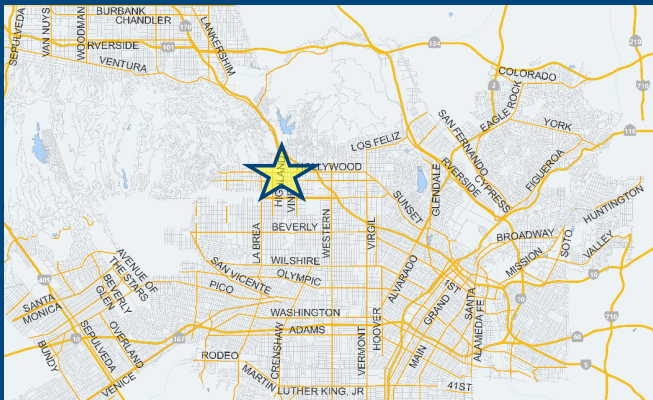
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario:

Address:



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

Yes No

Existing Land Use

Land Use Type	Value	Unit
Retail General Retail	10.52	ksf
Retail General Retail	10.52	ksf
Office General Office	14.88	ksf

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

Proposed Project Land Use

Land Use Type	Value	Unit
Retail High-Turnover Sit-Down Restaurant	3.2	ksf
Housing Multi-Family	260	DU
Retail General Retail	11.02	ksf
Retail High-Turnover Sit-Down Restaurant	3.2	ksf
Office General Office	3.58	ksf

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

Project Screening Summary

Existing Land Use	Proposed Project
387 Daily Vehicle Trips	1,299 Daily Vehicle Trips
2,639 Daily VMT	7,881 Daily VMT
Tier 1 Screening Criteria	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/>	
Tier 2 Screening Criteria	
The net increase in daily trips < 250 trips	912 Net Daily Trips
The net increase in daily VMT ≤ 0	5,242 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	14,220 ksf
The proposed project is required to perform VMT analysis.	



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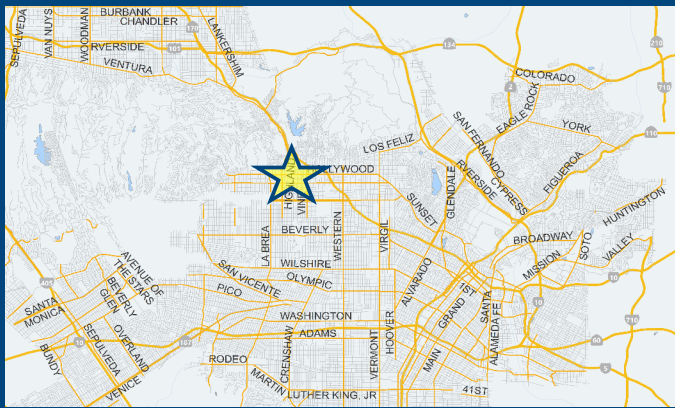


Project Information

Project:

Scenario:

Address:



Proposed Project Land Use Type	Value	Unit
Housing Multi-Family	260	DU
Retail General Retail	11.02	ksf
Retail High-Turnover Sit-Down Restaurant	3.2	ksf
Office General Office	3.58	ksf

TDM Strategies

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

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

A **Parking**

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

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

Parking Cash-Out percent of employees eligible
 Proposed Prj Mitigation

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

Residential Area Parking Permits 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
1,148 Daily Vehicle Trips	1,148 Daily Vehicle Trips
6,967 Daily VMT	6,967 Daily VMT
5.5 Household VMT per Capita	5.5 Household VMT per Capita
4.5 Work VMT per Employee	4.5 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



CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 6, 2019

Project Name: Hollywood & Wilcox

Project Scenario: Project

Project Address: 6430 W HOLLYWOOD BLVD, 90028



Version 1.2

Project Information			
Land Use Type		Value	Units
Housing	<i>Single Family</i>	0	DU
	Multi Family	260	DU
	<i>Townhouse</i>	0	DU
	<i>Hotel</i>	0	Rooms
	<i>Motel</i>	0	Rooms
<i>Affordable Housing</i>	<i>Family</i>	0	DU
	<i>Senior</i>	0	DU
	<i>Special Needs</i>	0	DU
	<i>Permanent Supportive</i>	0	DU
Retail	General Retail	11.020	ksf
	<i>Furniture Store</i>	0.000	ksf
	<i>Pharmacy/Drugstore</i>	0.000	ksf
	<i>Supermarket</i>	0.000	ksf
	<i>Bank</i>	0.000	ksf
	<i>Health Club</i>	0.000	ksf
	High-Turnover Sit-Down Restaurant	3.200	ksf
	<i>Fast-Food Restaurant</i>	0.000	ksf
	<i>Quality Restaurant</i>	0.000	ksf
	<i>Auto Repair</i>	0.000	ksf
	<i>Home Improvement</i>	0.000	ksf
	<i>Free-Standing Discount</i>	0.000	ksf
	<i>Movie Theater</i>	0	Seats
Office	General Office	3.580	ksf
	<i>Medical Office</i>	0.000	ksf
<i>Industrial</i>	<i>Light Industrial</i>	0.000	ksf
	<i>Manufacturing</i>	0.000	ksf
	<i>Warehousing/Self-Storage</i>	0.000	ksf
<i>School</i>	<i>University</i>	0	Students
	<i>High School</i>	0	Students
	<i>Middle School</i>	0	Students
	<i>Elementary</i>	0	Students
	<i>Private School (K-12)</i>	0	Students

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 6, 2019

Project Name: Hollywood & Wilcox

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<i>Other</i>	<i>0</i>	<i>Trips</i>
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CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 6, 2019

Project Name: Hollywood & Wilcox

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Version 1.2

Analysis Results			
Total Employees: 49 Total Population: 586			
Proposed Project		With Mitigation	
1,148	Daily Vehicle Trips	1,148	Daily Vehicle Trips
6,967	Daily VMT	6,967	Daily VMT
5.5	Household VMT per Capita	5.5	Household VMT per Capita
4.5	Work VMT per Employee	4.5	Work VMT per Employee
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 7.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	No	Household > 6.0	No
Work > 7.6	No	Work > 7.6	No

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: December 6, 2019

Project Name: Hollywood & Wilcox

Project Scenario: Project

Project Address: 6430 W HOLLYWOOD BLVD, 90028



Version 1.2

TDM Strategy Inputs				
Strategy Type	Description	Proposed Project	Mitigations	
Parking	Reduce parking supply	City code parking provision (spaces)	515	515
		Actual parking provision (spaces)	420	420
	<i>Unbundle parking</i>	<i>Monthly cost for parking (\$)</i>	<i>\$0</i>	<i>\$0</i>
	<i>Parking cash-out</i>	<i>Employees eligible (%)</i>	<i>0%</i>	<i>0%</i>
	<i>Price workplace parking</i>	<i>Daily parking charge (\$)</i>	<i>\$0.00</i>	<i>\$0.00</i>
		<i>Employees subject to priced parking (%)</i>	<i>0%</i>	<i>0%</i>
	<i>Residential area parking permits</i>	<i>Cost of annual permit (\$)</i>	<i>\$0</i>	<i>\$0</i>
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: December 6, 2019

Project Name: Hollywood & Wilcox

Project Scenario: Project

Project Address: 6430 W HOLLYWOOD BLVD, 90028



Version 1.2

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: December 6, 2019

Project Name: Hollywood & Wilcox

Project Scenario: Project

Project Address: 6430 W HOLLYWOOD BLVD, 90028



Version 1.2

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: December 6, 2019

Project Name: Hollywood & Wilcox

Project Scenario: Project

Project Address: 6430 W HOLLYWOOD BLVD, 90028



Version 1.2

TDM Strategy Inputs, Cont.				
Strategy Type	Description	Proposed Project	Mitigations	
Bicycle Infrastructure	<i>Implement/Improve on-street bicycle facility</i>	<i>Provide bicycle facility along site (Yes/No)</i>	0	0
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	<i>Include secure bike parking and showers</i>	<i>Includes indoor bike parking/lockers, showers, & repair station (Yes/No)</i>	0	0
Neighborhood Enhancement	<i>Traffic calming improvements</i>	<i>Streets with traffic calming improvements (%)</i>	0%	0%
		<i>Intersections with traffic calming improvements (%)</i>	0%	0%
	Pedestrian network improvements	Included (within project and connecting off-site/within project only)	within project and connecting off-site	within project and connecting off-site

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: December 6, 2019
 Project Name: Hollywood & Wilcox
 Project Scenario: Project
 Project Address: 6430 W HOLLYWOOD BLVD, 90028



Version 1.2

TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: December 6, 2019
 Project Name: Hollywood & Wilcox
 Project Scenario: Project
 Project Address: 6430 W HOLLYWOOD BLVD, 90028



Version 1.2

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
		Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Neighborhood Enhancement	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	

Final Combined & Maximum TDM Effect

	Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
	COMBINED TOTAL	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%
MAX. TDM EFFECT	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%

$$= \text{Minimum}(X\%, 1 - [(1-A) * (1-B) \dots])$$

where X%=

PLACE	urban	75%
TYPE	compact infill	40%
MAX:	suburban center	20%
	suburban	15%

Note: $(1 - [(1-A) * (1-B) \dots])$ reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B, ...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G*) for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: December 6, 2019

Project Name: Hollywood & Wilcox

Project Scenario: Project

Project Address: 6430 W HOLLYWOOD BLVD, 90028



Version 1.2

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	352	-46.3%	189	7.6	2,675	1,436
Home Based Other Production	943	-51.7%	455	4.8	4,526	2,184
Non-Home Based Other Production	166	-15.7%	140	7.4	1,228	1,036
Home-Based Work Attraction	71	-57.7%	30	8.4	596	252
Home-Based Other Attraction	550	-52.2%	263	5.9	3,245	1,552
Non-Home Based Other Attraction	261	-14.9%	222	6.4	1,670	1,421

MXD Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-11.6%	167	1,269	-11.6%	167	1,269
Home Based Other Production	-11.6%	402	1,931	-11.6%	402	1,931
Non-Home Based Other Production	-11.6%	124	916	-11.6%	124	916
Home-Based Work Attraction	-11.6%	27	223	-11.6%	27	223
Home-Based Other Attraction	-11.6%	232	1,372	-11.6%	232	1,372
Non-Home Based Other Attraction	-11.6%	196	1,256	-11.6%	196	1,256

MXD VMT Methodology Per Capita & Per Employee

Total Population: 586

Total Employees: 49

APC: Central

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	3,200	3,200
<i>Total Home Based Work Attraction VMT</i>	223	223
<i>Total Home Based VMT Per Capita</i>	5.5	5.5
<i>Total Work Based VMT Per Employee</i>	4.5	4.5

TABLE 10
FUTURE WITH PROJECT CONDITIONS (YEAR 2023)
SIGNIFICANT IMPACT ANALYSIS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions			
			V/C	LOS	V/C	LOS	Change in V/C	Adverse Queuing Condition
1.	Cahuenga Boulevard & US-101 NB Off-Ramp	AM	0.411	A	0.422	A	0.011	NO
		PM	0.753	C	0.759	C	0.006	NO
2.	Wilcox Avenue & Franklin Avenue	AM	0.904	E	0.909	E	0.005	NO
		PM	0.703	C	0.727	C	0.024	NO
3.	Cahuenga Boulevard & Franklin Avenue	AM	1.098	F	1.115	F	0.017	YES
		PM	1.019	F	1.031	F	0.012	YES
4.	Vine Street & Franklin Avenue / US-101 SB Off-Ramp	AM	0.369	A	0.370	A	0.001	NO
		PM	0.445	A	0.447	A	0.002	NO
5.	Argyle Avenue / US-101 NB On-Ramp & Franklin Avenue	AM	0.806	D	0.807	D	0.001	NO
		PM	0.803	D	0.803	D	0.000	NO
6.	Wilcox Avenue & Yucca Street	AM	0.449	A	0.455	A	0.006	NO
		PM	0.387	A	0.397	A	0.010	NO
7.	Cahuenga Boulevard & Yucca Street	AM	0.599	A	0.603	B	0.004	NO
		PM	0.642	B	0.643	B	0.001	NO
8.	Vine Street & Yucca Street	AM	0.620	B	0.623	B	0.003	NO
		PM	0.617	B	0.619	B	0.002	NO
9.	Argyle Avenue & Yucca Street	AM	0.293	A	0.297	A	0.004	NO
		PM	0.474	A	0.475	A	0.001	NO
10.	Highland Avenue & Hollywood Boulevard	AM	0.984	F *	0.988	F *	0.004	NO
		PM	0.951	F *	0.958	F *	0.007	NO
11.	Whitley Avenue & Hollywood Boulevard	AM	0.531	A	0.534	A	0.003	NO
		PM	0.465	A	0.467	A	0.002	NO
12.	Wilcox Avenue & Hollywood Boulevard	AM	0.871	D	0.883	D	0.012	NO
		PM	0.735	C	0.752	C	0.017	NO
13.	Cahuenga Boulevard & Hollywood Boulevard	AM	0.966	F *	0.973	F *	0.007	NO
		PM	0.815	F *	0.823	F *	0.008	NO
14.	Vine Street & Hollywood Boulevard	AM	0.925	F *	0.927	F *	0.002	NO
		PM	0.937	F *	0.942	F *	0.005	NO
15.	Argyle Avenue & Hollywood Boulevard	AM	0.698	B	0.699	B	0.001	NO
		PM	0.727	C	0.731	C	0.004	NO
16.	Wilcox Avenue & Selma Avenue	AM	0.383	A	0.399	A	0.016	NO
		PM	0.516	A	0.537	A	0.021	NO
17.	Cahuenga Boulevard & Selma Avenue	AM	0.531	A	0.534	A	0.003	NO
		PM	0.549	A	0.551	A	0.002	NO
18.	Wilcox Avenue & Sunset Boulevard	AM	0.660	B	0.675	B	0.015	NO
		PM	0.700	B	0.708	C	0.008	NO
19.	Cahuenga Boulevard & Sunset Boulevard	AM	0.977	F *	0.980	F *	0.003	NO
		PM	0.864	F *	0.869	F *	0.005	NO

Notes

* LOS based on field observations, as the CMA methodology for individual intersections does not in every case account for vehicular queues along corridors, pedestrian, conflicts, etc., and thus, the calculated average operating conditions may appear better than is observed.

TABLE 11
TRIP GENERATION WITH TDM PROGRAM REDUCTION

Land Use	ITE Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Proposed Project									
Apartment	220	260 du	1,729	27	106	133	105	56	161
Less 15% Transit/Walk-In Reduction [b]			(259)	(4)	(16)	(20)	(16)	(8)	(24)
Subtotal - Apartment			1,470	23	90	113	89	48	137
Office	710	4 ksf	39	5	1	6	1	4	5
Less 15% Transit/Walk-In Reduction [b]			(6)	(1)	0	(1)	0	(1)	(1)
Subtotal - Office			33	4	1	5	1	3	4
Retail	820	11 ksf	471	7	4	11	20	21	41
Less 5% Internal Capture Reduction [c]			(24)	0	0	0	(1)	(1)	(2)
Less 15% Transit/Walk-In Reduction [b]			(67)	(1)	(1)	(2)	(3)	(3)	(6)
Less 20% Pass-by Reduction [d]			(76)	(1)	(1)	(2)	(3)	(3)	(6)
Subtotal - Retail			304	5	2	7	13	14	27
Restaurant	932	3 ksf	407	19	16	35	19	13	32
Less 5% Internal Capture Reduction [c]			(20)	(1)	(1)	(2)	(1)	(1)	(2)
Less 15% Transit/Walk-In Reduction [b]			(58)	(3)	(2)	(5)	(3)	(2)	(5)
Less 20% Pass-by Reduction [d]			(66)	(3)	(3)	(6)	(3)	(2)	(5)
Subtotal - Restaurant			263	12	10	22	12	8	20
Total - Proposed Project			2,070	44	103	147	115	73	188
TDM Program									
Apartment									
Less 15% TDM Program Reduction			(221)	(3)	(14)	(17)	(13)	(7)	(20)
Office									
Less 15% TDM Program Reduction			(5)	(1)	0	(1)	0	0	0
Retail									
Less 15% TDM Program Reduction			(46)	(1)	0	(1)	(2)	(2)	(4)
Restaurant									
Less 15% TDM Program Reduction			(39)	(2)	(2)	(4)	(2)	(1)	(3)
Total - TDM Reduction			(311)	(7)	(16)	(23)	(17)	(10)	(27)
Total - Existing Uses to be Removed [e]			(445)	(21)	(5)	(26)	(16)	(29)	(45)
Total - Net New Project Trips with TDM Program			1,314	16	82	98	82	34	116

Notes

du: dwelling units

ksf: 1,000 square feet

[a] Source: *Trip Generation, 9th Edition*, Institute of Transportation Engineers, 2012.

[b] The Project site is located within a 1/4 mile of the Metro Red Line Hollywood/Vine station and a Metro RapidBus stop (Line 780), therefore a 15% transit adjustment was applied, per Traffic Study Policies and Procedures (LADOT, August 2014).

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

[d] Pass-by adjustments account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.

[e] See Table 8.