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

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

6360 Hollywood Bl
DOT Case No. CEN19-48795

Date: July 16, 2020

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

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION ASSESSMENT FOR THE PROPOSED HOTEL DEVELOPMENT PROJECT AT 6360 HOLLYWOOD BOULEVARD**

The LADOT has reviewed the transportation analyses prepared by Gibson Transportation Consulting, Inc., dated April 16, 2020, for the proposed commercial development at 6360 Hollywood Boulevard in the Hollywood community of the City of Los Angeles. In compliance with SB 743 and the CEQA guidelines, a VMT analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, the 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 LADOT's July 2019 Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

The Project is proposing to construct 10 stories plus a penthouse level and up to 90 hotel rooms with approximately 11,000 square feet (sf) of restaurant space on a site occupied by a vacant commercial building. Parking for the Project would be provided within an off-site parking facility. Operators would be on site to facilitate valet operations from a loading zone provided along Cosmo Street. Pedestrian access to the Project would be provided along Hollywood Boulevard and Cosmo Street. The Project is anticipated to be completed in Year 2022. The conceptual Project Site plan and valet operations for both hotel and restaurant are illustrated in **Attachment A, B and C** respectively.

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 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) Trip Generation Manual, 9th Edition 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.

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-3 Substantially increasing hazards due to a geometric design feature or incompatible use.

The assessment determined that the project would **not** have a significant transportation impact

under Thresholds T-1 and T-3. A copy of the VMT Calculator summary report is provided as **Attachment D**.

C. Transportation Impacts

On July 30, 2019, pursuant to SB 743 and the recent changes to Section 15064.3 of the State's CEQA Guidelines, the City of Los Angeles adopted VMT as criteria in determining transportation impacts under CEQA. The new LADOT TAG provide 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 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

The proposed project is projected to have a Work VMT per employee of 6.3. Since there is no residential component is proposed, the Project would not generate any household VMT per capita and would not result in a significant household VMT impact. Therefore, it is concluded that implementation of the project would result in no significant VMT impact. A copy of the VMT Calculator summary report is provided as **Attachment D.**

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 LAMC. Therefore, LADOT continues to require and review a project's site access, circulation, and operational plan to determine if any access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed.

As illustrated in **Attachment A, B and C**, and previously described, the Project would be fully valet-operated, with all project-related parking provided within an existing off-site surface parking lot. For the purposes of this study, the parking lot was assumed to be located at 1611 Cosmo Street, on the west side of Cosmo Street south of the Project and would be utilized for valet parking. Other parking facilities in the vicinity of the Project Site with similar capacity could also be utilized. The circulation plan for the Project, includes a valet pick-up/drop-off area located along the west side of Cosmo Street near the Project Site. The valet operators would utilize Ivar Avenue and Selma Avenue to travel between the off-site parking lot and the valet area.

LADOT has reviewed this analysis and determined that it adequately discloses operational concerns. Since the parking location is not definite, a revised analysis may be required to account for a new parking location that affects the traffic circulation.

The project completed a circulation analysis using a "level of service" screening methodology

that indicates that the trips generated by the proposed development may experience adverse circulation conditions at:

- Cosmo Street and Hollywood Street
- Ivar Avenue and Hollywood Boulevard
- Cahuenga Boulevard and Selma Avenue
- Cosmo Street and Selma Avenue
- Ivar Avenue and Selma Avenue

LADOT 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 E** to this report.

PROJECT REQUIREMENTS

B. Non-CEQA Related Requirements and Considerations

To comply with transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the following:

1. Physical Improvements

To further enhance safety adjacent to the Project Site, signage and pedestrian crossing improvements would be provided at the intersection of Cosmo Street & Hollywood Boulevard. The Project proposes to upgrade the right-turn-only signage and pavement markings to further reinforce the prohibition of northbound left turns at the intersection. Additionally, new continental crosswalk striping would replace the existing crosswalk striping on the southern leg of the intersection across Cosmo Street.
These signal upgrades should be implemented either by the applicant through the B-permit process of the Bureau of Engineering (BOE), or through payment to LADOT to fund the cost of the upgrades. If LADOT selects the payment option, then the applicant would be required to pay LADOT the cost to design and construct the upgrades. If the upgrades are implemented by the applicant through the B- Permit process, then these traffic signal improvements must be guaranteed prior to the issuance of any building permit and completed prior to the issuance of any certificate of occupancy in accordance with the project's traffic mitigation phasing plan. 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 LADOT.

All proposed street improvements and associated traffic signal work within the City of Los Angeles must be guaranteed through BOE's B-Permit process, prior to the issuance of any building permit and completed prior to the issuance of any certificate of occupancy. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor contact LADOT's B-Permit Coordinator, ladot.planprocessing@lacity.org, to arrange a pre-design meeting to finalize the proposed design. Costs related to any relocation of bus zones and shelters and to modifying or upgrading traffic signal equipment that are necessary to implement the proposed mitigations shall be incurred by the applicant. In the event an originally proposed mitigation measure becomes infeasible, a substitute mitigation measure of an

equivalent cost may be provided, subject to approval by LADOT, upon demonstration that the substitute measure is equivalent or superior to the original measure.

2. Parking Requirements
The Project would be fully valet-operated, with all project-related parking provided within an existing off-site surface parking lot. The applicant should check with the Departments of Building and Safety and City Planning on the number of Code-required parking spaces.

3. Highway Dedication and Street Widening Requirements
Per the new Mobility Element of the General Plan, **Hollywood Boulevard**, an Avenue I, would require a 35-foot half-width roadway within a 50-foot half-width right-of-way and **Cosmo Street**, a Collector Street, 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 if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

4. Project Access and Circulation
As illustrated in **Attachment A, B and C**, and previously described, the Project would be fully valet-operated, with all project-related parking provided within an existing off-site surface parking lot. For the purposes of this study, the parking lot was assumed to be located at 1611 Cosmo Street, on the west side of Cosmo Street south of the Project and would be utilized for valet parking. Other parking facilities in the vicinity of the Project Site with similar capacity could also be utilized. The circulation plan for the Project, includes a valet pick-up/drop-off area located along the west side of Cosmo Street near the Project Site. The valet operators would utilize Ivar Avenue and Selma Avenue to travel between the off-site parking lot and the valet area.

All delivery truck loading and unloading will take place on an existing commercial loading zone on the westside of Cosmo Street, across from the project site. Trucks would access the loading area by entering from Hollywood Boulevard and exiting onto Selma Avenue as illustrated in **Attachment B&C**. If delivery trucks are expected during peak hours a dock manager shall be available on-site to facilitate loading zone. LADOT may recommend additional requirements once a complete review of the loading operations is conducted. 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 soon as possible with LADOT's Citywide Planning Coordination Section (201 North Figueroa Street, 5th Floor, Room 550, at 213-482-7024). Driveway placement and design shall be approved by the Department of City Planning (City Planning) in consultation with LADOT, prior to issuance of a Letter of Determination by City Planning.

5. Worksite Traffic Control Requirements
LADOT recommends that a construction work site traffic control plan be submitted to LADOT'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/businesses/temporary-traffic-control-plans 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. LADOT

also recommends that all construction related truck traffic be restricted to off-peak hours to the extent feasible.

Although not yet adopted, LADOT recommends that the applicant be subject to the terms of the proposed TDM Ordinance update expected in 2020. The updated ordinance is expected to be completed prior to the anticipated construction of this project, if approved.

6. Development Review Fees
Section 19.15 of the LAMC 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 Russell Hasan of my staff at (213) 482-7024.

Attachments

J:\Letters\2020\CEN19-48795_6360 Hollywood Bl Hotel Mixed-Use.docx

c: Craig Bullock, Council District 13
Matthew Masuda, Central District, BOE
Bhuvan Bajaj, Hollywood-Wilshire District, LADOT
Taimour Tanavoli, Planning Development Service, LADOT
Emily Wong, Gibson Transportation Consulting, Inc.

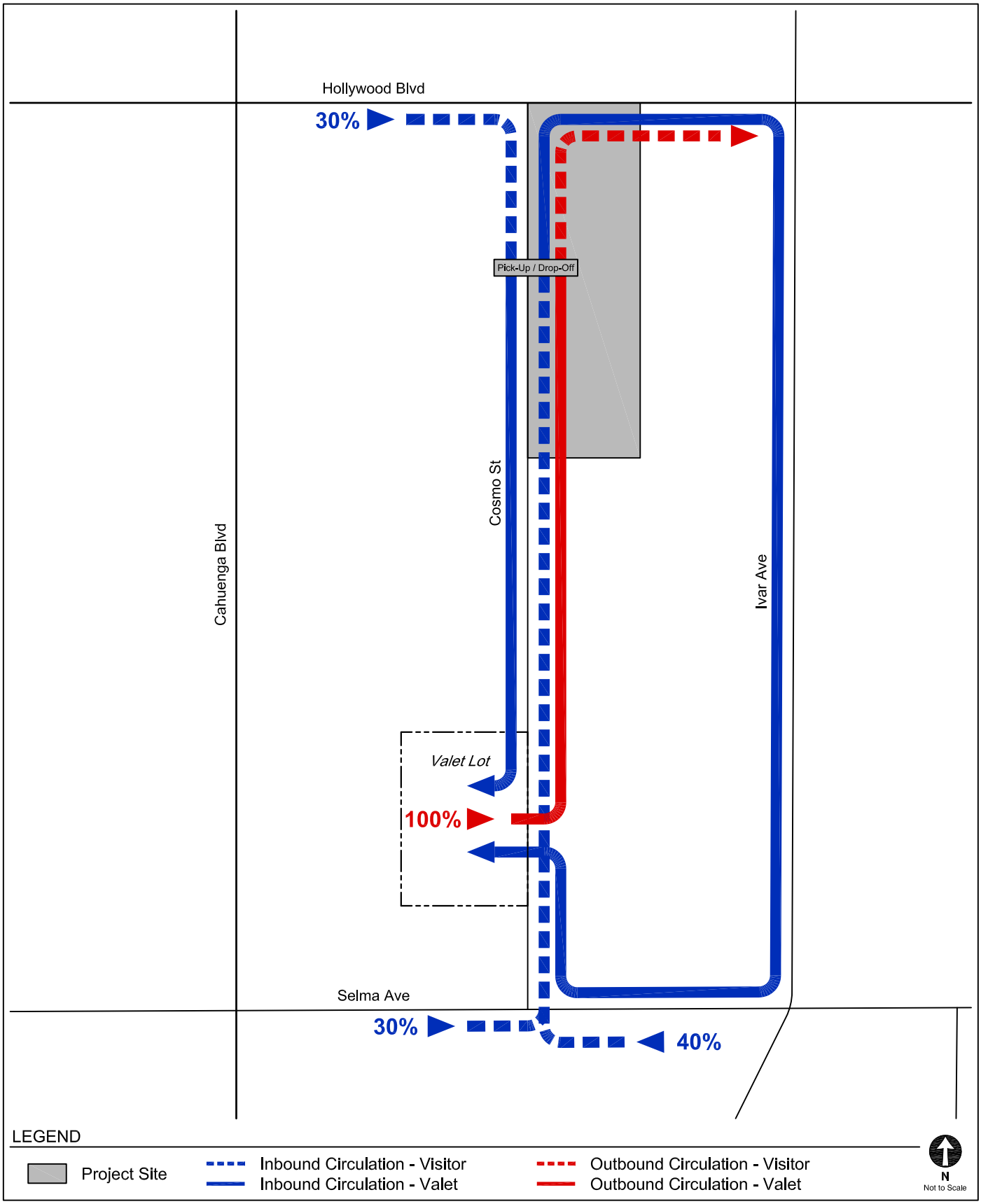
Gibson transportation consulting, inc.

N
Not to Scale

Source: Hilda Rodríguez Architecture / Planning / Interiors. April, 2020.

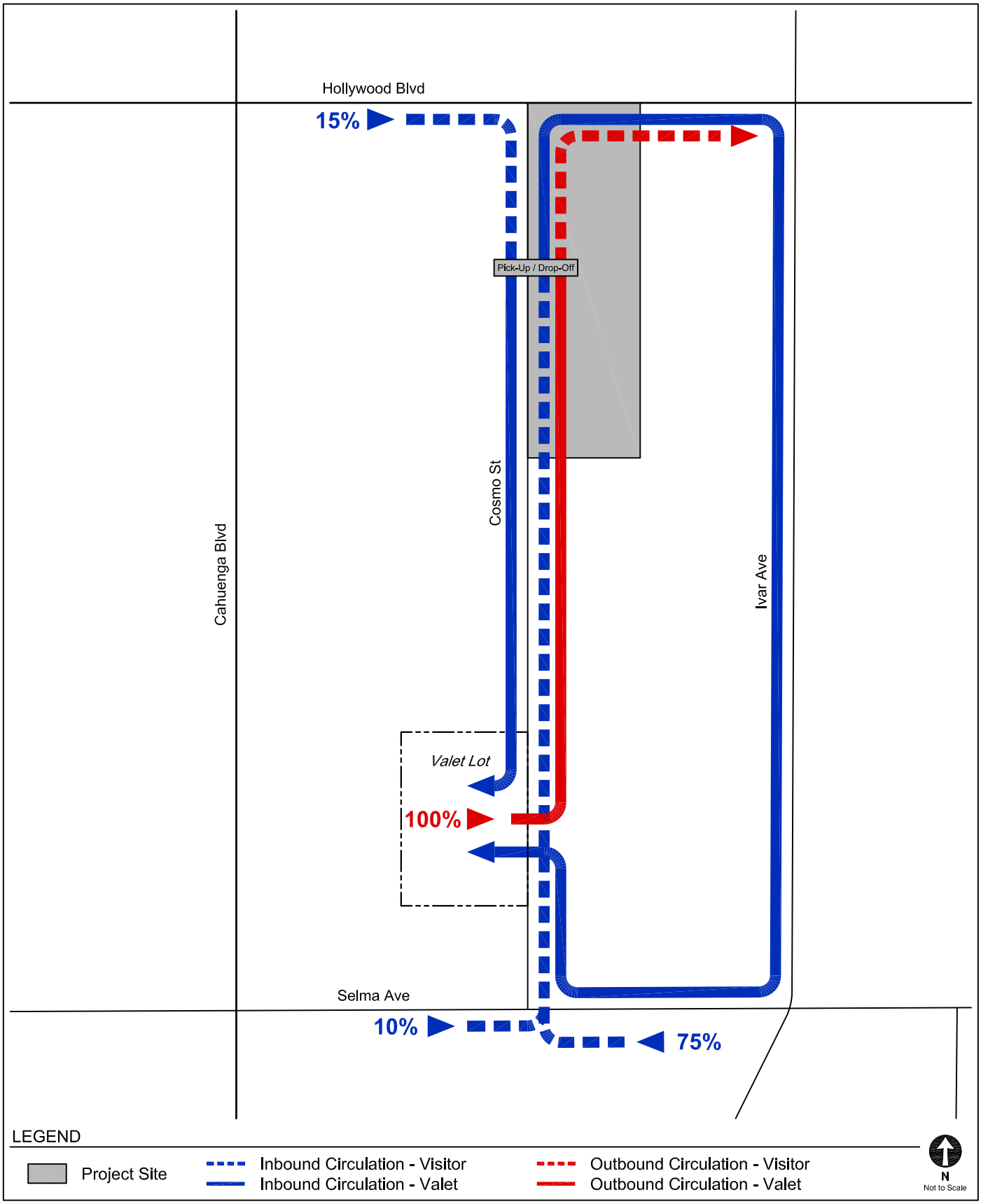
PROJECT SITE PLAN

FIGURE 1



VALET OPERATIONS
RESTAURANT

FIGURE
4B



VALET OPERATIONS
HOTEL

FIGURE
3B

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

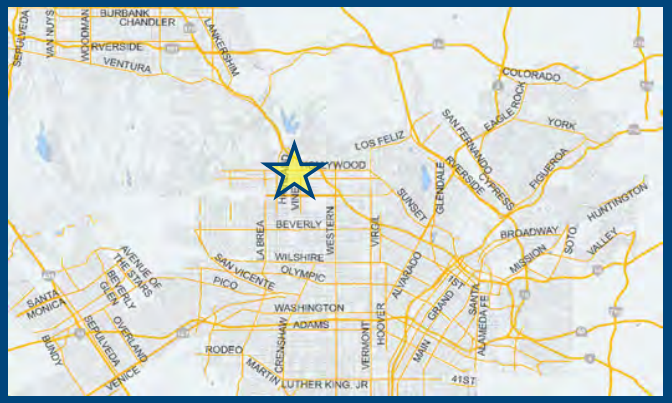
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 6360 Hollywood MXD

Scenario:

Address: 6360 W HOLLYWOOD BLVD, 90028



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

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family		DU

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

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restaurant	11	ksf
Housing | Hotel	90	Rooms
Retail | High-Turnover Sit-Down Restaurant	11	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
0 Daily Vehicle Trips	977 Daily Vehicle Trips
0 Daily VMT	6,396 Daily VMT

Tier 1 Screening Criteria

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

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	977 Net Daily Trips
The net increase in daily VMT ≤ 0	6,396 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	11.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

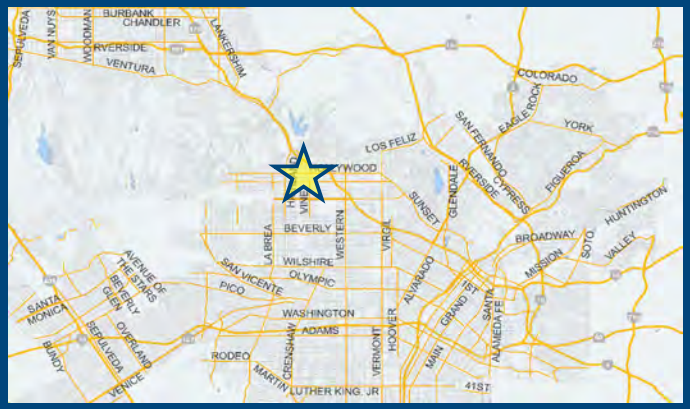
CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

Project Information

Project: 6360 Hollywood MXD

Scenario:

Address: 6360 W HOLLYWOOD BLVD, 90028



Proposed Project Land Use Type	Value	Unit
Housing | Hotel	90	Rooms
Retail | High-Turnover Sit-Down Restaurant	11	ksf

TDM Strategies

Select each section to show individual strategies

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

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

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

Traffic Calming Improvements

☐ Proposed Prj ☐ Mitigation

25 percent of streets within project with traffic calming improvements

100 percent of intersections within project with traffic calming improvements

Pedestrian Network Improvements

☑ Proposed Prj ☐ Mitigation

within project and connecting off-site

Analysis Results

Proposed Project	With Mitigation
951 Daily Vehicle Trips	**951** Daily Vehicle Trips
6,230 Daily VMT	**6,230** Daily VMT
0.0 Household VMT per Capita	**0.0** Household VMT per Capita
6.3 Work VMT per Employee	**6.3** 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

12/16/2019

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 16, 2019
Project Name: 6360 Hollywood MXD
Project Scenario:
Project Address: 6360 W HOLLYWOOD BLVD, 90028

Version 1.2

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	*0*	*DU*
	Townhouse	*0*	*DU*
	Hotel	90	Rooms
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	11.000	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 16, 2019
Project Name: 6360 Hollywood MXD
Project Scenario:
Project Address: 6360 W HOLLYWOOD BLVD, 90028

Version 1.2

Analysis Results			
Total Employees: 89 Total Population: 0			
Proposed Project		***With Mitigation***	
951	**Daily Vehicle Trips**	**951**	**Daily Vehicle Trips**
6,230	**Daily VMT**	**6,230**	**Daily VMT**
0	**Household VMT per Capita**	**0**	**Household VMT per Capita**
6.3	**Work VMT per Employee**	**6.3**	**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

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: December 16, 2019
Project Name: 6360 Hollywood MXD
Project Scenario:
Project Address: 6360 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	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	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%*	

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%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	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	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*
MAX. TDM EFFECT	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*

= Minimum (X%, 1-[(1-A)*(1-B)…])
where X%=

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: December 16, 2019
Project Name: 6360 Hollywood MXD
Project Scenario:
Project Address: 6360 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	0	0.0%	0	7.8	0	0
Home Based Other Production	0	0.0%	0	5.1	0	0
Non-Home Based Other Production	271	-15.5%	229	7.4	2,005	1,695
Home-Based Work Attraction	129	-46.5%	69	8.4	1,084	580
Home-Based Other Attraction	1,004	-55.2%	450	5.9	5,924	2,655
Non-Home Based Other Attraction	271	-15.5%	229	6.4	1,734	1,466

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-2.6%	0	0	-2.6%	0	0
Home Based Other Production	-2.6%	0	0	-2.6%	0	0
Non-Home Based Other Production	-2.6%	223	1,651	-2.6%	223	1,651
Home-Based Work Attraction	-2.6%	67	565	-2.6%	67	565
Home-Based Other Attraction	-2.6%	438	2,586	-2.6%	438	2,586
Non-Home Based Other Attraction	-2.6%	223	1,428	-2.6%	223	1,428

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0
Total Employees: 89
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**0**	**0**
Total Home Based Work Attraction VMT	**565**	**565**
Total Home Based VMT Per Capita	**0.0**	**0.0**
Total Work Based VMT Per Employee	**6.3**	**6.3**

TABLE 9
FUTURE CONDITIONS (YEAR 2022)
INTERSECTION LEVELS OF SERVICE

No	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions	
			Delay	LOS	Delay	LOS
1. [a]	Cosmo Street & Hollywood Boulevard	AM PM	0.1 0.3	A A	0.7 0.9	A A
2.	Ivar Avenue & Hollywood Boulevard	AM PM	17.1 37.4	B D	17.4 41.4	B D
3.	Cahuenga Boulevard & Selma Avenue	AM PM	10.5 14.3	B B	10.8 14.5	B B
4. [a]	Cosmo Street & Selma Avenue	AM PM	0.7 1.1	A A	0.8 1.1	A A
5.	Ivar Avenue & Selma Avenue	AM PM	8.7 14.2	A B	8.5 14.7	A B

Notes

Delay is measured in seconds per vehicle

LOS = Level of service

Results per Synchro 10 (HCM 6th Edition methodology)

[a] Worst-case approach delay is reported for two-way stop-controlled intersections.