APPENDIX C

Transportation Assessment

DRAFT

TRANSPORTATION ASSESSMENT FOR THE 6445 SUNSET BOULEVARD HOTEL PROJECT

HOLLYWOOD, CALIFORNIA

NOVEMBER 2020

PREPARED FOR

ARCHEON GROUP

PREPARED BY

Gibson transportation consulting, inc.

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November 2020

Prepared for:

ARCHEON GROUP

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Chapter 1
Introduction

This study presents the transportation assessment for the hotel project (Project) proposed at 6445 Sunset Boulevard (Project Site) in the *Hollywood Community Plan* (Los Angeles Department of City Planning [LADCP], 1988) (Hollywood Community Plan) area of the City of Los Angeles, California (City). The methodology and base assumptions used in the analysis were established in conjunction with the Los Angeles Department of Transportation (LADOT).

PROJECT DESCRIPTION

The Project is proposing the construction of a 13-story hotel development, including 175 hotel rooms and up to 11,400 square feet (sf) of restaurant/bar/lounge space on various levels. Parking for the Project would be provided within four above-ground levels, with vehicular access provided via one right-turn only in/out driveway along Sunset Boulevard. The existing 10,000 sf of retail uses on the Project Site would be removed to allow for development of the Project.

The Project is anticipated to be completed in Year 2024. The conceptual Project Site plan is illustrated in Figure 1 and the Project Site location is illustrated in Figure 2.

PROJECT LOCATION AND TRANSPORTATION ANALYSIS STUDY AREA

The Project Site is located within Council District 13, in the Central Hollywood neighborhood of the City, and consists of one lot identified as Assessor Parcel Number 5546013012. The Project is bounded by a private alley to the north, adjacent commercial developments to the east and west, and Sunset Boulevard to the south.

As shown in Figure 3, the transportation analysis Study Area includes a geographic area generally bounded by Selma Avenue to the north, Cahuenga Boulevard to the east, Sunset Boulevard to

the south, and Wilcox Avenue to the west. Detailed traffic analyses were conducted at key intersections within the Study Area.

The Project Site is located approximately 0.75 miles west of the Hollywood Freeway (US 101), which provides regional transportation between downtown Los Angeles (approximately 6.0 miles southeast) and the San Fernando Valley (approximately 5.0 miles northwest). In the vicinity of the Project Site, the Hollywood community is served by arterial streets such as Sunset Boulevard and Cahuenga Boulevard.

The Project Site is located approximately 0.35 miles southwest of the Los Angeles County Metropolitan Transportation Authority (Metro) B Line (formerly Red Line) Hollywood/Vine Station. The B Line subway travels between Union Station in downtown Los Angeles and North Hollywood at 10-minute intervals throughout the day. Additionally, transit bus service is provided throughout the Study Area by Metro and LADOT Downtown Area Short Hop (DASH) service bus lines.

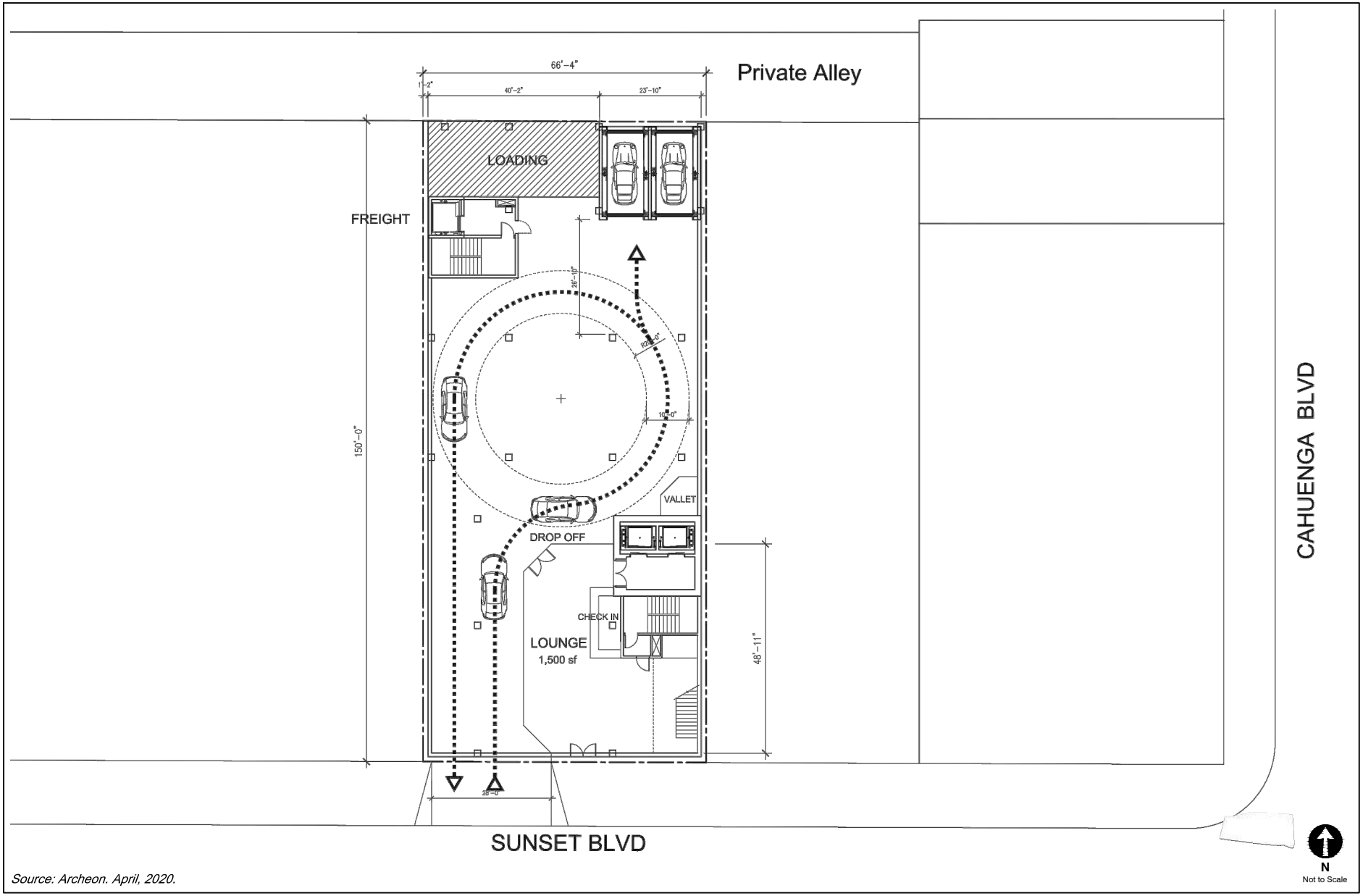
STUDY SCOPE

The scope of analysis for this study was developed in consultation with LADOT and is consistent with *Transportation Assessment Guidelines* (LADOT, July 2019) (the TAG) and in compliance with the California Environmental Quality Act (CEQA) Guidelines (California Code of Regulations, Title 14, Section 15000 and following). The base assumptions and technical methodologies (i.e., trip generation, study locations, analysis methodology, etc.) were identified as part of the study approach and were outlined in a Memorandum of Understanding (MOU) that was reviewed and approved by LADOT in May 2020 and is provided in Appendix A.

ORGANIZATION OF REPORT

This report is divided into five chapters, including this Introduction. Chapter 2 describes the Project context including the existing and future circulation system, traffic volumes, and traffic conditions in the Study Area. Chapter 3 presents the CEQA analysis of transportation impacts. Chapter 4 details the non-CEQA transportation analyses. Chapter 5 summarizes the analyses and study

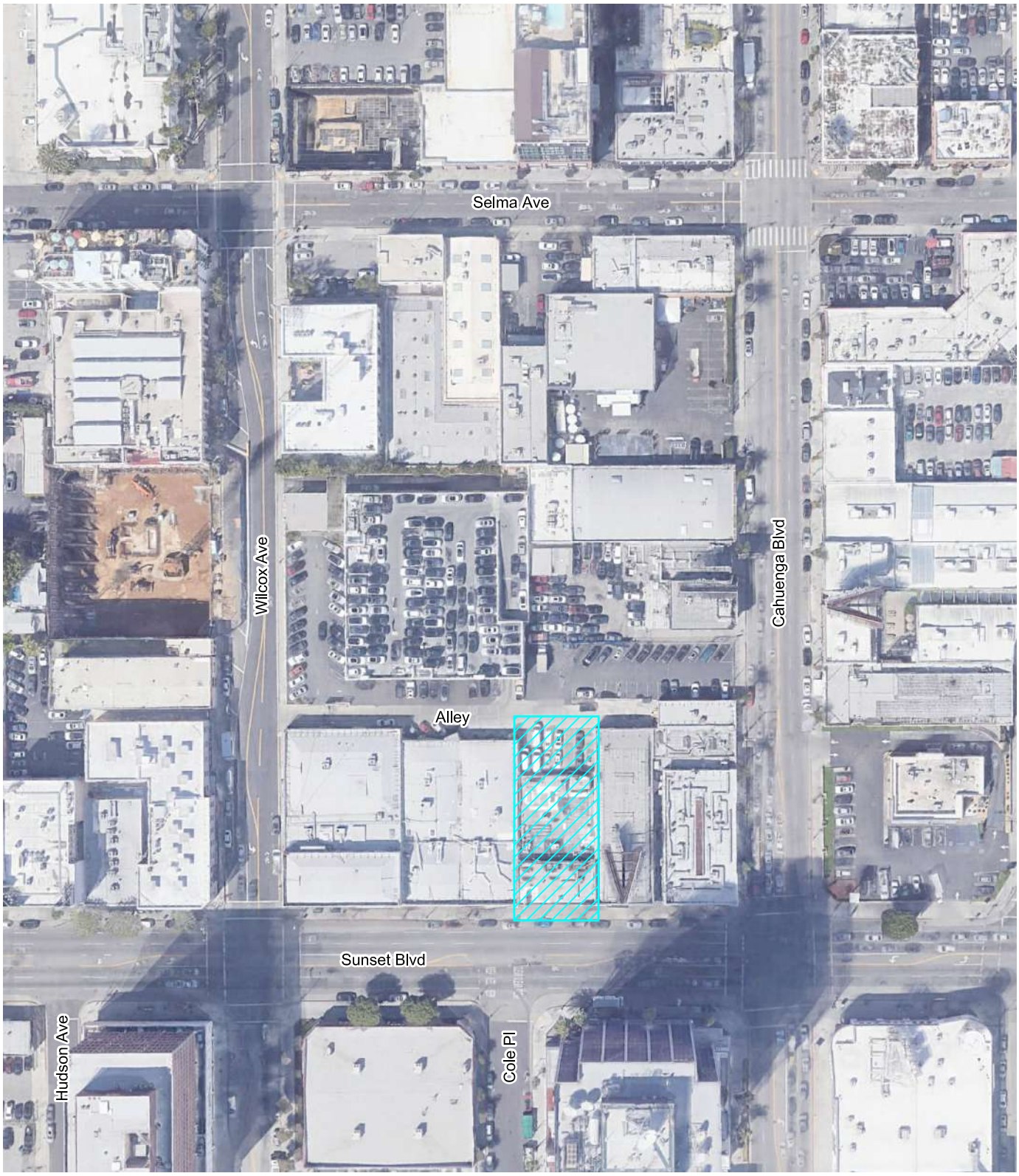
conclusions. The appendices contain supporting documentation, including the MOU that outlines the study scope and assumptions, and additional details supporting the technical analyses.



Source: Archeon. April, 2020.

PROJECT SITE PLAN

FIGURE 1



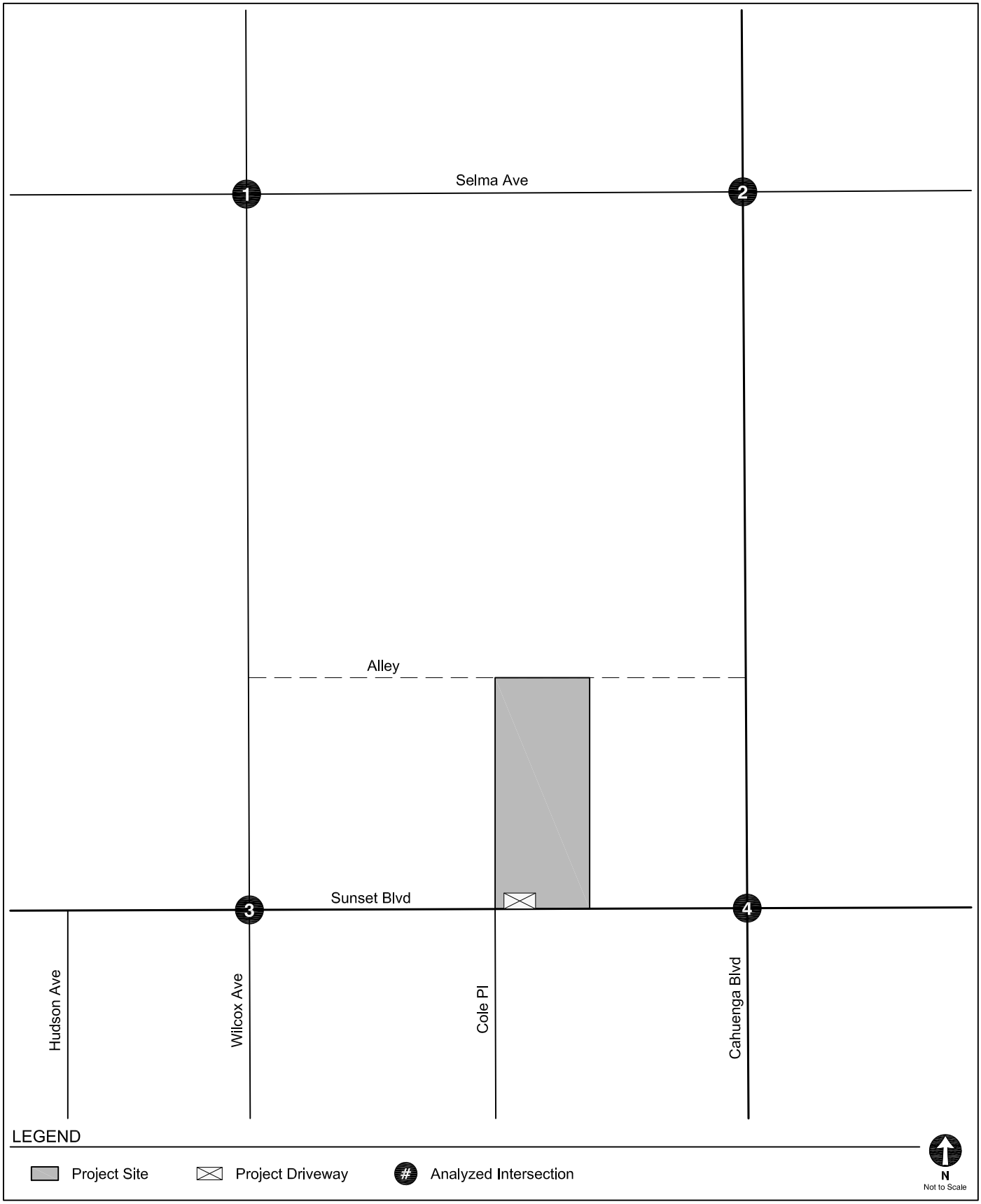
LEGEND

Project Site

N
Not to Scale

PROJECT SITE LOCATION

FIGURE 2



STUDY AREA & ANALYZED INTERSECTIONS

FIGURE 3

Chapter 2
Project Context

A comprehensive data collection effort was undertaken to develop a detailed description of existing and future conditions in the Project Study Area.

The Existing Conditions analysis includes an assessment of the existing transportation infrastructure and conditions of the Study Area including freeway and street systems, and transit service, as well as pedestrian and bicycle circulation, at the time the MOU was approved in May 2020. Fieldwork (lane configurations, signal phasing, parking restrictions, etc.) for the analyzed intersections was collected in Year 2020.

In addition, this Chapter contains a discussion of the future conditions detailing the assumptions used to develop the Future without Project Conditions in Year 2024, which corresponds to projected occupancy of the Project.

STUDY AREA

The Project's transportation analysis Study Area, shown in Figure 3, includes a geographic area that is generally bounded by Selma Avenue to the north, Cahuenga Boulevard to the east, Sunset Boulevard to the south, and Wilcox Avenue to the west. This Study Area was established in consultation with LADOT by reviewing the existing intersection/corridor operations, Project peak hour vehicle trip generation, anticipated distribution of Project vehicular trips, and potential impacts of Project Traffic.

A transportation analysis study area generally comprises those intersections with the greatest potential to experience significant transportation impacts due to the project as defined by the City. Factors identified in the TAG that guide the selection of intersections include:

1. Primary driveway(s)
2. Intersections at either end of the block on which the Project is located or up to 600 feet from the primary Project driveway(s)
3. Unsignalized intersections adjacent to the Project Site that are integral to the Project's site access and circulation plan
4. Signalized intersections in proximity to the Project Site where 100 or more Project trips would be added

A total of four signalized intersections, as listed in Table 1, were identified during the MOU process for detailed analysis of the above conditions. Figure 3 illustrates the location of the Project Site in relation to the surrounding street system and the four study intersections. The existing lane configurations at the analyzed intersections are provided in Figure 4.

EXISTING TRANSPORTATION CONDITIONS

Existing Street System

The existing street system in the Study Area consists of a regional roadway system including arterial streets and local streets that provide regional, sub-regional, or local access and circulation to the Project Site. These transportation facilities generally provide two to four travel lanes and usually allow parking on either side of the street. Typically, the speed limits range between 25 and 35 miles per hour (mph) on the streets and between 55 mph on freeways.

Street classifications for roadways within the City of Los Angeles are designated in *Mobility Plan 2035, An Element of the General Plan* (LADCP, September 2016) (the Mobility Plan). The Mobility Plan defines specific street standards in an effort to provide an enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. Per the Mobility Plan, street classifications are defined as follows:

- Freeways are high-volume, high-speed roadways with limited access provided by interchanges that carry regional traffic through and do not provide local access to adjacent land uses.

- Arterial Streets are major streets that serve through traffic, as well as provide access to major commercial activity centers. Arterials are divided into two categories:
    - Boulevards represent the widest Arterial Streets that typically provide regional access to major destinations and include two categories:
        - Boulevard I provides up to four travel lanes in each direction with a target operating speed of 40 mph, and generally includes a right-of-way width of 136 feet and pavement width of 100 feet.
        - Boulevard II provides up to three travel lanes in each direction with a target operating speed of 35 mph, with right-of-way widths varying from 104-110 feet, and pavement widths from 70-80 feet.
    - Avenues are typically narrower Arterial Streets that pass through both residential and commercial areas and include three categories:
        - Avenue I provides up to two travel lanes in each direction with a target operating speed of 35 mph, with a right-of-way width of 100 feet and pavement width of 70 feet.
        - Avenue II provides up to two travel lanes in each direction with a target operating speed of 30 mph, with a right-of-way width of 86 feet and pavement width of 56 feet.
        - Avenue III provides up to two travel lanes in each direction with a target operating speed of 25 mph, with a right-of-way width of 72 feet and pavement width of 46 feet.
- Collector Streets are generally located in residential neighborhoods and provide access to and from Arterial Streets for local traffic and are not intended for cut-through traffic. They provide one travel lane in each direction with operating speed of 25 mph, with a right-of-way width generally at 65 feet and pavement width of 44 feet.
- Local Streets are intended to accommodate lower volumes of vehicle traffic and provide parking on both sides of the street. They provide one travel lane in each direction with a target operating speed of 15 to 20 mph. Pavement widths may vary between 30-36 feet within a right-of-way width of 50-60 feet. Local Streets include two categories:
    - Continuous Local Streets connect to other streets at both ends
    - Non-continuous Local Streets lead to a dead-end

Primary regional access to the Project Site is provided by US 101. In proximity to the Project Site, the Study Area is served by Arterial Streets such as Sunset Boulevard and Cahuenga Boulevard. The following is a brief description of the roadways in the area, including their classifications in the Mobility Plan:

Freeways

- US 101 – US 101 generally runs in the northwest-southeast direction and is located approximately 0.75 miles east of the Project Site. In the vicinity of the Project Site, US 101 provides four travel lanes in each direction with access available via interchanges at Vine Street, Hollywood Boulevard, Sunset Boulevard, and Santa Monica Boulevard.

Roadways

- Sunset Boulevard–Sunset Boulevard is a designated Avenue I in the Mobility Plan. It travels in the east-west direction and is located adjacent to the southern boundary of the Project Site. It provides six travel lanes, three lanes in each direction. Metered street parking is generally provided on both sides of the street with peak hour restrictions and two-hour limits from 9:00 AM to 4:00 PM Monday through Friday, 8:00 AM to 8:00 PM on Saturday and 11:00 AM to 8:00 PM Sunday. Travel lanes are generally 10 feet wide and the total paved width is generally 70 feet.

- Cahuenga Boulevard – Cahuenga Boulevard is a designated Modified Avenue II through the Study Area. It runs in the north-south direction and is located approximately 150 feet east of the Project Site. It provides four travel lanes, two in each direction. Metered street parking is generally provided on both sides of the street with two-hour limits from 8:00 AM to 8:00 PM Monday through Thursday, 8:00 AM to 12:00 AM on Friday and Saturday, and 11:00 AM to 8:00 PM on Sunday. Travel lanes are generally 10 feet wide and the total paved width is generally 56 feet.

- Wilcox Avenue – Wilcox Avenue is a designated Modified Avenue III in the Mobility Plan. It travels in the north-south direction and is located 250 west of the Project Site. It provides two travel lanes, one lane in each direction. Metered parking is generally provided on both sides of the street with two-hour limits from 8:00 AM to 8:00 PM Monday through Saturday and 11:00 AM to 8:00 PM on Sunday. The total paved width of the street is generally 50 feet.

- Selma Avenue – Selma Avenue is a designated Local Street through the Study Area. It runs in the east-west direction and is located approximately 450 feet north of the Project Site. It provides two lanes, one in each direction. Metered street parking is generally provided on both sides of the street with two-hour limits from 8:00 AM to 8:00 PM Monday through Thursday, 8:00 AM to 12:00 AM on Friday and Saturday, and 11:00 AM to 8:00 PM on Sunday. The total paved width of the street is generally 40 feet.

The existing intersection mobility facilities are shown in Figure 5 and the existing transportation facilities and pedestrian destinations are shown in Figure 6.

Existing Transit System

Figure 7 illustrates the existing public transit service in the Study Area, which is served by bus lines operated by Metro and DASH.

In addition to the bus lines that provide service within the Project Site vicinity, the Metro B Line fixed-rail subway operates in the Study Area. The Metro B Line runs between North Hollywood and downtown Los Angeles, connecting with the Metro G Line (formerly the Orange Line) in North Hollywood, the Metro D Line (formerly the Purple Line) at Wilshire Boulevard, the Metro A Line (formerly the Blue Line) and Metro E Line (formerly the Expo Line) in downtown Los Angeles, and the Metro L Line (formerly the Gold Line) at Union Station. In the Project vicinity, the Metro B Line has a station at Hollywood Boulevard & Vine Street, approximately 0.35 miles northeast from the Project Site.

Table 2 summarizes the transit lines operating in the Study Area for each of the service providers in the region, the type of service (peak vs. off-peak, express vs. local), and frequency of service, as described above. The average frequency of transit service during the peak hour was derived from the number of peak-period stops made at the stop nearest the Project Site. Data from Metro was provided in April 2019.

Tables 3A and 3B summarize the available capacity of the Metro and DASH transit systems during the morning and afternoon peak hours, respectively, based on the frequency of service of each line and the maximum seated and standing capacity of each bus or train. As shown in Tables 3A and 3B, the Metro bus and DASH transit lines within walking distance of the Project Site currently have additional capacity for 582 additional riders during the morning peak hour and 795 additional riders during the afternoon peak hour. Additionally, the Metro B Line has additional capacity for 5,316 additional riders during the morning peak hour and 4,092 additional riders during the afternoon peak hour. In total, the public transit system in the Study Area has available capacity for approximately 5,898 additional riders during the morning peak hour and 4,887 additional riders during the afternoon peak hour.

Existing Bicycle System

Based on the Mobility Plan and *2010 Bicycle Plan, A Component of the City of Los Angeles Transportation Element* (LADCP, 2010) (the 2010 Bicycle Plan), the existing bicycle system in the Study Area consists of a limited coverage of bicycle routes (Class III). Bicycle routes are identified as bicycle-friendly streets where motorists and cyclists share the roadway and there is no dedicated striping of a bicycle lane. Bicycle routes are preferably located on Collector and lower volume Arterial Streets. Bicycle routes with shared lane markings, or "sharrows", remind bicyclists to ride farther from parked cars to prevent collisions, increase awareness of motorists that bicycles may be in the travel lane, and shows bicyclists the correct direction of travel. The components of the 2010 Bicycle Plan have been incorporated into the bicycle network of the Mobility Plan.

The Mobility Plan consists of a Low-Stress Bikeway System and a Bicycle Lane Network. The Low-Stress Bikeway System is comprised of the Bicycle Enhanced Network, the Neighborhood Enhanced Network, and Bike Paths. The Bicycle Enhanced Network includes protected bicycle lanes (Class IV), which provide bicycling infrastructure including cycle tracks, bicycle signals, and demarcated areas to facilitate turns at intersections and neighborhood streets. These typically provide mini-roundabouts, cross-street stop signs, crossing islands at major intersection crossings, improved street lighting, bicycle boxes, and bicycle-only left-turn pockets. Once implemented, these facilities would offer a safer environment for both cyclists and motorists.

Sharrowed bicycle routes (Class III) are currently provided along Wilcox Avenue and Selma Avenue within the Study Area.

Existing Pedestrian Facilities

The walkability of existing facilities is based on the availability of pedestrian routes necessary to accomplish daily tasks without the use of an automobile; these attributes are quantified by WalkScore.com and assigned a score out of 100 points. With the various commercial businesses

and cultural facilities adjacent to residential neighborhoods, the walkability of the Project site is approximately 98 points[1].

The sidewalks that serve as routes to the Project Site provide proper connectivity and adequate widths for a comfortable and safe pedestrian environment. The sidewalks provide connectivity to pedestrian crossings at intersections within the Study Area. All four study intersections provide pedestrian facilities to the Project Site, with Americans with Disabilities Act (ADA) compliant curb ramps, pedestrian phasing, and crosswalk striping on all approaches, as shown in Figure 5.

Vision Zero

As described in *Vision Zero: Eliminating Traffic Deaths in Los Angeles by 2025* (City of Los Angeles, August 2015), Vision Zero is a traffic safety policy that promotes strategies to eliminate collisions that result in severe injury or death. Vision Zero has identified the High Injury Network, a network of streets based on the collision data from the last five years, where strategic investments will have the biggest impact in reducing death and severe injury. Within the Study Area, Sunset Boulevard and Selma Avenue are identified in the High Injury Network.

Existing Traffic Volumes

Due to travel pattern changes during the Los Angeles County Safer at Home order, issued in March 2020, historical traffic counts were used for the analysis as new counts would not reflect “normal” travel conditions. Intersection turning movement counts were obtained from Navigate LA and other public transportation studies and were conducted at the four study intersections during the weekday morning and afternoon peak periods in 2016, 2018, and 2019 in accordance with LADOT guidelines. Local schools were in session when all traffic counts were conducted, and the weather conditions were typical. Each count was factored up 1% per year from the date they were collected to estimate typical 2020 conditions, in accordance with LADOT guidelines. The existing intersection

[1] WalkScore.com rates the Project site (6445 Sunset Blvd) with a score of 98 of 100 possible points (scores accessed on April 23, 2020 for the Central Hollywood Neighborhood). Walk Score calculates the walkability of specific addresses by taking into account the ease of living in the neighborhood with a reduced reliance on automobile travel.

peak hour traffic volumes are illustrated in Figure 8. Traffic volume data worksheets are provided in Appendix B.

FUTURE CUMULATIVE TRANSPORTATION CONDITIONS

The forecast of Future without Project Conditions was prepared in accordance with procedures outlined in the CEQA Guidelines. Specifically, two options are provided for developing the cumulative traffic volume forecast:

> "(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the [lead] agency, or
>
> "(B) A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency."

As described in detail below, this analysis includes increases to traffic from future projects (option "A" above, the "Related Projects") and from regional growth projections (option "B" above, or ambient growth). As such, the ambient growth factor discussed below likely includes some traffic growth resulting from the Related Projects. Therefore, the traffic analysis provides a highly conservative estimate of Future without Project traffic volumes.

The Future without Project traffic projections reflect growth in traffic over existing conditions from ambient growth, which reflects increases in traffic due to regional growth and development outside the Study Area and traffic generated by ongoing or entitled projects in, or in the vicinity of, the Study Area.

Ambient Traffic Growth

Existing traffic is expected to increase as a result of regional growth and development outside the Study Area. Based on discussions with LADOT through the MOU process, a conservative ambient growth factor of 1% per year compounded annually was applied to adjust the existing traffic volumes to reflect the effects of the regional growth and development by Year 2024. The total adjustment applied over the four-year period was 4.06%. These growth factors account for increases in traffic due to potential projects not yet proposed or projects outside the Study Area.

Related Projects

In accordance with the CEQA Guidelines, this study also considered the effects of the Project in relation to the Related Projects. The list of Related Projects is based on information provided by LADCP and LADOT in January 2020, as well as recent studies of development projects in the area. The Related Projects are detailed in Table 4 and their approximate locations shown in Figure 9.

Though the buildout years of many of these Related Projects are uncertain and may be well beyond the buildout year of the Project, and notwithstanding that some may never be approved or developed, they were all considered as part of this Study and conservatively assumed to be completed by the Project buildout Year 2024. Therefore, the traffic growth due to the development of Related Projects considered in this analysis is highly conservative and, by itself, substantially overestimates the actual traffic volume growth in the Hollywood area that would likely occur in the next five years prior to Project buildout. With the addition of the 1% per year ambient growth factor previously discussed, the Future without Project Condition is even more conservative.

Using these assumptions, the Project was evaluated within the context of the worst-case cumulative impact of all prospective development. The development of estimated traffic volumes added to the Study Area as a result of Related Projects involves the use of a three-step process: trip generation, trip distribution, and trip assignment.

Trip Generation. Trip generation estimates for the Related Projects were provided by LADOT or were calculated using a combination of previous study findings and the trip generation rates contained in *Trip Generation Manual, 10th Edition* (Institute of Transportation Engineers, 2017).

Table 4 summarizes the Related Project trip generation for typical weekdays, including daily trips, morning peak hour trips, and afternoon peak hour trips. These projections are conservative in that they do not in every case account for either the trips generated by the existing uses to be removed or the likely use of other travel modes (transit, bicycle, walk, etc.) Further, in many cases, they do not account for the internal capture trips within a multi-use development, nor the interaction of trips between multiple related projects within the Hollywood area, in which one Related Project serves as the origin for a trip destined for another Related Project.

Trip Distribution. The geographic distribution of the traffic generated by the Related Projects is dependent on several factors. These include the type and density of the proposed land uses, the geographic distribution of the population from which the employees/residents and potential patrons of the proposed developments are drawn, and the location of these projects in relation to the surrounding street system. These factors are considered along with logical travel routes through the street system to develop a reasonable pattern of trip distribution.

Traffic Assignment. The trip generation estimates for the Related Projects were assigned to the local street system using the trip distribution considerations described above. Figure 10 shows the peak hour traffic volumes associated with these Related Projects at the study intersections.

Future without Project Traffic Volumes

The Related Projects volumes were then added to the existing traffic volumes after adjustment for ambient growth through the projected Project completion year of 2024. As discussed above, this is a conservative approach as many of the Related Projects may already be reflected in the ambient growth rate. These volumes represent the Future without Project Conditions (i.e., ambient traffic growth and Related Project traffic growth added to existing traffic volumes) for Year 2024 and are shown in Figure 11 for the four study intersections.

Future Roadway Improvements

The analysis of future conditions considered roadway improvements that were funded and reasonably expected to be implemented prior to the buildout of the proposed Project. Any

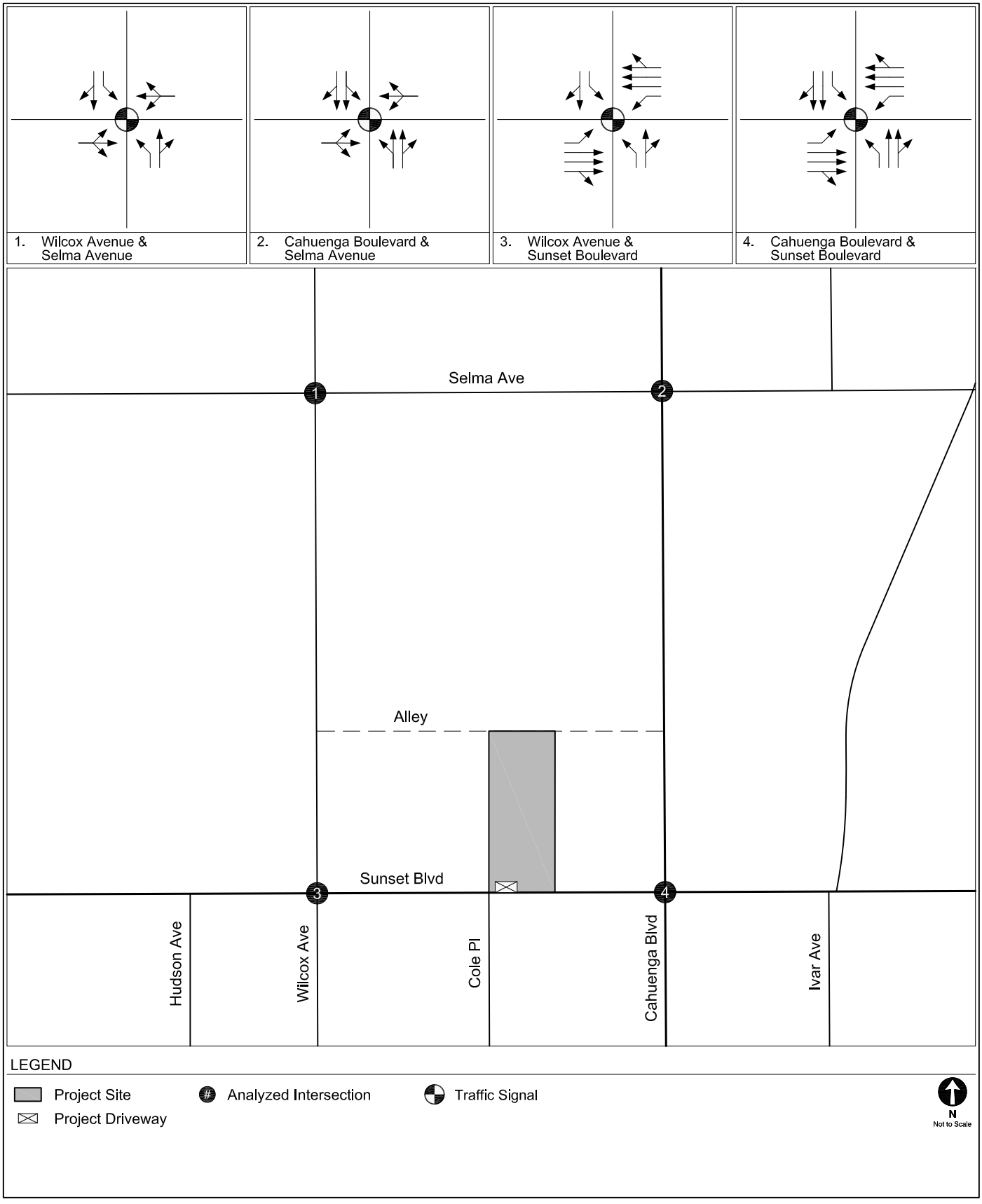
roadway improvement that would result in changes to the physical configuration at the study intersections that are currently funded and scheduled to be complete prior to occupancy of the Project would be incorporated into the analysis. However, these improvements depend on the construction of the development projects, which are not guaranteed to be built or may not be completed by Project buildout. Therefore, this analysis conservatively concluded that these improvements would not be implemented by Year 2024. Other proposed traffic/trip reduction strategies such as the proposed creation of a Hollywood Transportation Management Organization (TMO) and Transportation Demand Management (TDM) programs for individual buildings and developments were not applied to the Future Conditions analysis.

Mobility Plan. In the Mobility Plan, the City identifies key corridors as components of various "mobility-enhanced networks." Each network is intended to focus on improving a particular aspect of urban mobility, including transit, neighborhood connectivity, bicycles, pedestrians, and vehicles. The specific improvements that may be implemented in those networks have not yet been identified, and there is no schedule for implementation; therefore, no changes to vehicular lane configurations were made as a result of Mobility Plan. However, the following mobility-enhanced networks included corridors within the Study Area and are depicted in Figure 12:

- Neighborhood Enhanced Network (NEN): The NEN reflects the synthesis of the bicycle and pedestrian networks and serves as a system of local streets that are slow moving and safe enough to connect neighborhoods through active transportation. The NEN has designated Cahuenga Boulevard between Hollywood Boulevard and Melrose Avenue and Selma Avenue between Highland Avenue and Gower Street as part of the network.

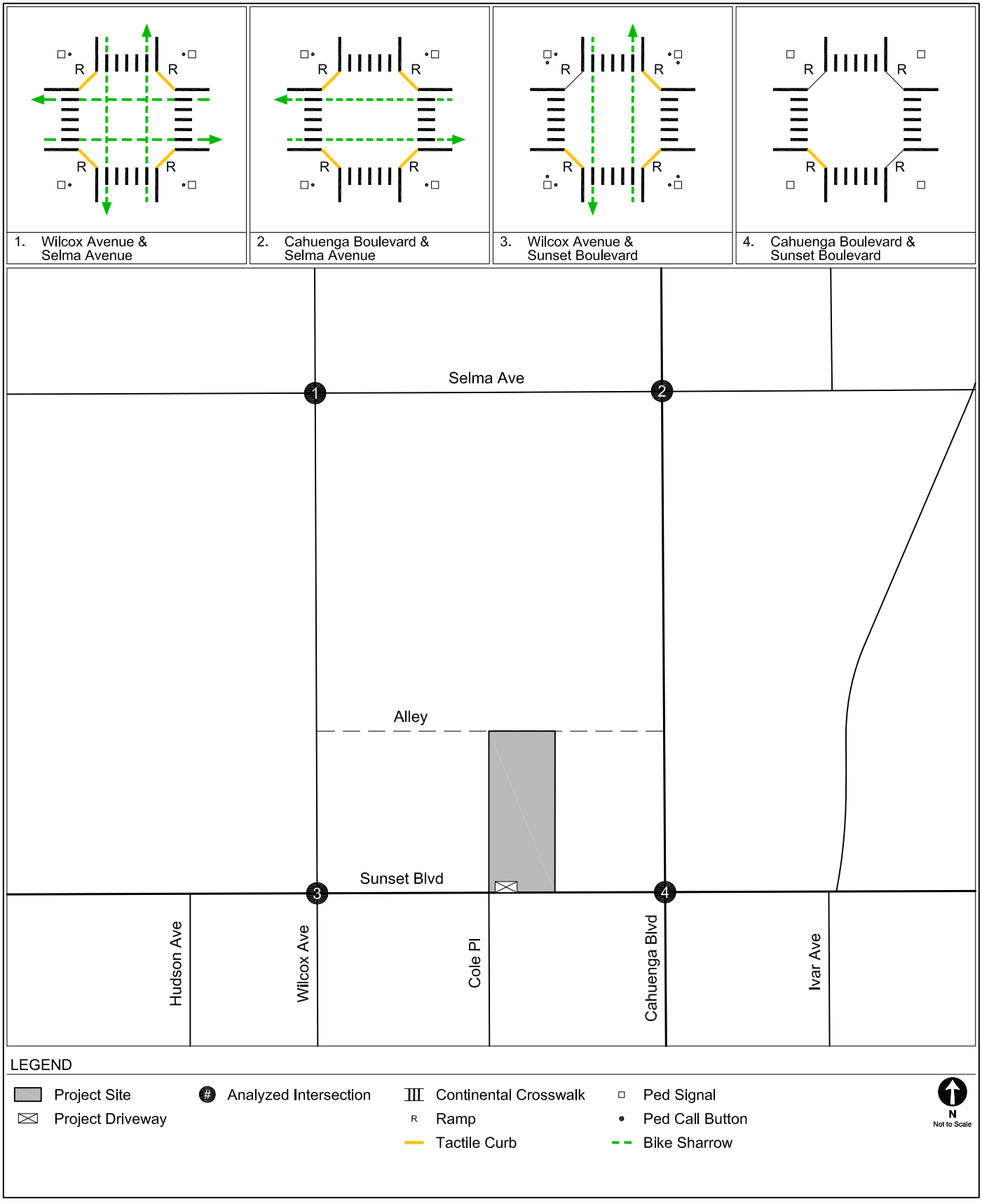
- Bicycle Path Network / Bicycle Network: The Bicycle Lane Network designates Sunset Boulevard between Fairfax Avenue and Rodney Drive as part of the Bicycle Network

- Pedestrian Enhanced District (PED): The Mobility Plan aims to promote walking to reduce the reliance on automobile travel by providing more attractive and pedestrian-friendly sidewalks, as well as adding pedestrian signalizations, street trees, and pedestrian-oriented design features. The PED has designated Sunset Boulevard, Cahuenga Boulevard, and Wilcox Avenue as part of the Pedestrian Segments, where pedestrian improvements could be prioritized to provide better connectivity to and from major destinations within communities.



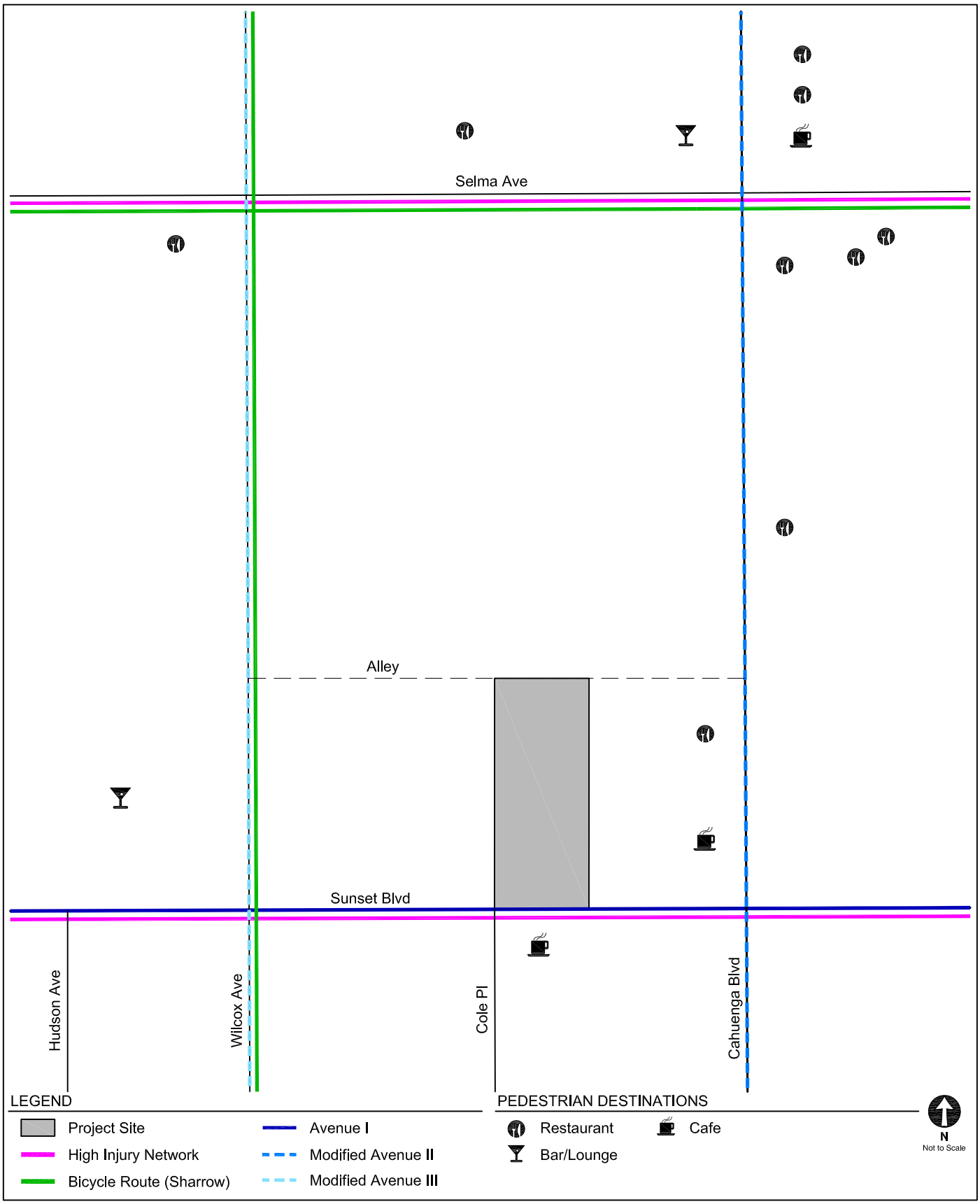
INTERSECTION LANE CONFIGURATIONS

FIGURE 4



EXISTING INTERSECTION MOBILITY FACILITIES

FIGURE 5

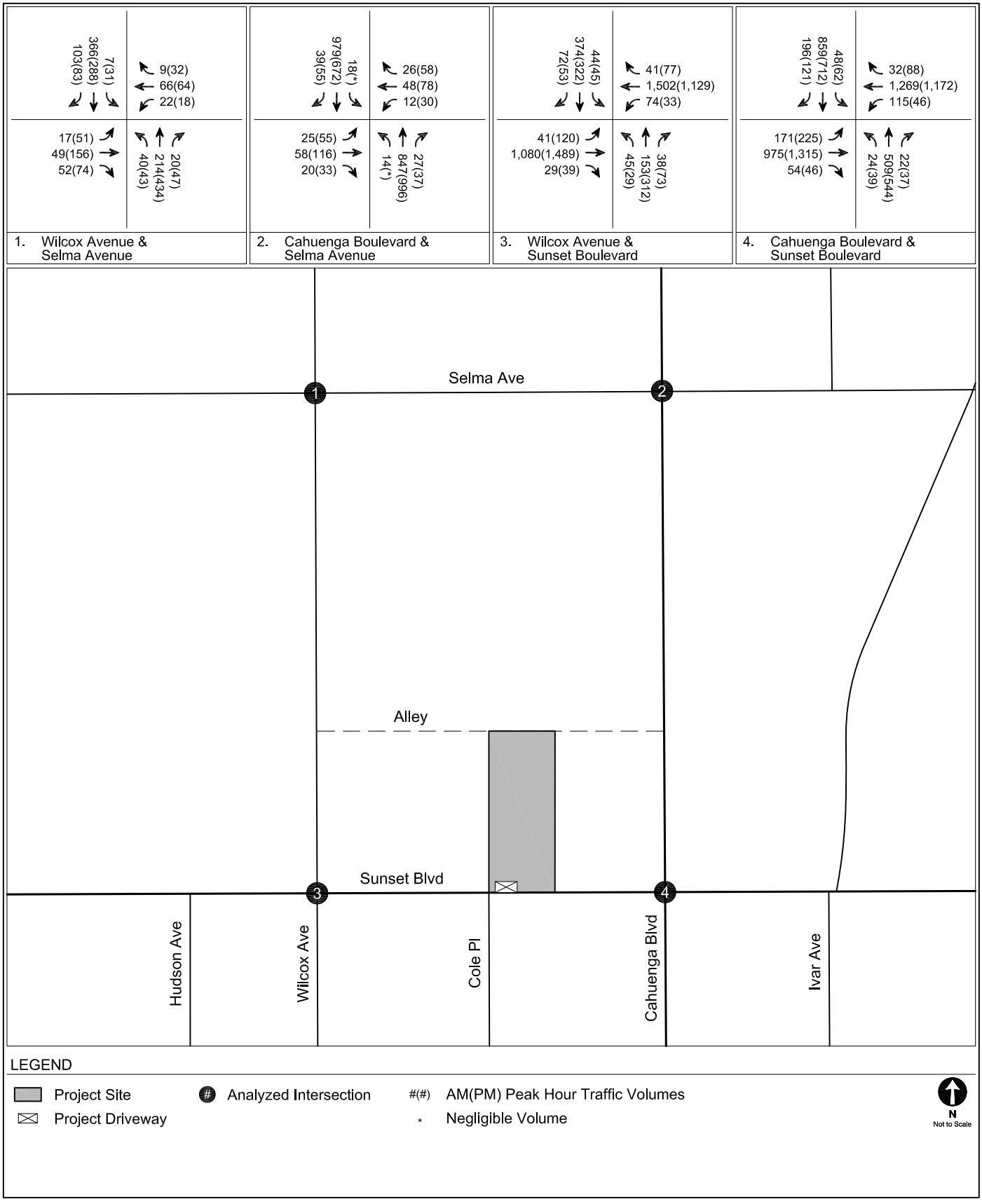


EXISTING TRANSPORTATION FACILITIES & PEDESTRIAN DESTINATIONS

FIGURE 6

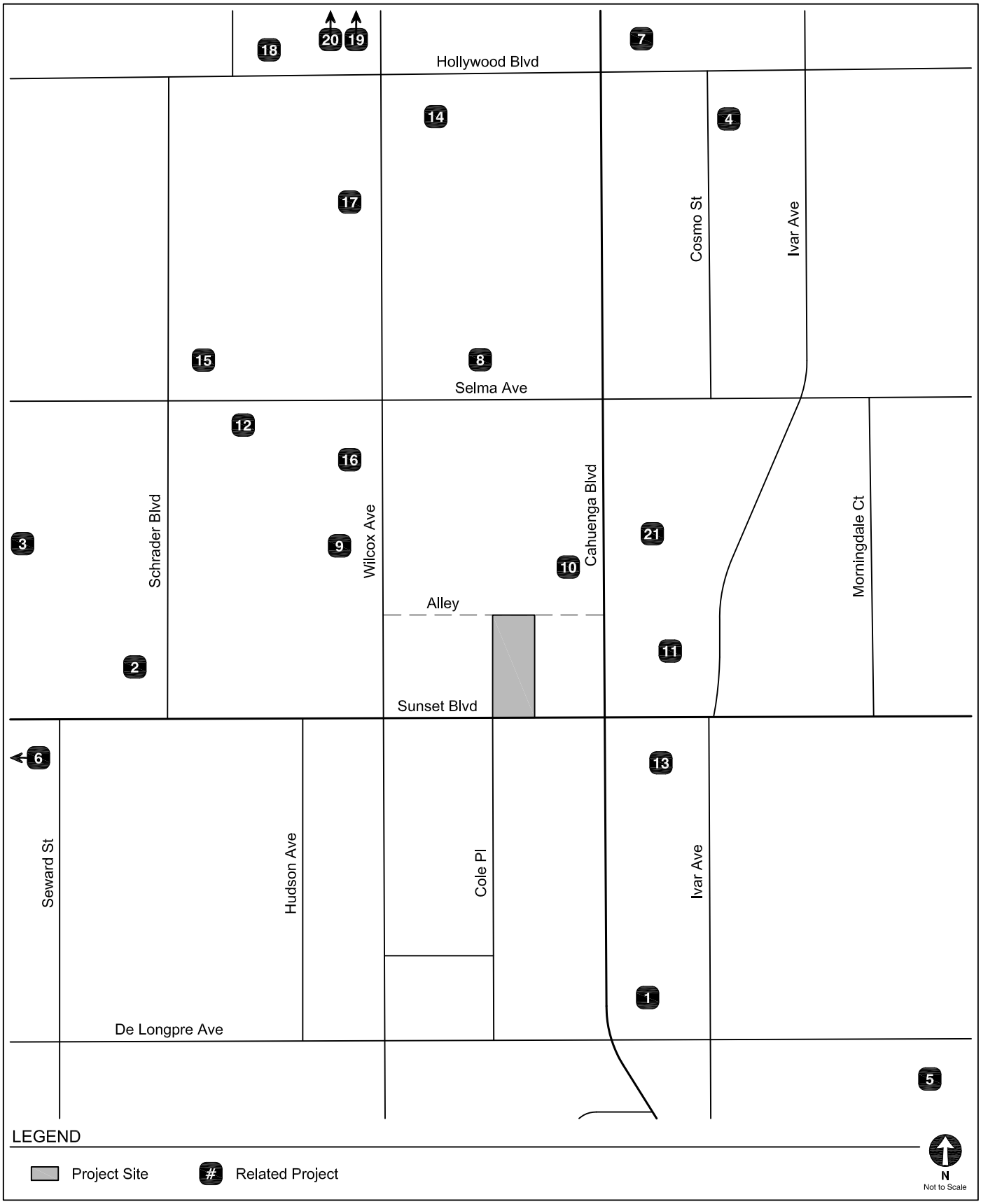
EXISTING TRANSIT SERVICE

FIGURE 7



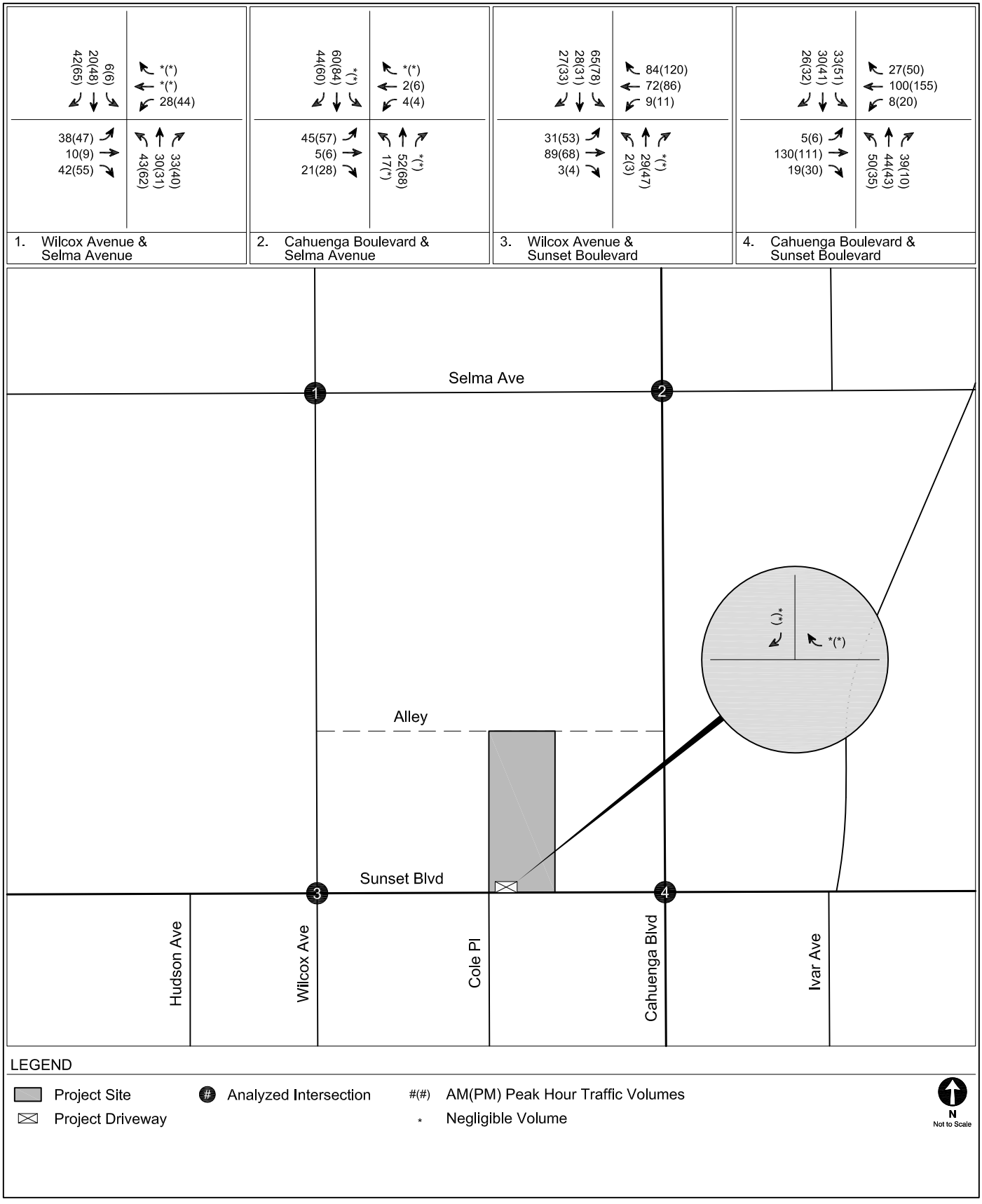
EXISTING CONDITIONS (YEAR 2020)
PEAK HOUR TRAFFIC VOLUMES

FIGURE 8



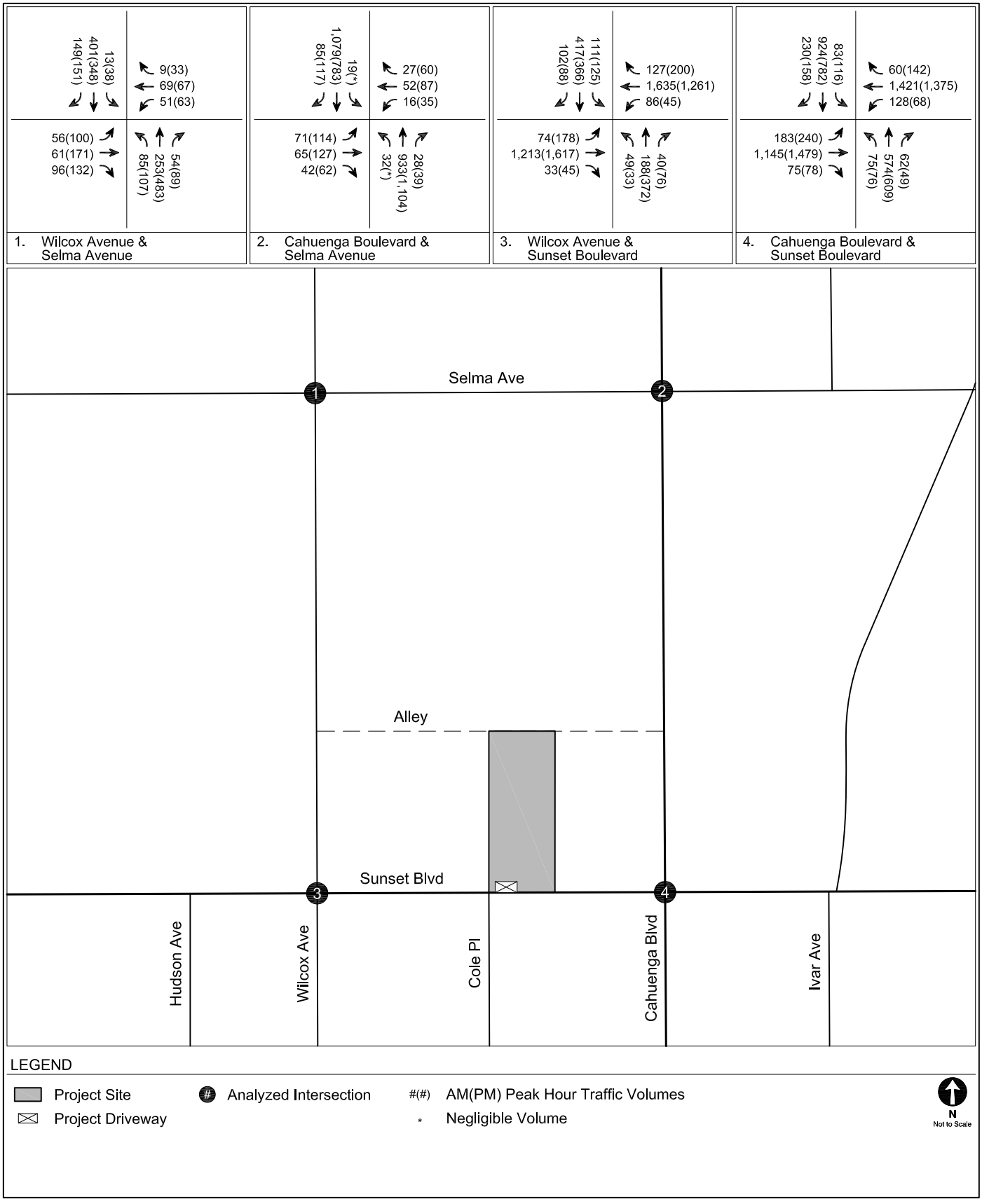
LOCATIONS OF RELATED PROJECTS

FIGURE 9



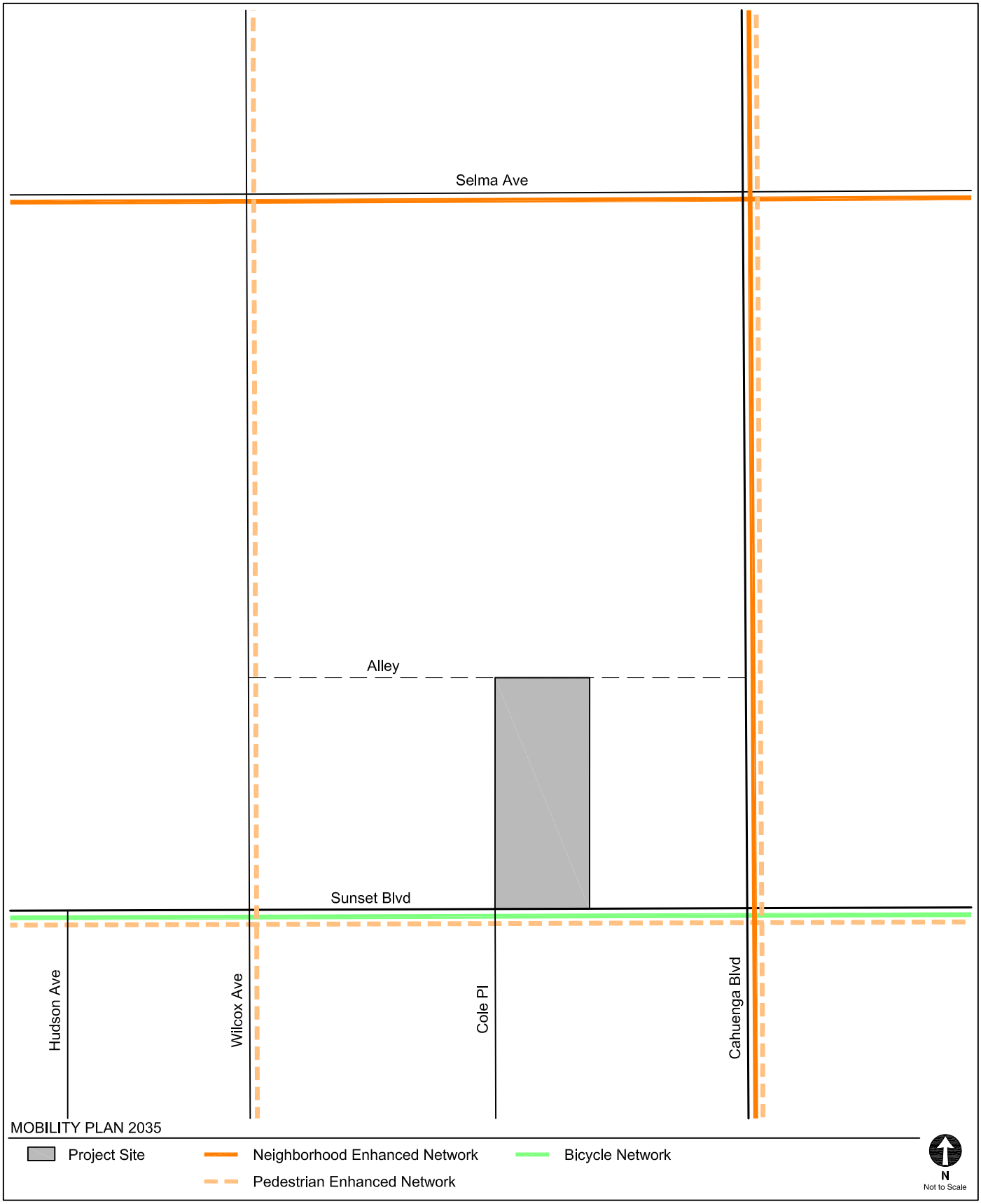
RELATED PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
10



FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2024)
PEAK HOUR TRAFFIC VOLUMES

FIGURE 11



FUTURE TRANSPORTATION FACILITIES & MODAL PRIORITIES

FIGURE 12

TABLE 1
STUDY INTERSECTIONS

No.	North/South Street	East/West Street	Jurisdiction
1. [a]	Wilcox Avenue	Selma Avenue	City of Los Angeles
2. [a]	Cahuenga Boulevard	Selma Avenue	City of Los Angeles
3. [a]	Wilcox Avenue	Sunset Boulevard	City of Los Angeles
4. [a]	Cahuenga Boulevard	Sunset Boulevard	City of Los Angeles

Notes

[a] Signalized Intersection

TABLE 2
EXISTING TRANSIT SERVICE IN STUDY AREA

Provider, Route, and Service Area		Service Type	Hours of Operation	Average Headway (minutes)			
				Morning Peak Hour		Afternoon Peak Hour	
Metro Bus Service				**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
2/302	Eastbound to Downtown Los Angeles - Westbound to Westwood	Local	5:00 A.M. - 2:30 A.M.	15	7	8	12
210	Hollywood/Vine Station - South Bay Galleria via Crenshaw Boulevard	Local	4:00 A.M. - 1:30 A.M.	17	18	20	18
LADOT DASH Bus Service				**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
HW	Hollywood/Wilshire	Local	6:15 A.M. - 7:15 P.M.	20	N/A	24	N/A
BC	Beachwood Canyon (Northbound)	Local	6:45 A.M. - 7:45 P.M.	23	N/A	24	N/A
Metro Rail Service				**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
B	Downtown Los Angeles - North Hollywood	Rail	4:30 A.M. - 2:00 A.M.	10	10	10	10

Notes
Metro: Los Angeles County Metropolitan Transportation Authority
NB: Northbound
EB: Eastbound
SB: Southbound
WB: Westbound
LADOT DASH: Los Angeles Department of Transportation Downtown Area Shuttle
[a] Metro B Line was formerly known as Metro Red Line.

TABLE 3A
TRANSIT SYSTEM CAPACITY IN STUDY AREA - MORNING PEAK HOUR

Provider, Route, and Service Area		Capacity per Trip [a]	Peak Hour Ridership [b]				Average Remaining Capacity per Trip		Remaining Peak Hour Capacity	
			Peak Load		Average Load					
			NB/EB/CL	SB/WB/CC	NB/EB/CL	SB/WB/CC	NB/EB/CL	SB/WB/CC	NB/EB/CL	SB/WB/CC
Metro Bus Service										
2/302	Eastbound to Downtown Los Angeles - Westbound to Westwood	50	41	33	29	20	21	30	152	150
210	Hollywood/Vine Station - South Bay Galleria via Crenshaw Boulevard	50	22	16	12	21	38	29	114	94
LADOT DASH Bus Service										
HW	Hollywood/Wilshire	30	3	N/A	1	N/A	29	N/A	71	N/A
BC	Beachwood Canyon (Northbound)	30	*No information provided.*							
Metro Rail Service										
B	Downtown Los Angeles - North Hollywood	750	*No information provided.*		364	250	386	500	2,316	3,000
								Remaining Bus Service Capcity		582
								Remaining Rail Transit Capacity		5,316
								Total Remaining Transit System Capacity		**5,898**

Notes

Metro: Los Angeles County Metropolitan Transportation Authority.
NB: Northbound
EB: Eastbound
SB: Southbound
WB: Westbound
LADOT DASH: Los Angeles Department of Transportation Downtown Area Shuttle
[a] Capacity based on Information from providers:
Metro Bus - 40 seated / 50 standing.
Metro B Line - 55 seats / car, 6 cars / run during peak periods. Metro assumes a maximum capacity of 230% of seated capacity, or approximately 125 / car.
LADOT DASH - 25 seated / 30 standing.
[b] Based on ridership data provided by Metro and LADOT DASH for 2019/2020 ridership prior to Safer-at-Home orders.

TABLE 3B
TRANSIT SYSTEM CAPACITY IN STUDY AREA - AFTERNOON PEAK HOUR

Provider, Route, and Service Area		Capacity per Trip [a]	Peak Hour Ridership [b]				Average Remaining Capacity per Trip		Remaining Peak Hour Capacity	
			Peak Load		Average Load					
			NB/EB/CL	SB/WB/CC	NB/EB/CL	SB/WB/CC	NB/EB/CL	SB/WB/CC	NB/EB/CL	SB/WB/CC
Metro Bus Service										
2/302	Eastbound to Downtown Los Angeles - Westbound to Westwood	50	18	44	7	30	43	20	312	100
210	Hollywood/Vine Station - South Bay Galleria via Crenshaw Boulevard	50	14	17	11	10	39	40	117	130
LADOT DASH Bus Service										
HW	Hollywood/Wilshire	30	6	N/A	4	N/A	26	N/A	66	N/A
BC	Beachwood Canyon (Northbound)	30	3	N/A	2	N/A	28	N/A	71	N/A
Metro Rail Service										
B	Downtown Los Angeles - North Hollywood	750	*No information provided.*		367	451	383	299	2,298	1,794
								Remaining Bus Service Capcity		795
								Remaining Rail Transit Capacity		4,092
								Total Remaining Transit System Capacity		**4,887**

Notes

Metro: Los Angeles County Metropolitan Transportation Authority.
NB: Northbound
EB: Eastbound
SB: Southbound
WB: Westbound
LADOT DASH: Los Angeles Department of Transportation Downtown Area Shuttle
[a] Capacity based on Information from providers:
Metro Bus - 40 seated / 50 standing.
Metro B Line - 55 seats / car, 6 cars / run during peak periods. Metro assumes a maximum capacity of 230% of seated capacity, or approximately 125 / car.
LADOT DASH - 25 seated / 30 standing.
[b] Based on ridership data provided by Metro and LADOT DASH for 2019/2020 ridership prior to Safer-at-Home orders.

TABLE 4
RELATED PROJECTS

ID	Name	Address	Description	Trip Generation [a]						
				Daily Trips	Morning Peak Hour Trips			Afternoon Peak Hour Trips		
					In	Out	Total	In	Out	Total
1	Godfrey Hotel	1400 N Cahuenga Blvd	220 hotel rooms and 2,723 sf restaurant, 1,440 sf bar	1,875	55	47	102	78	60	138
2	CD 13 Schrader Temp Bridge Housing Shelter	1533 Schrader Blvd	70 bed shelter	89	5	3	8	4	4	8
3	Mixed-Use	1524-1538 N Cassil Pl	138 apartment units, 60 hotel rooms and 1,400 sf restaurant	1,244	32	47	79	56	41	97
4	6360 Hollywood	6360 Hollywood Blvd	90 hotel rooms, 11,000 sf restaurant	6,396	54	40	94	60	44	104
5	Academy Square	1341 Vine St	285,719 sf office, 200 apartment units and 16,135 sf restaurant	6,218	330	164	494	152	220	372
6	6630 W Sunset Boulevard	6630 W Sunset Blvd	40 apartment units	266	4	16	20	16	9	25
7	Hotel & Restaurant Project	6381 W Hollywood Blvd	80 hotel rooms and 15,290 sf restaurant	1,020	-19	11	-8	62	4	66
8	Selma - Wilcox Hotel	6421 W Selma Ave	114 hotel rooms and 1,993 sf restaurant	1,227	43	27	70	56	44	100
9	Sunset + Wilcox	1541 N Wilcox Ave	200 hotel rooms and 9,000 sf restaurant	3,359	103	80	183	147	114	261
10	Cahuenga Boulevard Hotel	1525 N Cahuenga Blvd	64 hotel rooms, 700 sf rooftop restaurant/lounge and 3,300 sf restaurant	469	13	9	22	17	17	34
11	Ivar Gardens Hotel	6409 W Sunset Blvd	275 hotel rooms and 1,900 sf retail	1,285	51	26	77	53	60	113
12	Selma Hotel	6516 W Selma Ave	212 rooms, 3,855 sf bar/lounge and 8,500 sf rooftop bar/event space	2,241	71	50	121	105	84	189
13	6400 Sunset Mixed-Use	6400 Sunset Blvd	200 apartment units and 7,000 sf restaurant	11	14	77	91	57	-6	51
14	Hollywood & Wilcox	6430-6440 W Hollywood Blvd	260 apartment units, 3,580 sf office, 11,020 sf retail and 3,200 sf restaurant	1,625	23	98	121	99	44	143
15	1600 Schrader	1600 Schrader Blvd	168-room hotel and 5,979 sf restaurant	1,666	58	40	98	80	63	143
16	Citizen News	1545 Wilcox Ave	16,100 sf flexible event space, 14,800 sf restaurant	2,341	36	50	86	128	47	175
17	1637 N Wilcox MU	1637 Wilcox Ave	93 apartments, 61 affordable; 6,586 sf commercial	831	20	44	64	40	27	67
18	Hudson Building	6523 W Hollywood Blvd	10,402 sf restaurant, 4,074 sf of office, and 890 sf of storage	547	-16	-11	-27	32	4	36
19	Wilcox Hotel	1717 N Wilcox Ave	133 hotel rooms and 3,580 sf retail	1,244	54	35	89	49	43	92
20	1723 N Wilcox	1723 N Wilcox Ave	81-room hotel and 2,236 sf restaurant	634	25	15	40	25	24	49
21	Artisan Hollywood	1520 Cahuenga Blvd	270 apartment units, 10,805 sf restaruant, and 29,828 sf retail	2,479	70	101	171	148	101	249

OTHER AREA-WIDE PROJECTS

Project	Description	Extents
Hollywood Community Plan Update	The Hollywood Community Plan Update proposes updates to land use policies and the land use diagram. The proposed changes would primarily increase commercial and residential development potential in and near the Regional Center Commercial portion of the community and along selected corridors in the Community Plan Area. The decreases in development potential would be primarily focused on low to medium scale multi-family residential neighborhoods to conserve existing density and intensity of those neighborhoods. The projected population growth has been captured in the conservative ambient growth rate assumed in the Future analysis.	South of City of Burbank, City of Glendale, and SR 134; west of Interstate 5; north of Melrose Avenue; south of Mulholland Drive, City of West Hollywood, Beverly Hills, including land south of the City of West Hollywood and north of Rosewood Avenue between La Cienega Boulevard and La Brea Avenue.

Chapter 3
CEQA Analysis of Transportation Impacts

This chapter presents the results of an analysis of CEQA-related transportation impacts. The analysis identifies any potential conflicts the proposed Project may have with adopted City plans and policies and the improvements associated with the potential conflicts as well as the results of a Project vehicle miles traveled (VMT) analysis that satisfies State requirements under *State of California Senate Bill 743* (Steinberg, 2013) (SB 743).

METHODOLOGY

SB 743, made effective in January 2014, required the Governor's Office of Planning and Research to change the CEQA guidelines regarding the analysis of transportation impacts. Under SB 743, the focus of transportation analysis shifts from driver delay (level of service [LOS]) to VMT, in order to reduce greenhouse gas emissions (GHG), create multimodal networks, and promote mixed-use developments.

To adapt to SB 743, the Los Angeles City Planning Commission recommended the approval of revised guidelines to include new transportation analysis screening procedures and thresholds, subsequently approved by the Los Angeles City Council on July 30, 2019 (Council File 14-1169). The TAG defines the methodology of analyzing a project's transportation impacts in accordance with SB 743.

Per the TAG, the CEQA transportation analysis contains the following thresholds for identifying significant impacts:

- *Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies*
- *Threshold T-2.1: Causing Substantial Vehicle Miles Traveled (VMT)*
- *Threshold T-2.2: Substantially Inducing Additional Automobile Travel*

- *Threshold T-3: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use*

The thresholds were reviewed and analyzed, as detailed in the following Sections 3A-3D.

Section 3A: Threshold T-1
Conflicting with Plans, Programs, Ordinances, or Policies Analysis

Threshold T-1 states that a project would result in an impact if it conflicts with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities.

PLANS, PROGRAMS, ORDINANCES, AND POLICIES

Table 2.1-1 of the TAG provides the City plans, policies, programs, ordinances, and standards relevant in determining project consistency. Table 2.1-2 of the TAG provides a list of questions to help guide whether a project conflicts with the City's plans, programs, ordinances, or policies. A review of Table 2.1-2 of the TAG is presented in Table C-1 of Appendix C. As summarized below, the Project is consistent with the City documents listed in Table 2.1-1 of the TAG; therefore, the Project would not result in a significant impact under Threshold T-1. Detailed discussion of the plans, programs, ordinances, or policies related are provided below.

Mobility Plan

The Mobility Plan combines "complete street" principles with the following five goals that define the City's mobility priorities:

- Safety First: Design and operate streets in a way that enables safe access for all users, regardless of age, ability, or transportation mode of choice.
- World Class Infrastructure: A well-maintained and connected network of streets, paths, bikeways, trails, and more provides Angelenos with the optimum variety of mode choices.
- Access for All Angelenos: A fair and equitable system must be accessible to all and must pay particularly close attention to the most vulnerable users.
- Collaboration, Communication, and Informed Choices: The impact of new technologies on our day-to-day mobility demands will continue to become increasingly important to the

future. The amount of information made available by new technologies must be managed responsibly in the future.

- Clean Environments and Healthy Communities: Active transportation modes such as bicycling and walking can significantly improve personal fitness and create new opportunities for social interaction, while lessening impacts on the environment.

A detailed analysis of the Project's consistency with the Mobility Plan is provided in Table C-2 in Appendix C. As detailed in Chapter 2, the Mobility Plan identifies key corridors within the Study Area as components of various "mobility-enhanced networks." Though no specific improvements have been identified and there is no schedule for implementation, the mobility-enhanced networks represent a focus on improving a particular aspect of urban mobility, including transit, neighborhood connectivity, bicycles, pedestrians, and vehicles. The Project would be designed with the mobility-enhanced networks as a top priority.

With the development of the Project, Sunset Boulevard along the Project frontage would be improved to provide adequate pedestrian facilities, as well as continue to satisfy the half-width right-of-way and roadway standards along the north side to meet the goals and long-term needs of the Mobility Plan.

Vehicular access to the Project Site would be provided via one right-turn only in/out driveway from Sunset Boulevard, a designated Avenue I. The Project Site is bound by adjacent developments to the east and west as well as a private alley to the north, Sunset Boulevard is the only viable access option for the Project. As further detailed in Section 4G, the Project would provide sufficient off-street parking to satisfy Los Angeles Municipal Code (LAMC) requirements. However, the removal of up to two metered parking spaces would be necessary to accommodate the new driveway. All other on-street parking would be maintained.

The Project would also enhance pedestrian access along the Project frontage by providing adequate sidewalk widths and landscaping within the Project's entry area. Secured bicycle parking facilities within the Project Site would also be provided with separate entrances from the driveway. Further, the Project does not propose modifying, removing, or otherwise affecting existing bicycle infrastructure, and the Project driveway is not proposed along a street with an existing or proposed bicycle facility. These measures would promote active transportation modes such as biking and walking, thereby reducing the Project VMT per capita for residents and employees compared to the average for the area, as demonstrated in Section 3B.

Thus, the Project would be consistent with the goals of the Mobility Plan.

Plan for a Healthy Los Angeles

Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan (Los Angeles Department of City Planning, March 2015) (Plan for a Healthy Los Angeles) introduces guidelines for the City to follow to enhance the City's position as a regional leader in health and equity, encourage healthy design and equitable access, and increase awareness of equity and environmental issues.

A detailed analysis of the Project's consistency with Plan for a Healthy Los Angeles is provided in Table C-3 of Appendix C. The Project prioritizes safety and access for all individuals utilizing the site by complying with all applicable ADA requirements and providing direct connections to pedestrian destinations and adjoining sidewalks. Further, the Project supports healthy lifestyles by locating jobs adjacent to transit (Metro Local and LADOT DASH Bus Lines, as well as Metro Rail Service), providing bicycle amenities, and enhancing the pedestrian environment by providing wide sidewalks, extensive landscaping, and an engaging building facade for a more comfortable environment for pedestrians.

Thus, the Project would be consistent with the goals of the Plan for a Healthy Los Angeles.

Land Use Element of the General Plan

The City General Plan's Land Use Element contains 35 community plans that establish specific goals and strategies for the various neighborhoods across Los Angeles. This Project falls within the boundaries of the Hollywood Community Plan, which designates the property as Regional Center Commercial.

A detailed analysis of the Project's consistency with the Hollywood Community Plan is provided in Table C-4 of Appendix C. The Project would provide hotel units to further the development of Hollywood as a major center of entertainment and employment and satisfy the varying needs and desires of all economic segments of the community, maximizing the opportunity for individual

choice. Thus, the Project promotes and encourages development standards in line with the goals and objectives of the Community Plan.

The City is currently in the process of updating the Hollywood Community Plan to guide development for the Hollywood area through Year 2040. *Hollywood Community Plan Update Draft Environmental Impact Report* (Terry A. Hayes Associates, Inc., November 2018) was released for public review in October 2019. Formal adoption of the Hollywood Community Plan Update is anticipated in Year 2021.

Redevelopment Plan

The Project is located within the *Redevelopment Plan for the Hollywood Redevelopment Project* (The Community Redevelopment Agency of the City of Los Angeles, May 1986) (the Redevelopment Plan). A detailed analysis of the Project's consistency with the Redevelopment Plan is provided in Table C-5 of Appendix C. The Redevelopment Plan defers to the Community Plan for land uses.

The Redevelopment Plan outlines a set of goals for community development including employment and business opportunities, improving the quality of the environment in the Hollywood area, and supporting Hollywood as the center of the entertainment industry.

The Project increases employment and business investment opportunities by providing 175 hotel rooms and up to 11,400 sf of restaurant/bar/lounge space as part of the development. This would provide the community with many job opportunities in the hospitality industry. Amenities for tourists, along with some restaurant space, would help to activate pedestrian space along Sunset Boulevard, and the Project would support the entertainment industry by providing guest rooms for visitors. Thus, the Project promotes and encourages development standards in line with the goals and objectives of the Redevelopment Plan.

The Project prioritizes the pedestrian experience by providing a protected pick-up / drop-off area at the hotel valet and encourages multi-modal transportation options by incorporating bicycle infrastructure such as short- and long-term bicycle parking spaces. Additionally, the Project would

provide ample off-street parking with access points separated from the primary pedestrian entrances.

The Project promotes and encourages development standards in line with the goals and objectives of the Redevelopment Plan including, but not limited to, making provision for the commercial and arts and entertainment sectors required to satisfy the varying needs and desires of all economic segments of the community, maximizing the opportunity for individual choice, and encouraging the expansion and improvement of public transportation service. Thus, the Project would be consistent with the goals and objectives of the Redevelopment Plan.

Los Angeles Promise Zone Strategic Plan

The *Los Angeles Promise Zone Strategic Plan* (Los Angeles Promise Zone, January 27, 2016) is a collective impact initiative that brings together leaders from government, local institutions, non-profits, and community organizations to identify and implement innovative solutions to the problems that affect the five target neighborhoods, including Hollywood, in which the Project is located. The Los Angeles Promise Zone Strategic Plan has defined the following four goals that are reflective of the initiative's values:

1. Create Economic Opportunity
2. Improve Educational Outcomes
3. Make Our Neighborhoods Safe
4. Build Equitable, Livable, and Sustainable Communities

The Project would meet the four goals of the Los Angeles Promise Zone by employing innovative economic development strategies and hiring local workers for its commercial elements and improving safety conditions on and around the Project Site.

LAMC Section 12.21.A.16

LAMC Section 12.21.A.16 details the bicycle parking requirements for new developments in accordance with Case No. CPC-2016-4216-CA and Council File No. 12-1297-S1. As further

detailed in Section 4G, per the updated LAMC, the Project would provide a total of 24 short-term and 80 required long-term spaces to satisfy the LAMC requirements for on-site bicycle parking supply.

LAMC Section 12.26J (TDM Ordinance)

LAMC Section 12.26J, the TDM Ordinance (1993) establishes TDM requirements for non-residential projects, in addition to non-residential components of the mixed-use projects, in excess of 25,000 sf. The Project is considered non-residential and exceeds 25,000 sf. Therefore, the requirements of LAMC Section 12.26J will apply to the Project and will be adhered to and implemented as required.

LAMC Section 12.37 (Waivers of Dedications and Improvement)

LAMC Section 12.37 states that a project must dedicate and improve adjacent streets to half-right-of-way standards consistent with the street designations of the Mobility Plan. Sunset Boulevard is an Avenue I and has a designated right-of-way width of 70 feet. The width of the street, 70 feet in front of the Project Site, meets the appropriate dimensions. Therefore, the Project is compliant with the requirements of LAMC Section 12.37.

Vision Zero Corridor Plans

Vision Zero implements projects that are designed to increase safety on the most vulnerable City streets. The City has identified a number of streets as part of the High Injury Network where City projects will be targeted. Within the Study Area, Sunset Boulevard is identified in the City's High Injury Network; however, no Vision Zero Safety Improvements are planned near the Project Site.

The Project improvements to the pedestrian environment would not preclude future Vision Zero Safety Improvements by the City. Thus, the Project does not conflict with Vision Zero.

Citywide Design Guidelines for Residential, Commercial, and Industrial Development

Citywide Design Guidelines (Los Angeles City Planning Urban Design Studio, October 2019) (the Design Guidelines) identifies urban design principles to guide architects and developers in designing high-quality projects that meet the City's functional, aesthetic, and policy objectives and help foster a sense of community. A detailed analysis of the Project's consistency with the Design Guidelines is provided in Table C-6 of Appendix C.

The Design Guidelines are organized around the following approaches:

- **Pedestrian-first design**
  - Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all.
  - Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.
  - Guideline 3: Design projects to actively engage with streets and public space and maintain human scale.

- **360-degree design**
  - Guideline 4: Organize and shape projects to recognize and respect surrounding context.
  - Guideline 5: Express a clear and coherent architectural idea.
  - Guideline 6: Provide amenities that support community building and provide an inviting, comfortable user experience.
  - Guideline 7: Carefully arrange design elements and uses to protect site users.

- **Climate-adapted design**
  - Guideline 8: Protect the site's unique natural resources and features.
  - Guideline 9: Configure the site layout, building massing and orientation to lower energy demand and increase the comfort and well-being of users.
  - Guideline 10: Enhance green features to increase opportunities to capture stormwater and promote habitat.

The Project design includes accessible sidewalks, pedestrian amenities, and a well-designed vehicular access driveway in accordance with the City's design considerations. The Project would provide street trees uniformly within the sidewalk to provide adequate shade, as well as a more comfortable environment for pedestrians. Further, the orientation of the Project design and active

ground floor facilities ensures that the Project engages with the street and its surrounding uses. Thus, the Project would align with Pedestrian-first design goal.

The Project design also includes elements that reinforce orientation to the street, such as ground-floor commercial uses on Sunset Boulevard. Further, all design elements of the Project would be developed in conjunction with the others to ensure consistency of the architectural ideas. Thus, the Project would align with the 360-degree design goal.

The Project would also incorporate elements of shade, natural light, and ventilation as considerations in the building orientation and design. Thus, the Project would align with the Climate-adapted design goal.

Because the Project would be consistent with the Pedestrian-first design, 360-degree design, and Climate-adapted design goals, the Project would be consistent with the Design Guidelines.

Walkability Checklist

City of Los Angeles Walkability Checklist – Guidance for Entitlement Review (LADCP, November 2008) (the Walkability Checklist) serves as a guide for creating improved conditions for pedestrians to travel and contribute to the overall walkability of the City. A detailed analysis of the Project's consistency with the Walkability Checklist is provided in Table C-7 of Appendix C. The Walkability Checklist includes the following topics:

- Sidewalks
- Crosswalks/Street Crossings
- On-Street Parking
- Utilities
- Building Orientation
- Off-Street Parking and Driveways
- On-Site Landscaping
- Building Façade
- Building Signage and Lighting

The Project incorporates many of the recommended strategies applicable to commercial developments, including but not limited to providing continuous and adequate sidewalks along the Project Site, and designing a direct primary entrance for pedestrians to be visible and ADA accessible. Therefore, the Project would be consistent with the Walkability Checklist.

LADOT Transportation Technology Strategy – Urban Mobility in a Digital Age

The LADOT transportation technology strategy, based on *Urban Mobility in a Digital Age: A Transportation Technology Strategy for Los Angeles* (Ashley Z. Hand, August 2016), is designed to ensure the City stays on top of emerging transportation technologies as both a regulator and a transportation service provider. This strategy document includes the following goals:

- Data as a Service: Providing and receiving real-time data to improve the City's ability to serve transportation needs
- Mobility as a Service: Improving the experience of mobility consumers by encouraging partnerships across different modes and fostering clear communication between transportation service providers
- Infrastructure as a Service: Re-thinking how the City pays for, maintains, and operates public, physical infrastructure to provide more transparency

LADOT also developed the *Technology Action Plan* (LADOT, 2019) to realize the vision developed in Transportation Technology Strategy. Key action steps include:

- Develop a comprehensive digital inventory of the City's signs, parking meters, curb paint, and regulatory tools
- Continue to develop and maintain the Automated Traffic Surveillance and Control system
- Use active management strategies to dynamically monitor and control things like speed limits, parking availability, detour routes, etc.
- Develop a mobility data specification around which software tools can be developed and data can be accessed
- Develop a transportation tax model that minimizes data collection and retention in favor of user privacy

The Project does not interfere with any of the general policy recommendations and/or pilot proposals set forth by this document.

Mobility Hub Reader's Guide

Mobility Hubs: A Reader's Guide (LADCP, 2016) provides guidance for enhancing transportation connections and multi-modal improvements in proximity to new or existing transit stations. It specifically focuses on enhancing bicycle connections, providing vehicle sharing services, improving bus infrastructure, providing real-time transit and wayfinding information, and enhancing walkability and pedestrian connections.

The Project would implement many of the key features identified above, including 24 short-term and 80 long-term bicycle parking that both facilitates and encourages bicycling in and around the Project. The Project is, therefore, consistent with *Mobility Hubs: A Reader's Guide*.

LADOT Manual of Policies and Procedures (Design Standards)

Manual of Policies and Procedures (LADOT, December 2008) provides plans and requirements for traffic infrastructure features in the City, including driveway design and placement guidelines, loading zones, roadway striping and other markings, signage, on-street parking, crosswalks, and turn lanes.

The driveway, truck loading dock, and hotel port cochere would be designed in accordance with the standards set forth in *Manual of Policies and Procedures*. The Project would not interfere with any of the policies and procedures contained in this document. Additionally, the Project would comply with all applicable LADOT design standards.

CONSISTENCY

The Project is consistent with the City documents listed in Table 2.1-1 of the TAG along with the described documents above; therefore, the Project would not result in a significant impact under Threshold T-1.

CUMULATIVE ANALYSIS

In addition to potential Project-specific impacts, the TAG requires that the Project be reviewed in combination with nearby Related Projects to determine if there may be a cumulatively significant impact resulting from inconsistency with a particular program, plan, policy, or ordinance. In accordance with the TAG, the cumulative analysis must include consideration of any Related Projects within 0.25 miles of the Project Site and any transportation system improvements in the vicinity. Related Projects located within 0.25 miles of the Project site are identified in Table 4.

Similar to the Project, the Related Projects would be individually responsible for complying with relevant plans, programs, ordinances, or policies addressing the circulation system. Thus, the Project, together with the Related Projects, would not result in cumulative impacts with respect to consistency with each of the plans, ordinances, or policies reviewed. The Project and the Related Projects do not interfere with any of the general policy recommendations and/or pilot proposals and, therefore, there would be no significant Project impact or cumulative impact.

Section 3B: Threshold T-2.1
Causing Substantial VMT Analysis

Threshold T-2.1 states that a residential project would result in a significant VMT impact if it would generate household VMT per capita exceeding 15% below the existing average household VMT per capita for the Area Planning Commission (APC) area in which a project is located. Similarly, a commercial project would result in a significant VMT impact if it would generate work VMT per employee exceeding 15% below the existing average work VMT per employee for the APC area in which the project is located.

The VMT analysis presented below was conducted in accordance with the TAG, which satisfies State requirements under SB 743.

VMT METHODOLOGY

The following describes the methodology by which vehicle trips and VMT are calculated in *City of Los Angeles VMT Calculator Version 1.3* (May 2020) (VMT Calculator), as detailed in *City of Los Angeles VMT Calculator Documentation* (LADOT and LADCP, May 2020). LADOT developed the VMT Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for developments within City limits, which are based on the following types of one-way trips:

- Home-Based Work Production: trips to a workplace destination originating from a residential use
- Home-Based Other Production: trips to a non-workplace destination (e.g., retail, restaurant, etc.) originating from a residential use
- Home-Based Work Attraction: trips to a workplace destination originating from a residential use

As detailed in *City of Los Angeles VMT Calculator Documentation*, the household VMT per capita threshold applies to Home-Based Work Production and Home-Based Other Production trips, and

the work VMT per employee threshold applies to Home-Based Work Attraction trips, as the location and characteristics of residences and workplaces are often the main drivers of VMT, as detailed in Appendix 1 of *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Governor's Office of Planning and Research, December 2018). As noted in the TAG, small-scale commercial components less than 50,000 sf of larger mixed-use development projects are not considered for the purposes of identifying significant work VMT impacts, as those trips are assumed to be local serving and would have a negligible effect on VMT. To be conservative, this analysis includes the restaurant use as part of the VMT analysis despite the fact that it is less than 50,000 sf.

Table 2.2-1 of the TAG details the following daily household VMT per capita and daily work VMT per employee impact criteria for the APC areas:

APC	Daily Household VMT per Capita	Daily Work VMT per Employee
Central	6.0	7.6
East LA	7.2	12.7
Harbor	9.2	12.3
North Valley	9.2	15.0
South LA	6.0	11.6
South Valley	9.4	11.6
West LA	7.4	11.1

Source: TAG (LADOT, July 2019)

The Project is located in the Central APC.

Other types of trips generated in the VMT Calculator include Non-Home-Based Other Production (trips to a non-residential destination originating from a non-residential use), Home-Based Other Attraction (trips to a non-workplace destination originating from a residential use), and Non-Home-Based Other Attraction (trips to a non-residential destination originating from a non-residential use). These trip types are not factored into the VMT per capita and VMT per employee thresholds as those trips are typically localized and are assumed to have a negligible effect on the VMT

impact assessment. However, those trips are factored into the calculation of total project VMT for screening purposes when determining if VMT analysis would be required.

Travel Behavior Zone (TBZ)

The City developed TBZ categories to determine the magnitude of VMT and vehicle trip reductions that could be achieved through TDM strategies. As detailed in *City of Los Angeles VMT Calculator Documentation*, the development of the TBZs considered the population density, land use density, intersection density, and proximity to transit of each Census tract in the City and are categorized as follows:

1. *Suburban (Zone 1): Very low-density primarily centered around single-family homes and minimally connected street network*
2. *Suburban Center (Zone 2): Low-density developments with a mix of residential and commercial uses with larger blocks and lower intersection density*
3. *Compact Infill (Zone 3): Higher density neighborhoods that include multi-story buildings and well-connected streets*
4. *Urban (Zone 4): High-density neighborhoods characterized by multi-story buildings with a dense road network*

The VMT Calculator determines a project's TBZ based on the latitude and longitude of a project address. The Project is located in Urban (Zone 4) TBZ.

Mixed-Use Development Methodology

As detailed in *City of Los Angeles VMT Calculator Documentation*, the VMT Calculator accounts for the interaction of land uses within a mixed-use development and considers the following sociodemographic, land use, and built environment factors for a project area:

- The project's jobs/housing balance
- Land use density of the project
- Transportation network connectivity
- Availability of and proximity to transit

- Proximity to retail and other destinations
- Vehicle ownership rates
- Household size

Trip Lengths

The VMT Calculator determines a project's VMT based on trip length information from the City's Travel Demand Forecasting Model, which considers the traffic analysis zone where a project is located to determine the trip length and trip type, which factor into the calculation of a project's VMT.

Population and Employment Assumptions

As previously stated, the VMT thresholds identified in the TAG are based on household VMT per capita and work VMT per employee. Thus, the VMT Calculator contains population assumptions developed based on Census data for the City and employment assumptions derived from multiple data sources, including *2012 Developer Fee Justification Study* (Los Angeles Unified School District, 2012), *Trip Generation Manual, 9th Edition* (Institute of Transportation Engineers, 2012), the San Diego Association of Governments Activity Based Model, the United States Department of Energy, and other modeling resources. A summary of population and employment assumptions for various land uses is provided in Table 1 of *City of Los Angeles VMT Calculator Documentation.*

TDM Measures

Additionally, the VMT Calculator measures the reduction in VMT resulting from a project's incorporation of TDM strategies as project design features or mitigation measures. The following seven categories of TDM strategies are included in the VMT Calculator:

1. Parking
2. Transit
3. Education and Encouragement

4. Commute Trip Reductions
5. Shared Mobility
6. Bicycle Infrastructure
7. Neighborhood Enhancement

TDM strategies within each of these categories have been empirically demonstrated to reduce trip-making or mode choice in such a way as to reduce VMT, as documented in *Quantifying Greenhouse Gas Mitigation Measures* (California Air Pollution Control Officers Association, 2010).

PROJECT VMT ANALYSIS

The VMT Calculator was used to evaluate Project VMT for comparison to the VMT impact criteria. Based on guidance from the City, the VMT Calculator was modeled for the Project's land uses and their respective sizes as the primary input.

The following assumptions were identified in the VMT Calculator:

- APC: Central
    - Household VMT Impact Threshold: N/A
    - Work VMT Impact Threshold: 7.6
- TBZ: Urban
    - Maximum VMT Reduction: 75%

The VMT analysis results based on the VMT Calculator are summarized in Table 5. Detailed output from the VMT Calculator is provided in Appendix D. Outside of the hotel use the Project includes small-scale restaurant components less than 50,000 sf of a larger mixed-use development. To be conservative, the restaurant component of the Project is considered for the purposes of identifying any significant work VMT impacts.

Project VMT

The Project incorporates design features which include measures to reduce the number of single occupancy vehicle trips to the Project Site. For the purposes of this analysis, bike parking per the LAMC, including short-term and long-term parking facilities, was accounted for as a project design feature.

As shown in Table 5, the VMT Calculator estimates that the Project described above would generate 985 daily work VMT. Thus, the Project would generate an average VMT per capita of 7.4. The average work VMT per capita would not exceed the Central APC significant work VMT impact threshold of 7.6 and, therefore, the overall Project would not result in a significant VMT impact and no mitigation measures would be required.

The detailed output from the VMT Calculator is provided in Appendix D.

CUMULATIVE ANALYSIS

Cumulative effects of development projects are determined based on the consistency with the air quality and GHG reduction goals of *Connect SoCal – The 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy* (Southern California Association of Governments, Adopted September 2020) (RTP/SCS) in terms of development location, density, and intensity. The RTP/SCS presents a long-term vision for the region's transportation system through Year 2045 and balances the region's future mobility and housing needs with economic, environmental, and public health goals.

As detailed in the TAG, for projects that do not demonstrate a project impact by applying an efficiency-based impact threshold (i.e., household VMT per capita or work VMT per employee) in the project impact analysis, a less than significant impact conclusion is sufficient in demonstrating there is no cumulative VMT impact, as those projects are already shown to align with the long-term VMT and greenhouse gas goals of the RTP/SCS.

This Project would not result in a significant VMT impact, as described above. Therefore, the Project is not anticipated to result in a cumulative VMT impact under Threshold T-2.1, and no further evaluation or mitigation measures would be required.

Furthermore, the Project includes a mix of hotel and commercial uses. The Project Site is located within 0.35 miles of the Metro B Line Hollywood/Vine Station and is also well-served by various local and rapid bus lines. The Project would also contribute to the productivity and use of the regional transportation system by providing employment near transit and encourage active transportation by providing new bicycle parking infrastructure and active street frontages, in line with RTP/SCS goals. Thus, the Project encourages a variety of transportation options and is consistent with the RTP/SCS goal of maximizing mobility and accessibility in the region.

TABLE 5
VMT ANALYSIS SUMMARY

Project Information	
Land Use	**Size**
Housing | Hotel	175 rooms
Retail | High-Turnover Sit-Down Restaurant	11,400 sf
Project Analysis *[a]*	
Project Area Planning Commission	Central
Travel Behavior Zone [b]	Urban
Maximum Allowable VMT Reduciton	75%
VMT Analysis	
Daily Vehicle Trips	1,478
Daily VMT	9,496
Daily Household VMT	N/A
Household VMT per Capita [c]	N/A
Impact Threshold	6.0
Significant Impact	N/A
Daily Work VMT	985
Work VMT per Employee [d]	7.4
Impact Threshold	7.6
Significant Impact	NO

Notes:
[a] Project Analysis based on the *City of Los Angeles VMT Calculator Version 1.3* (May 2020).
[b] An "Urban" TBZ is characterized in *City of Los Angeles VMT Calculator Documentation* (LADOT and DCP, May 2020) as high-density neighborhoods characterized by multi-story buildings with a dense road network.
[d] Based on home-based production trips only (see Appendix D, Report 4).
[e] Based on home-based work attraction trips only (see Appendix D, Report 4).

Section 3C: Threshold T-2.2
Substantially Inducing Additional Automobile Travel Analysis

The intent of Threshold T-2.2 is to assess whether a transportation project would induce substantial VMT, such as the addition of through traffic lanes on existing or new highways, including general purpose lanes, high-occupancy vehicle lanes, peak period lanes, auxiliary lanes, and lanes through grade-separated interchanges.

The Project does not propose a transportation project that would induce automobile travel. Therefore, the Project would not result in a significant impact under Threshold T-2.2 and further evaluation is not required.

Section 3D: Threshold T-3

Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use Analysis

Further evaluation is required for projects that propose new access points or modifications along the public right-of-way (i.e., street dedications) under Threshold T-3. A review of Project access points, internal circulation, and parking access would determine if the Project would substantially increase hazards due to geometric design features, including safety, operational, or capacity impacts.

Vehicular access to the Project's parking would be provided via one right-turn in/out only driveway from Sunset Boulevard, a designated Avenue I. There is no other option for providing access, as the Project Site is bound by a private alley on the north and by private development on the east and west. The Project would maintain the existing half-roadway width of Sunset Boulevard.

No additional access points or excessive driveway widening are proposed. No unusual or new obstacles are presented in the design that would be considered hazardous to motorized vehicles, non-motorized vehicles, or pedestrians. The driveway designs do not present significant safety issues regarding traffic/pedestrian conflicts. The driveways will be designed according to LADOT standards and will be reviewed by the City Bureau of Engineering during site plan review.

The Project site was previously fully dedicated and street dedications along Sunset Boulevard would not be required to meet City standards.

Based on the site plan review and design assumptions, the Project does not present any geometric design hazards related to traffic movement, mobility, or pedestrian accessibility, and is considered less than significant.

CUMULATIVE ANALYSIS

In addition to potential Project-specific impacts, the TAG requires that the Project be reviewed in combination with Related Projects with access points along the same block as the proposed project to determine if there may be a cumulatively significant impact. There are currently no identified Related Projects proposed with access points along the same block of the Project. Therefore, the Project would not result in cumulative impacts that would substantially increase hazards due to geometric design features, including safety, operational, or capacity impacts.

Section 3E
Caltrans Analysis

LADOT has issued *Interim Guidance for Freeway Safety Analysis* (LADOT, May 1, 2020) (City Freeway Guidance) identifying City requirements for a CEQA safety analysis of California Department of Transportation (Caltrans) facilities as part of a transportation assessment.

ANALYSIS METHODOLOGY

The City Freeway Guidance relates to the identification of potential safety impacts at freeway off-ramps as a result of increased traffic from development projects. It provides a methodology and significance criteria for assessing whether additional vehicle queueing at off-ramps could result in a safety impact due to speed differentials between the mainline freeway lanes and the queued vehicles at the off-ramp.

Based on the City Freeway Guidance, a transportation assessment for a development project must include analysis of any freeway off-ramp where the project adds 25 or more peak hour trips. A project would result in a significant impact at such a ramp if each of the following three criteria were met:

1. Under a scenario analyzing future conditions upon project buildout, with project traffic included, the off-ramp queue would extend to the mainline freeway lanes.[2]
2. A project would contribute at least two vehicle lengths (50 feet, assuming 25 feet per vehicle) to the queue.
3. The average speed of mainline freeway traffic adjacent to the off-ramp during the analyzed peak hour(s) is greater than 30 mph.

[2] If an auxiliary lane is provided on the freeway, then half the length of the auxiliary lane is added to the ramp storage length.

Should a significant impact be identified, mitigation measures to be considered include TDM measures to reduce a project's trip generation, investments in active transportation or transit system infrastructure to reduce a project's trip generation, changes to the traffic signal timing or lane assignments at the ramp intersection, or physical changes to the off-ramp. Any physical change to the ramp would have to improve safety, not induce greater VMT, and not result in secondary environmental impacts.

PROJECT ANALYSIS

Based on the Project's trip generation estimates and trip assignments, which are later detailed in Section 4A, the Project would not add 25 or more peak hour trips to any freeway off-ramp. Therefore, no further freeway off-ramp queuing analysis is required. Furthermore, the Project would not result in a significant safety impact, and no corrective measures at any freeway off-ramps would be required.

Chapter 4
Non-CEQA Transportation Analysis

This chapter summarizes the Project's non-CEQA transportation analysis. It includes an evaluation of the Project traffic, the proposed access provisions, safety, circulation, and the adjacent pedestrian, bicycle, and transit facilities. This chapter also summarizes the evaluation of the Project's operational conditions, parking supply and requirements, and effects due to Project construction.

NON-CEQA TRANSPORTATION ANALYSIS METHODOLOGY

Intersection operations were evaluated for typical weekday morning (7:00 AM to 10:00 AM) and afternoon (3:00 PM to 6:00 PM) peak periods. A total of four signalized intersections in the vicinity of the Project Site within the City were selected for detailed transportation analysis and are shown in Figure 3.

The following traffic conditions were developed and analyzed as part of this study:

- Existing with Project Conditions: This analysis condition projects the potential intersection operating conditions that could be expected if the Project were built under existing conditions.
- Future with Project Conditions (Year 2024): This analysis condition projects the potential intersection operating conditions that could be expected if the Project were occupied in the projected buildout year. In this analysis, the Project-generated traffic is added to Future without Project Conditions (Year 2024).

Operational Evaluation

In accordance with the TAG, the intersection delay and queue analyses for the operational evaluation were conducted using the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016) (HCM) methodology, which was implemented using Synchro software

and signal timing worksheets from the City to analyze intersection operating conditions. The HCM signalized methodology calculates the average delay, in seconds, for each vehicle passing through the intersections, while the HCM unsignalized methodology calculates the control delay, in seconds, for individual approaches of an intersection. Table 6 presents a description of the LOS categories, which range from excellent, nearly free-flow traffic at LOS A, to congested, stop-and-go conditions at LOS F, for signalized and unsignalized intersections. The queue lengths were estimated using Synchro, which reports the 85th percentile queue length, in feet, for each approach lane. The reported queues are calculated using the HCM signalized intersection methodology.

LOS and queuing worksheets for each scenario are provided in Appendix E.

TABLE 6
INTERSECTION LEVEL OF SERVICE

Level of Service	Description	Delay [a]	
		Signalized Intersections	Unsignalized Intersections
A	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.	≤ 10	≤ 10
B	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.	> 10 and ≤ 20	> 10 and ≤ 15
C	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.	> 20 and ≤ 35	> 15 and ≤ 25
D	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.	> 35 and ≤ 55	> 25 and ≤ 35
E	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.	> 55 and ≤ 80	> 35 and ≤ 50
F	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.	> 80	> 50

Notes

Source: *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016).

[a] Measured in seconds.

Section 4A
Project Traffic

Trip generation estimates, trip distribution patterns and trip assignments were prepared for the Project. These components form the basis of the Project's traffic analysis.

PROJECT TRIP GENERATION

The number of trips expected to be generated by the Project was estimated using rates published in *Trip Generation Manual, 10th Edition*. For the purposes of this assessment, the trip generation rates for hotel and high-turnover restaurant uses were utilized to develop the trip generation estimates for the hotel and commercial components of the Project, respectively. These rates are developed from surveys of similar land uses at sites around the country and are used to calculate the number of vehicle trips traveling to and from the Project Site based on the size of each land use component.

Appropriate trip generation reductions to account for public transit usage/walking arrivals, internal capture, and pass-by trips were made in consultation with LADOT. The Project Site is located within 0.35 miles of the Metro B Line Hollywood/Vine Station; therefore, a 10% transit/walk-in adjustment was applied to the Project to account for transit usage and walk-in arrivals from surrounding neighborhoods and adjacent commercial developments. A 20% internal capture adjustment was applied to the restaurant trip generation estimates to account for person trips made between the different uses of the Project without requiring a separate vehicle trip. Additionally, a 20% pass-by adjustment was applied to the restaurant trip generation estimates to account for Project trips made as an intermediate stop on the way from a separate trip origin to a destination without route diversion.

The number of trips currently generated by the existing uses of the Project Site was also estimated using the rates published in *Trip Generation Manual, 10th Edition* for shopping center uses.

Adjustments were also applied to account for some level of transit usage/walking arrivals, and pass-by trips from the existing use.

After accounting for the adjustments above and the removal of the existing uses, the Project is anticipated to generate 135 net new morning peak hour trips (77 inbound, 58 outbound) and 141 net new afternoon peak hour trips (80 inbound, 61 outbound), as summarized in Table 7.

PROJECT TRIP DISTRIBUTION

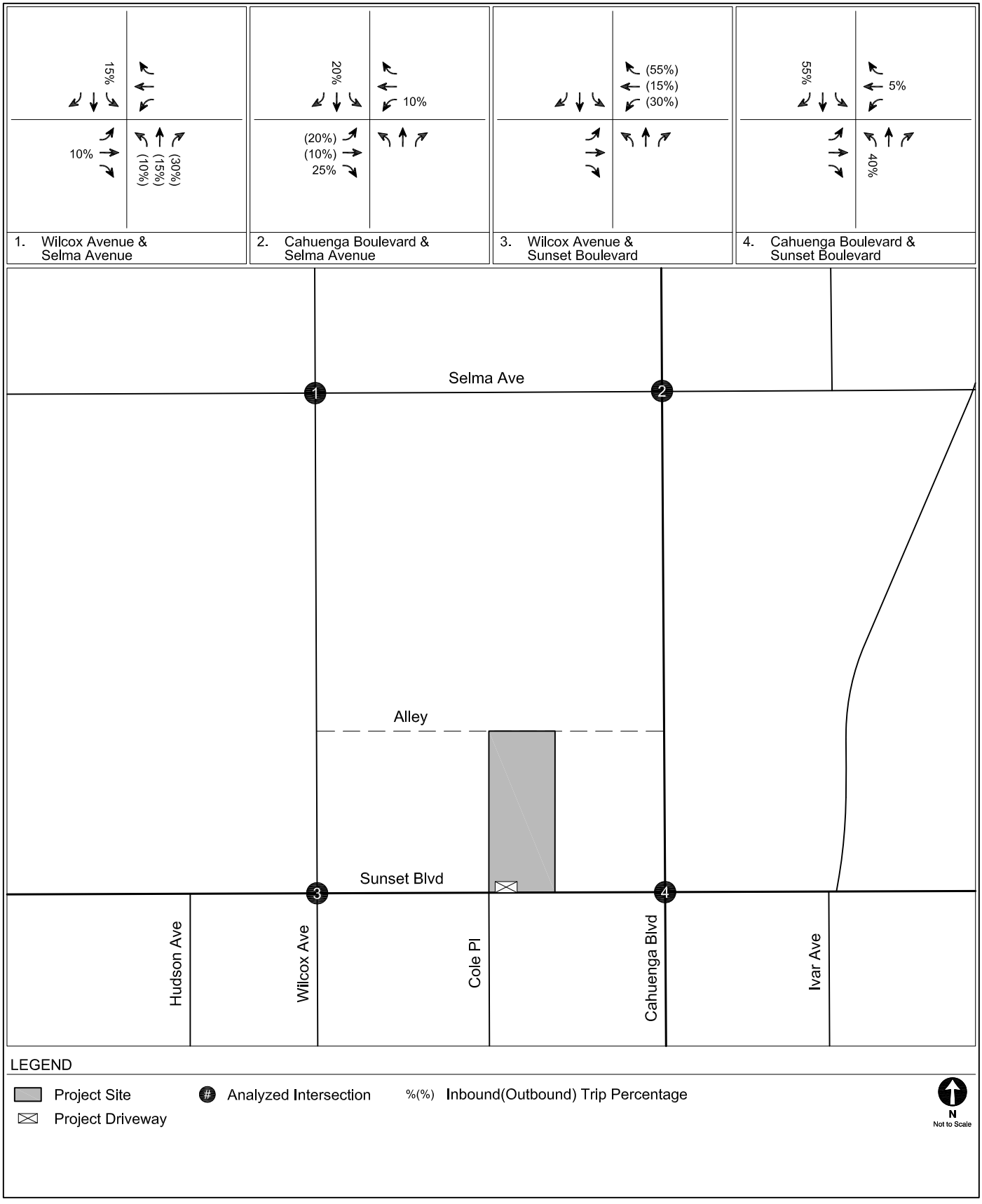
The geographic distribution of trips generated by the Project is dependent on the location of residential and commercial centers from which employees and guests of the Project would be drawn, characteristics of the street system serving the Project Site, and the level of accessibility of the routes to and from the Project Site, existing intersection traffic volumes, the location of the proposed driveway, as well as input from LADOT staff.

Since the hotel and commercial components would have differing trip patterns, the intersection-level trip distribution for the Project is shown in Figure 13A for the hotel use and Figure 13B for the commercial use. Generally, the regional pattern is as follows (Hotel % / Restaurant %):

- 35% / 10% to/from the north
- 25% / 15% to/from the south
- 15% / 35% to/from the east
- 25% / 40% to/from the west

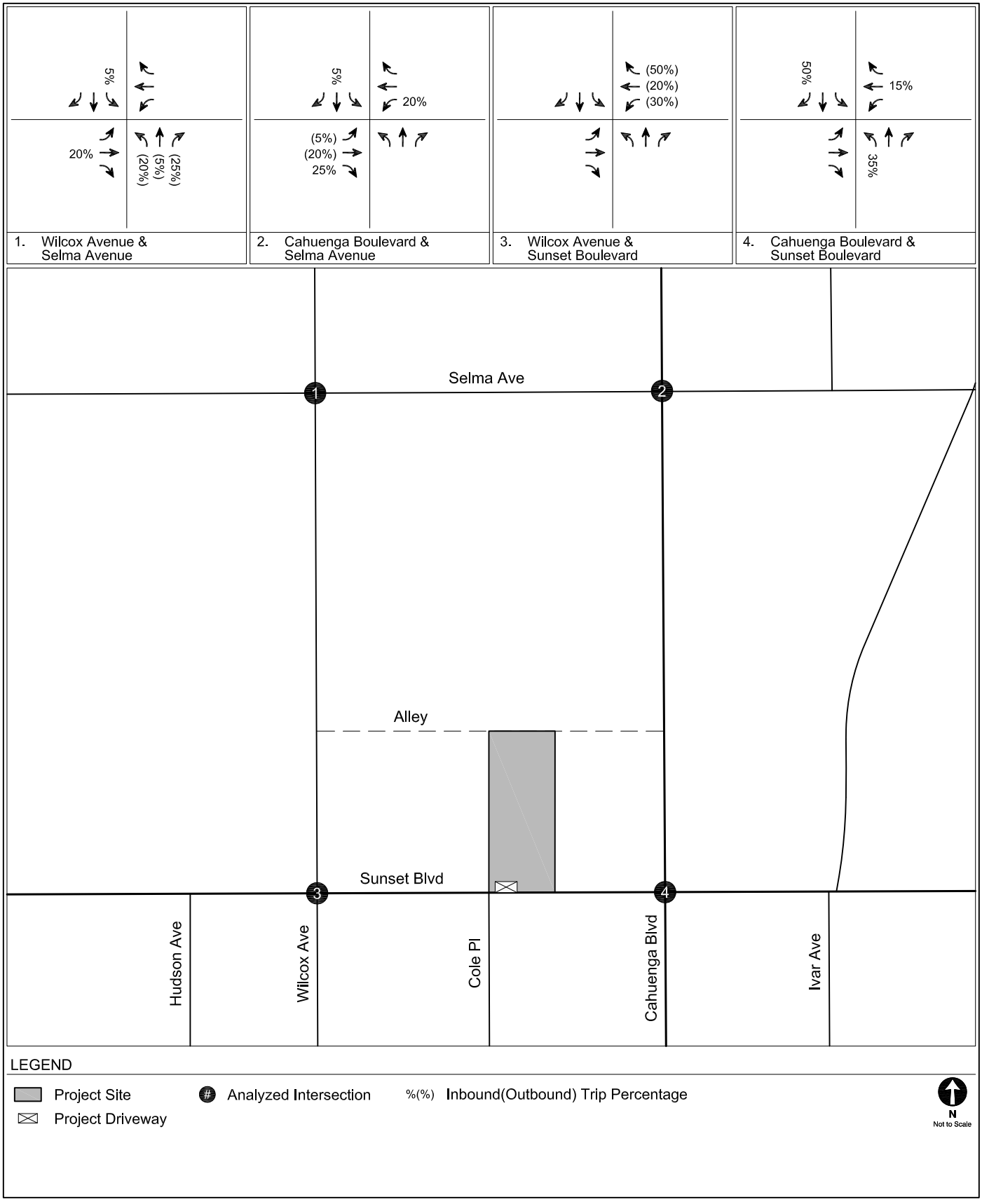
PROJECT TRIP ASSIGNMENT

The Project trip generation estimates summarized in Table 7 and the trip distribution patterns shown in Figures 13A and 13B were used to assign the Project-generated traffic through the study intersections. Figure 14 illustrates the Project-only traffic volumes at the study intersections during typical weekday morning and afternoon peak hours.



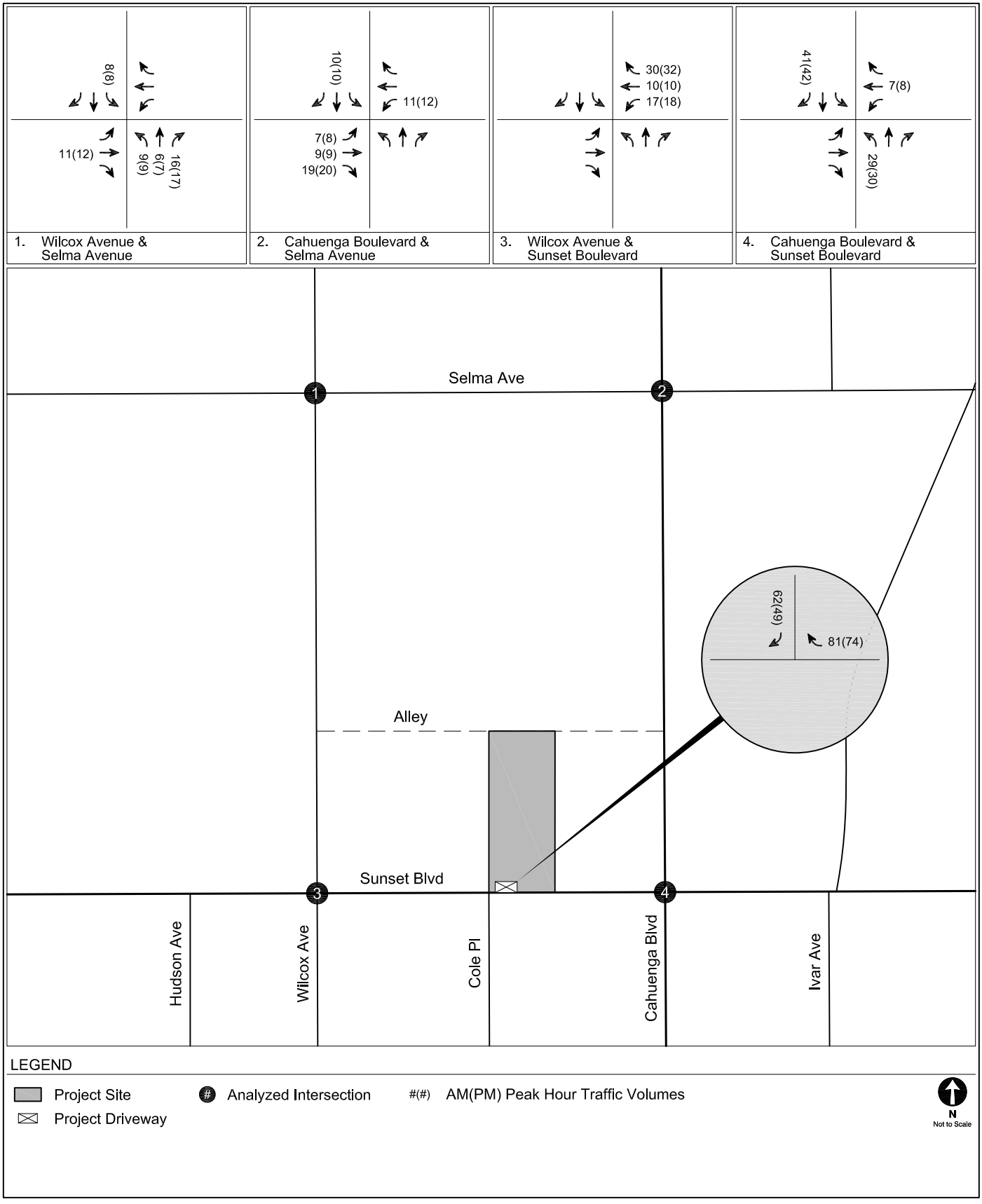
PROJECT TRIP DISTRIBUTION
HOTEL

FIGURE
13A



PROJECT TRIP DISTRIBUTION
RESTAURANT

FIGURE
13B



PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
14

TABLE 7
TRIP GENERATION ESTIMATES

Land Use	ITE Land Use	Rate Metric	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
Trip Generation Rates [a]								
Hotel	310	per room	59%	41%	0.47	51%	49%	0.60
Shopping Center	820	per ksf	62%	38%	0.94	48%	52%	3.81
High Turnover (Sit-Down) Restaurant [b]	932	per ksf	55%	45%	9.94	62%	38%	9.77
Proposed Project								
Hotel	310	175 rooms	48	34	82	54	51	105
Transit/Walk Adjustment - 10% [c]			*(5)*	*(3)*	*(8)*	*(5)*	*(6)*	*(11)*
High Turnover (Sit-Down) Restaurant [b]	932	11.400 ksf	62	51	113	69	42	111
Internal Capture Adjustment - 20% [d]			*(12)*	*(11)*	*(23)*	*(14)*	*(8)*	*(22)*
Transit/Walk Adjustment - 10% [b]			*(5)*	*(4)*	*(9)*	*(6)*	*(3)*	*(9)*
Pass-by Adjustment - 20% [e]			*(9)*	*(7)*	*(16)*	*(10)*	*(6)*	*(16)*
TOTAL PROPOSED PROJECT TRIPS			**79**	**60**	**139**	**88**	**70**	**158**
Existing Uses to be Removed								
Retail	820	10.000 ksf	(6)	(3)	(9)	(18)	(20)	(38)
Transit/Walk Adjustment - 10% [c]			*1*	*0*	*1*	*2*	*2*	*4*
Pass-by Adjustment - 50% [e]			*3*	*1*	*4*	*8*	*9*	*17*
Subtotal - Existing			**(2)**	**(2)**	**(4)**	**(8)**	**(9)**	**(17)**
TOTAL NET NEW PROJECT TRIPS			**77**	**58**	**135**	**80**	**61**	**141**

Notes:
ksf: 1,000 square feet
[a] Source: *Trip Generation, 10th Edition* , Institute of Transportation Engineers, 2017.
[b] Hotel trip rates includes ancillary conference/meeting rooms, a lobby lounge and bar, rooftop bar and lounge, guest amenities, as well as retail and restaurant space. However, the restaurant/lounge area within the hotel is open to the public and was therefore analyzed separately.
[c] The Project site is located within a 1/4 mile of a Metro Local Bus stop (Line 2) and 1/2 mile of a Metro B (Red) Line station (Hollywood/Vine Station), therefore a 10% transit adjustment was applied to account for transit usage and walking visitor arrivals.
[d] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development (e.g., hotel guests visiting the restaurant use).
[e] 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.

Section 4B

Project Access, Safety, and Circulation Assessment

This section summarizes the site access, safety, and circulation of the Project Site. It includes an evaluation of the expected access and circulation operations of the Project.

VEHICLES

The proposed circulation plan for the Project, illustrated in Figure 1, shows vehicular access to the Project's parking spaces via one right-turn only in/out driveway from Sunset Boulevard. The driveway would be constructed to meet the applicable City standards. Adequate reservoir and maneuvering space would be provided within the parking garage and from the back of sidewalk to limit potential vehicular maneuvers and queues overflowing into public right-of-way. In addition, access to the public parking area within the Project's parking garage would be contained to the driveway along Sunset Boulevard thereby prohibiting the use of the public roadway system to circulate the Project Site.

Thus, the vehicular access and circulation system would be adequate to serve the Project site and is not anticipated to affect traffic flow on the adjacent public streets.

PEDESTRIANS AND BICYCLES

Pedestrian access to the Project Site would be provided from Sunset Boulevard. The Project access would be designed to provide adequate sight distance and sidewalks that meet the City's requirements to protect pedestrian safety. The design does not locate street trees or other potential impediments in the sidewalk that would affect sight distance and visibility. Pedestrian entrances would provide access from the frontage street and from within the parking facilities.

Visitors and employees arriving by bicycle would have the same access opportunities as pedestrian visitors. As discussed in Chapter 2, sharrowed bicycle routes are currently provided along Wilcox Avenue and Selma Avenue. In order to facilitate bicycle use, 24 short-term and 80 long-term bicycle parking spaces would be provided, consistent with LAMC Section 12.21 A16.

Section 4C

Pedestrian, Bicycle, and Transit Assessment

This section assesses the Project's potential effect on pedestrian, bicycle, and transit facilities in the vicinity of the Project Site.

Factors to consider when assessing a project's potential effect on pedestrian, bicycle, and transit facilities, include the following:

- Would the project directly or indirectly result in a permanent removal or modification that would lead to the degradation of pedestrian, bicycle, or transit facilities?
- Would a project intensify use of existing pedestrian, bicycle, or transit facilities?

PEDESTRIANS AND BICYCLES

The Project would not directly or indirectly result in a permanent removal or modification that would lead to the degradation of pedestrian or bicycle facilities. Although the Project may intensify use of existing pedestrian and bicycle facilities, the Project would provide adequate measures, such as the provision of adequate sidewalk widths and on-site bicycle parking, to support the added users and to ensure the safety of those accessing the site and the street system surrounding it.

TRANSIT

As detailed in Chapter 2 and illustrated in Figure 7, there are numerous transit stops within the Study Area. The Project area is served by bus lines operated by Metro and LADOT DASH.

In addition to the bus lines that provide service within the Project Site vicinity, the Metro B Line subway operates in the Study Area. The Metro B Line runs between North Hollywood and

downtown Los Angeles, connecting with the Metro G Line in North Hollywood, the Metro D Line at Wilshire Boulevard, the Metro A Line and Metro E Line in downtown Los Angeles, and the Metro L Line at Union Station. In the Project vicinity, the Metro B Line has a station at Hollywood Boulevard & Vine Street, approximately 0.35 miles from the Project Site.

Although the Project (and other Related Projects) will cumulatively add transit ridership, the Project Site, the Study Area, and Hollywood are served by a vast amount of transit service. Table 2 summarizes the transit lines operating in the Study Area for each of the service providers in the region.

Tables 3A and 3B summarize the total residual capacity of the Metro and DASH transit systems during the morning and afternoon peak hours based on the frequency of service of each line and the maximum seated and standing capacity of each bus or train. As shown in Tables 3A and 3B, the Metro bus and DASH transit lines within a 0.35-mile walking distance of the Project Site currently have additional capacity for 582 additional riders during the morning peak hour and 795 additional riders during the afternoon peak hour. Additionally, the Metro B Line has additional capacity for 5,316 additional riders during the morning peak hour and 4,092 additional riders during the afternoon peak hour. In total, the public transit system in the Study Area has available capacity for approximately 5,898 additional riders during the morning peak hour and 4,887 additional riders during the afternoon peak hour.

Section 4D
Operational Evaluation

This section provides a quantitative evaluation of the Project's access and circulation operations, including the anticipated LOS at the study intersections and anticipated traffic queues.

LOS ANALYSIS

The intersection analysis was conducted based on the HCM methodologies to identify delay and LOS at each of the study intersections with development of the Project. Detailed LOS calculation worksheets are provided in Appendix E.

Existing with Project Conditions

Traffic Volumes. The Project-only morning and afternoon peak hour traffic volumes shown in Figure 14 were added to the Existing morning and afternoon peak hour traffic volumes shown in Figure 8. The resulting volumes are illustrated in Figure 15 and represent Existing with Project Conditions, assuming Project operation under Existing Conditions.

Intersection LOS. Table 8 summarizes the weekday morning and afternoon peak hour LOS results for each of the study intersections under Existing and Existing with Project Conditions. As shown in Table 8, the four study intersections would operate at LOS C or better during both the morning and afternoon peak hours under Existing and Existing with Project Conditions.

Future with Project Conditions

All future cumulative traffic growth (i.e., ambient and Related Project traffic growth) and transportation infrastructure improvements described in previous sections incorporated into this analysis.

Traffic Volumes. The Project-only morning and afternoon peak hour traffic volumes shown in Figure 14 were added to the Future without Project Conditions (Year 2025) morning and afternoon peak hour traffic volumes shown in Figure 11. The resulting volumes are illustrated in Figure 16 and represent Future with Project Conditions after development of the Project in Year 2024.

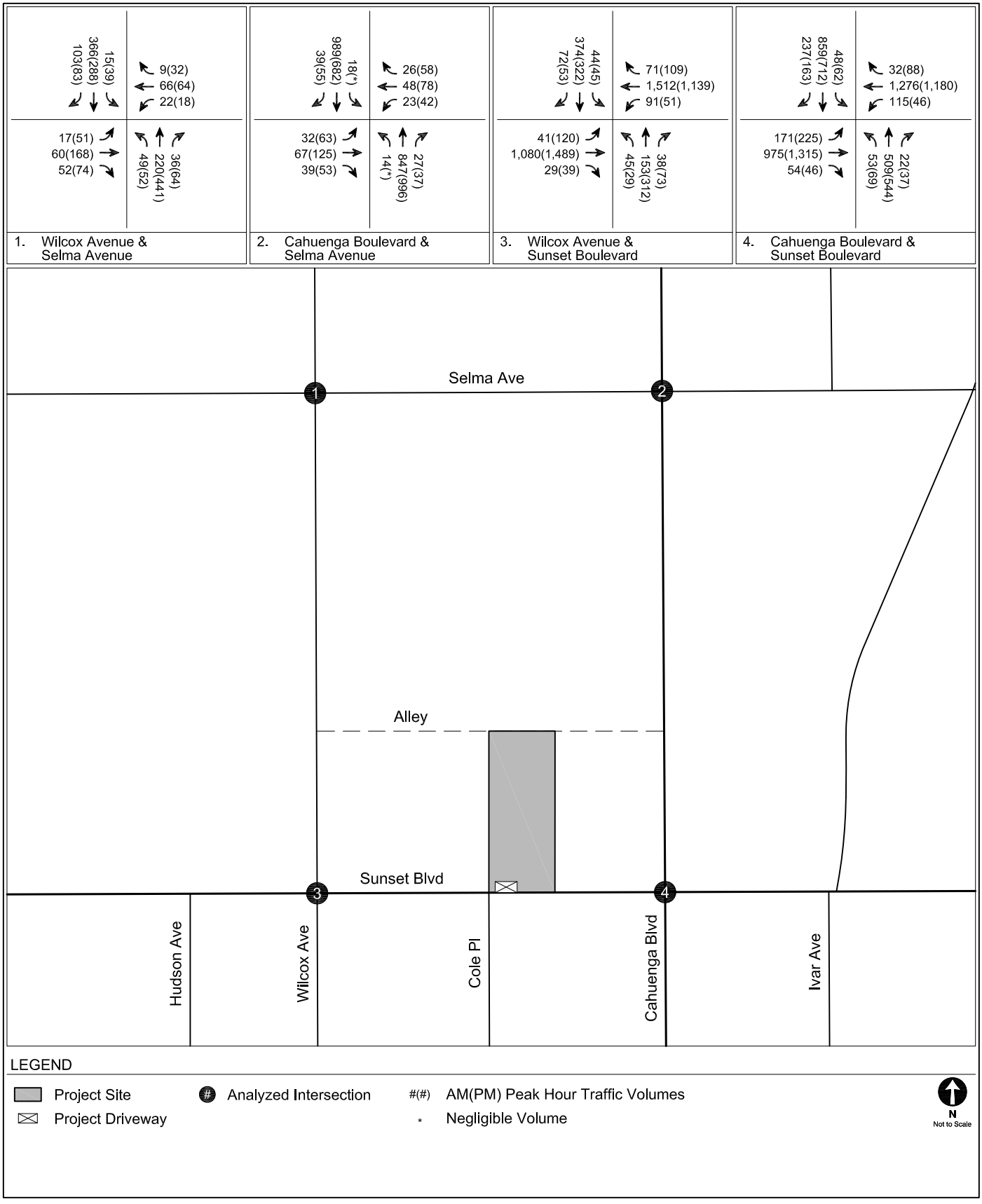
Intersection LOS. Table 9 summarizes the results of the Future without Project (Year 2024) and Future with Project Conditions during the weekday morning and afternoon peak hours for the four study intersections. As shown in Table 9, the four study intersections would operate at LOS C or better during both the morning and afternoon peak hours under Future without Project (Year 2024) and Future with Project (Year 2024) Conditions.

INTERSECTION QUEUING ANALYSIS

The study intersections were also analyzed to determine whether the lengths of intersection turning lanes could accommodate vehicle queue lengths.

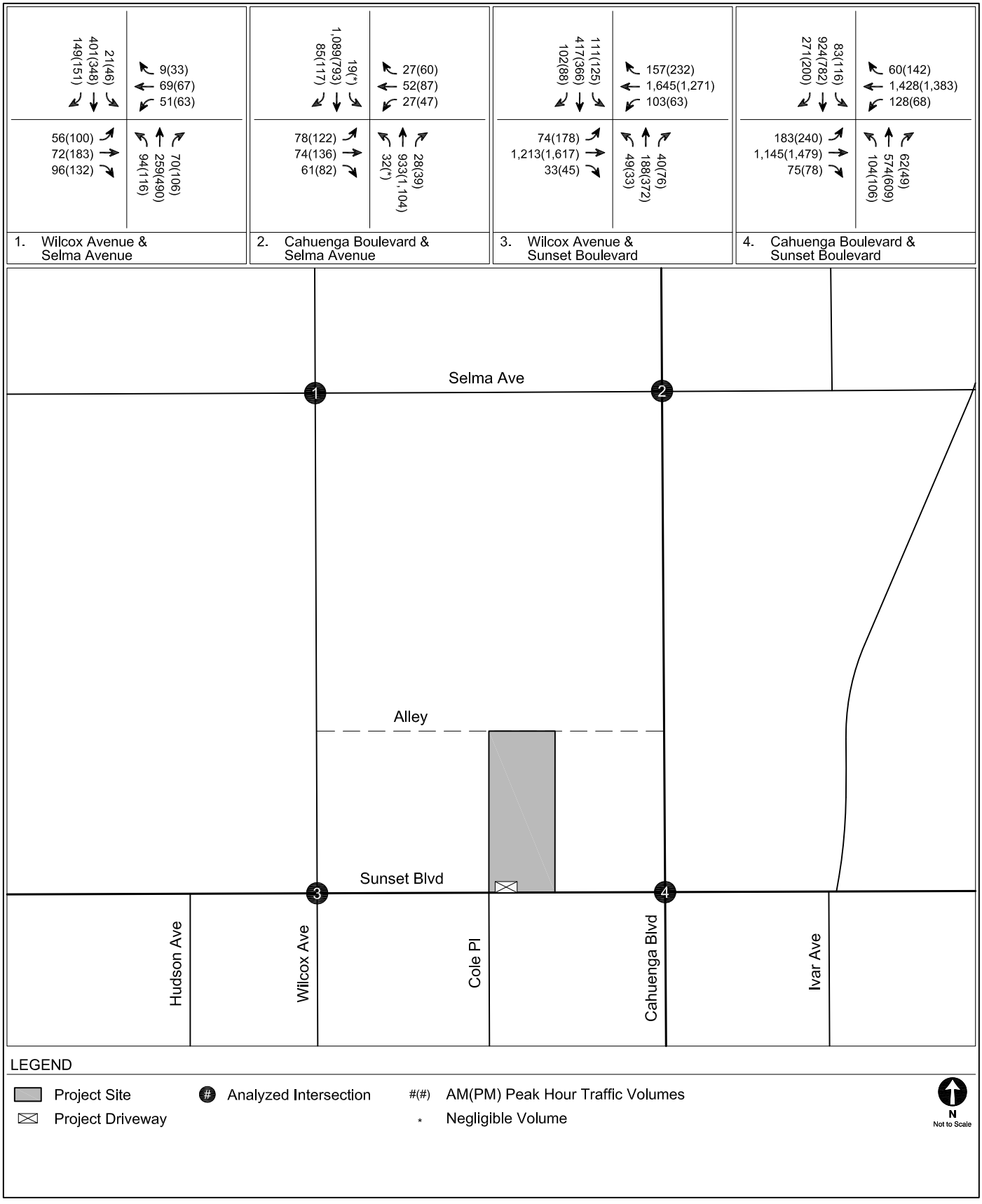
The queue lengths were estimated using Synchro software, which reports the 85th percentile queue length, in feet, for each approach lane. The reported queues are calculated using the HCM signalized and unsignalized intersection methodology.

Detailed queuing analysis worksheets are provided in Appendix E.



EXISTING WITH PROJECT CONDITIONS (YEAR 2020)
PEAK HOUR TRAFFIC VOLUMES

FIGURE 15



FUTURE WITH PROJECT CONDITIONS (YEAR 2024)
PEAK HOUR TRAFFIC VOLUMES

FIGURE 16

TABLE 8
EXISTING CONDITIONS (YEAR 2020)
INTERSECTION LEVELS OF SERVICE

No	Intersection	Peak Hour	Exisiting		Existing with Project	
			Delay	LOS	Delay	LOS
1.	Wilcox Avenue &	AM	10.9	B	10.9	B
	Selma Avenue	PM	12.4	B	12.2	B
2.	Caheunga Boulevard &	AM	5.4	A	6.3	A
	Selma Avenue	PM	8.4	A	9.1	A
3.	Wilcox Avenue &	AM	11.3	B	11.2	B
	Sunset Boulevard	PM	14.3	B	14.6	B
4.	Caheunga Boulevard &	AM	23.6	C	24.6	C
	Sunset Boulevard	PM	19.9	B	20.0	B

Notes
Delay is measured in seconds per vehicle
LOS = Level of service

TABLE 9
FUTURE CONDITIONS (YEAR 2024)
INTERSECTION LEVELS OF SERVICE

No	Intersection	Peak Hour	Future without Project		Future with Project	
			Delay	LOS	Delay	LOS
1.	Wilcox Avenue & Selma Avenue	AM PM	12.8 16.1	B B	12.7 16.3	B B
2.	Caheunga Boulevard & Selma Avenue	AM PM	7.0 9.7	A A	7.9 10.5	A B
3.	Wilcox Avenue & Sunset Boulevard	AM PM	16.7 14.1	B B	16.3 13.8	B B
4.	Caheunga Boulevard & Sunset Boulevard	AM PM	31.4 24.8	C C	29.6 31.0	C C

Notes
Delay is measured in seconds per vehicle
LOS = Level of service

Section 4E
Residential Street Cut-Through Analysis

This section summarizes the residential street cut-through analysis for the Project. The residential street cut-through analysis determines potential increases in average daily traffic volumes on designated Local Streets, as classified in the Mobility Plan, that can be identified as cut-through trips generated by the Project and that can adversely affect the character and function of those streets. Section 3.5.2 of the TAG provides a list of questions to assess whether the Project would negatively affect residential streets.

The Project is not projected to lead to trip diversion along residential Local Streets, nor is the Project projected to add a substantial amount of automobile traffic to congested Arterial Streets that could potentially cause a shift to residential Local Streets. Thus, the Project is not required to conduct a Local Residential Street Cut-Through Analysis.

Section 4F
Construction Impact Analysis

This section summarizes the construction schedule and construction impact analysis for the Project. The construction impact analysis relates to the temporary impacts that may result from the construction activities associated with the Project and was performed in accordance with Section 3.4 of the TAG.

CONSTRUCTION EVALUATION CRITERIA

Section 3.4.3 of the TAG identifies three types of in-street construction impacts that require further analysis to assess the effects of Project construction on the existing pedestrian, bicycle, transit, or vehicle circulation. The three types of impacts and related populations are:

1. Temporary transportation constraints – potential impacts on the transportation system
2. Temporary loss of access – potential impacts on visitors entering and leaving sites
3. Temporary loss of bus stops or rerouting of bus lines – potential impacts on bus travelers

The factors used to determine the significance of a project's impacts involve the likelihood and extent to which an impact might occur, the potential inconvenience caused to users of the transportation system, and consideration for public safety. Construction activities could potentially interfere with pedestrian, bicycle, transit, or vehicle circulation and accessibility to adjoining areas. As detailed in Section 3.4.4 of the TAG, the proposed construction plans should be reviewed to determine whether construction activities would require any of the following actions:

- Street, sidewalk, or lane closures
- Block existing vehicle, bicycle, or pedestrian access along a street or to parcels fronting the street
- Modification of access to transit stations, stops, or facilities during revenue hours

- Closure or movement of an existing bus stop or rerouting of an existing bus line
- Creation of transportation hazards

PROPOSED CONSTRUCTION SCHEDULE

The Project is anticipated to be constructed over a period of approximately 22 months, with an anticipated completion in Year 2024. The construction period would include sub-phases of site demolition, excavation and grading, foundations, and building construction. Peak haul truck activity occurs during demolition, and peak worker activity occurs during building construction. These two sub-phases of construction were studied in greater detail.

DEMOLITION/EXCAVATION PHASE

The peak period of truck activity during construction of the Project would occur during the demolition/excavation phase of the Project Site.

With the implementation of the Construction Management Plan, which is described in more detail below, it is anticipated that almost all haul truck activity to and from the Project Site would occur outside of the morning and afternoon peak hours. In addition, as discussed in more detail in the following section, worker trips to and from the Project Site would also occur outside of the peak hours. Therefore, no peak hour construction traffic impacts are expected during the demolition phase of construction.

Haul trucks would travel on approved truck routes designated within the City. Given the Project Site's proximity to US 101, haul truck traffic would take the most direct route to the appropriate freeway ramps. The haul route will be reviewed and approved by the City.

Based on projections compiled for the Project, approximately 9,636 cubic yards of material would be removed from the Project Site. Assuming trucks are capable of carrying 10 cubic yards of material, and there are 44 workdays in the two-month demolition/excavation period, this period would require up to 22 haul trucks per day. Thus, up to 44 daily haul truck trips (22 inbound, 22

outbound) are forecast to occur during the demolition period, with approximately eight trips per hour (four inbound, four outbound) uniformly over a typical six-hour off-peak workday.

Large trucks were converted into the equivalent value of passenger cars due to the slower headway and delay-creating effects of heavy vehicles. Table 8 of *Transportation Research Circular No. 212, Interim Materials on Highway Capacity* (Transportation Research Board, 1980) and Exhibit 12-25 of the HCM suggest that a passenger car equivalency (PCE) of one truck is equal to 2.0 commuter vehicles. Assuming a PCE factor of 2.0, the 44 truck trips would be equivalent to 88 daily PCE trips. The six hourly truck trips would be equivalent to approximately 16 PCE trips (eight inbound, eight outbound) per hour.

In addition, a maximum of 30 construction workers would work at the Project Site during this phase. Assuming minimal carpooling amongst those workers, an average vehicle occupancy (AVO) of 1.135 persons per vehicle was applied, as provided in *CEQA Air Quality Handbook* (South Coast Air Quality Management District, 1993). Therefore, 30 workers would result in a total of 27 vehicles (or 54 trips) to and from the Project Site on a daily basis.

With implementation of the Construction Management Plan, it is anticipated that almost all haul truck activity to and from the Project Site would occur outside of the morning and afternoon peak hours. In addition, as discussed in more detail in the following section, worker trips to and from the Project Site would also occur outside of the peak hours. Therefore, no peak hour construction traffic impacts are expected during the demolition phase of construction.

BUILDING CONSTRUCTION PHASE

The traffic impacts associated with construction workers depends on the number of construction workers employed during various phases of construction, as well as the travel mode and travel time of the workers. In general, the hours of construction typically require workers to be on-site before the weekday morning commuter peak period and allow them to leave before or after the afternoon commuter peak period (i.e., arrive at the site prior to 7:00 AM and depart before 4:00 PM or after 6:00 PM). Therefore, most, if not all, construction worker trips would occur outside of the typical weekday commuter peak periods.

The estimated number of construction workers each day depends on the phase of construction. According to construction projections prepared for the Project, the building construction subphase of Superstructure Concrete Work/Mechanical, Electrical, Plumbing would employ the most construction workers, with a maximum of approximately 210 workers per day for all components of the building (i.e., framing, plumbing, elevators, inspections, finishing). However, since the different building components would not be constructed or installed simultaneously, this cumulative estimate likely overstates the number of workers that would be expected on the peak construction day. Furthermore, on most of the estimated workdays to complete the Project, there would be far fewer workers than on the peak day. Therefore, the estimate of 210 workers per day used for the purposes of this analysis represents a very conservative estimate.

Assuming an AVO of 1.135 persons per vehicle, 210 workers would result in a total of 185 vehicles that would arrive and depart from the Project Site each day. The estimated number of daily trips associated with the construction workers is approximately 370 (185 inbound and 185 outbound trips), but nearly all of those trips would occur outside of the peak hours, as described above. As such, the building phase of Project construction is not expected to cause a significant traffic impact at any of the study intersections.

During construction, adequate parking for construction workers would be secured in local public parking facilities or, if needed, a remote site with shuttle service provided. Restrictions against workers parking in the public right-of-way in the vicinity of (or adjacent to) the Project Site would be identified as part of the Construction Management Plan. All construction materials storage and truck staging would be contained on-site.

POTENTIAL IMPACTS ON ACCESS, TRANSIT, AND PARKING

Project construction is not expected to create hazards for roadway travelers, bus riders, or parkers, so long as commonly practiced safety procedures for construction are followed. Such procedures and other measures (e.g., to address temporary traffic control, lane closures, sidewalk closures, etc.) will be incorporated into the Construction Management Plan. The construction-related impacts associated with access and transit are anticipated to be less than significant, and the implementation of the Construction Management Plan described below would further reduce those impacts.

Access

Construction activities are expected to be primarily contained within the Project Site boundaries. However, it is expected that construction fences may encroach into the public right-of-way (e.g., sidewalks and roadways) adjacent to the Project Site, where the sidewalk on Sunset Boulevard would be used throughout the construction period of the Project. It is anticipated that one westbound travel lane on Sunset Boulevard may experience temporary closures throughout the construction period but only during off-peak periods. Flag persons would be present to maintain traffic operations along Sunset Boulevard should a westbound travel lane be removed during this period. Additional temporary traffic controls would be provided to direct traffic around any closures and to maintain emergency access, as required in the Construction Management Plan.

The use of the public right-of-way along Sunset Boulevard would require temporary re-routing of pedestrian and bicycle traffic as the sidewalk fronting the Project Site would be closed. The Construction Management Plan would include measures to ensure pedestrian and bicycle safety along the affected sidewalks, bicycle facilities, and temporary walkways (e.g., use of directional signage, maintaining continuous and unobstructed pedestrian paths, and/or providing overhead covering).

Transit

The construction activities of the Project would not require a temporary transit stop relocation for any routes along Sunset Boulevard. The Project would coordinate with Metro to ensure no construction related impacts to the transit system would occur. Metro would be notified should the Project construction affect any other Metro facilities.

Parking

Parking is allowed on Sunset Boulevard during off-peak hours, so construction could result in a temporary loss of up to four on-street parking spaces adjacent to the Project Site on the north side of the street. Coordination with LADOT would be included in the Construction Management Plan as a result of the potential temporary loss of up to four metered on-street parking spaces,

two that will be permanently removed to accommodate the Project driveway and two that will be replaced upon completion of construction.

CONSTRUCTION MANAGEMENT PLAN

A detailed Construction Management Plan, including street closure information, a detour plan, haul routes, and a staging plan, would be prepared and submitted to the City for review and approval, prior to commencing construction. The Construction Management Plan would formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. The Construction Management Plan shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and shall include, but not be limited to, the following elements, as appropriate:

- Advance, bilingual notification of adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of operation
- Prohibition of construction worker or equipment parking on adjacent streets
- Temporary pedestrian, bicycle, and vehicular traffic controls during all construction activities adjacent to Sunset Boulevard, to ensure traffic safety on public rights of way
- Temporary traffic control during all construction activities adjacent to public rights-of-way to improve traffic flow on public roadways (e.g., flag persons)
- Scheduling of construction activities to reduce the effect on traffic flow on surrounding Arterial Streets
- Containment of construction activity within the Project Site boundaries, to the extent commercially feasible
- Coordination with Metro to address any transit stop relocations
- Coordination with the LADOT Parking Meter Division to address potential temporary loss of metered parking spaces
- Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers shall be implemented as appropriate
- Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers shall be implemented as appropriate, including along all identified Los Angeles Unified School District (LAUSD) pedestrian routes to nearby schools

- Scheduling of construction-related deliveries, haul trips, etc., to occur outside the commuter peak hours, so as to not impede school drop-off and pick-up activities and students using LAUSD's identified pedestrian routes to nearby schools

- Prohibition of staging of hauling trucks on any streets adjacent to the Project, unless specifically approved as a condition of an approved haul route

- Spacing of trucks so as to discourage a convoy effect

- Sufficient dampening of the construction area to control dust caused by grading and hauling and reasonable control at all times of dust caused by wind

- Maintenance of a log, available on the job site at all times, documenting the dates of hauling and the number of trips (i.e., trucks) per day

- Identification of a construction manager and provision of a telephone number for any inquiries or complaints from residents regarding construction activities. The telephone number shall be posted at the site readily visible to any interested party during site preparation, grading and construction

It is likely that Construction Management Plans would also be submitted for approval to the City by the Related Projects prior to the start of construction activities. As part of the LADOT and/or Los Angeles Department of Building and Safety established review process of Construction Management Plans, potential overlapping construction activities and proposed haul routes would be reviewed to minimize the impacts of cumulative construction activities on any particular roadway.

Section 4G
Parking

This section provides an analysis of the proposed parking and the potential parking impacts of the Project.

PARKING SUPPLY

All Project parking would be provided on-site. The Project would provide a total of 71 automobile spaces after permissible and discretionary reductions[3] and 104 bicycle spaces in an on-site parking garage.

VEHICLE PARKING CODE REQUIREMENTS

The parking requirements for the hotel land use of the Project were calculated by applying the appropriate parking ratios in the LAMC, as follows:

- Hotel
    - 1-30 rooms: 1.0 space per room
    - 31-60 rooms: 1.0 space per 2 rooms
    - 61+ rooms: 1.0 space per 3 rooms

The parking requirements for the restaurant use of the Project were calculated by applying the appropriate parking ratios for commercial uses within the Hollywood Redevelopment Project Area from LAMC Section 12.21.A4(x)(3)(2). The following LAMC parking rates were applied:

[3] 20% discretionary reduction pursuant to 12.32.P requested

- Commercial / Restaurant
    - 2.0 space per 1,000 sf of gross floor area

Per the LAMC, the Project would require a total of 83 spaces for the 175 hotel rooms and 23 spaces for the 11,400 sf of commercial/restaurant use. As summarized in Table 10, the total LAMC requirement for the Project is 106 vehicle spaces. However, the Project will be providing additional bicycle parking to reduce the required vehicular parking by 14 spaces. Additionally, the Project is requesting a discretionary approval to further lower the parking by 21 spaces. Therefore, the Project would only be required to provide 71 parking spaces. Thus, the Project's proposed parking supply of 71 spaces would meet the LAMC requirements.

BICYCLE PARKING CODE REQUIREMENTS

Bicycle parking requirements have been developed by the City set out in Case No. CPC-2016-4216-CA and Council File No. 12-1297-S1. The Code bicycle parking requirement of the Project is based on the following rates:

- Hotel
    - Short-Term
        - 1.0 space per 10 rooms
    - Long-Term
        - 1.0 space per 10 rooms

- Commercial / Restaurant
    - Short-Term
        - 1.0 space per 2,000 sf
    - Long-Term
        - 1.0 space per 2,000 sf

As summarized in Table 11, the total LAMC requirement for the Project is 24 short-term and 24 long-term bicycle parking spaces. However, because the Project is replacing LAMC required vehicular parking spaces with bicycle parking, an additional 56 long-term bicycle parking spaces

are required, bringing the long-term parking total to 80 spaces. Therefore, the Project's proposed 24 short-term and 80 long-term bicycle parking supply would meet the LAMC requirements.

TABLE 10
VEHICLE PARKING CODE REQUIREMENTS

Land Use	Size	Code Requirement	Parking Required
Hotel [a]			
First 30 Rooms	30 rooms	1.0 space / 1 room	30 spaces
Next 30 Rooms	30 rooms	1.0 space / 2 rooms	15 spaces
Remaining Rooms	115 rooms	1.0 spaces / 3 rooms	38 spaces
Commercial Retail/Restaurant [b]	11,400 sf	2.0 spaces / 1,000 sf	23 spaces
		15% Bicycle Parking Replacement	-14 spaces
		20% Reduction for Discretionary Approval by Planning	-21 spaces
		Total Parking Required	**71 spaces**

Notes
du: dwelling unit
sf: square feet
[a] Residential parking spaces per LAMC Section 12.22.A.4(a).
[b] Commercial parking requirement per LAMC Section 12.21.A.4(x)(3)(2) pursuant to the Project Site's location within a State Enterprise Zone.

TABLE 11
BICYCLE PARKING CODE REQUIREMENTS

Land Use	Size	Short-Term			Long-Term		
		Rate [a]		Requirement	Rate [a]		Requirement
Hotel	175 rooms	1.0 sp	/ 10 rooms	18 sp	1.0 sp	/ 10 rooms	18 sp
Restaurant	11,400 sf	1.0 sp	/ 2,000 sf	6 sp	1.0 sp	/ 2,000 sf	6 sp
Code Parking Reduction:	14 spaces	None Required			4.0 sp	/ 1 sp	56 sp
Total Bicycle Parking Requirements			Short-Term:	24 sp		Long-Term:	80 sp
Total Code Bicycle Parking Requirement							**104 sp**

Notes
sp: spaces
[a] Bicycle requirements as calculated by Section 12.21.A.16 of *Los Angeles Municipal Code (LAMC)* and proposed amendments per Case No. CPC-2016-4216-CA and Council File No. 12-1297-51.

Chapter 5
Summary and Conclusions

This study was undertaken to analyze the potential transportation impacts of the mixed-use development Project at 6445 Sunset Boulevard on the local street system. The following summarizes the results of this analysis:

- The Project consists of a mixed-use hotel and commercial development, including 175 hotel rooms and approximately 11,400 sf of neighborhood serving ground floor restaurant uses.
- The Project is anticipated to be complete in Year 2024 and is estimated to generate 135 morning peak hour trips and 141 afternoon peak hour trips.
- The Project is consistent with the City's plans, programs, ordinances, and policies and would not result in geometric design hazard impacts.
- The Project would include the TDM strategies as part of the Project design features including bicycle parking per the LAMC.
- The Project would not result in VMT per capita or VMT per employee impacts and no further mitigation measures would be required.
- The Project provides adequate internal circulation to accommodate vehicular, pedestrian, and bicycle traffic without impeding through traffic movements on City streets.
- The Project will incorporate pedestrian and bicycle-friendly designs, such as a bicycle parking, adequate sidewalks, and open space.
- All construction activities would occur outside of the commuter morning and afternoon peak hours to the extent feasible and will not result in significant traffic impacts. A Construction Management Plan will ensure that construction impacts are less than significant.
- The Project is in compliance with LAMC vehicle and bicycle parking requirements with appropriate variances.

References

2010 Bicycle Plan, A Component of the City of Los Angeles Transportation Element, Los Angeles Department of City Planning, 2010.

2012 Developer Fee Justification Study, Los Angeles Unified School District, 2012.

CEQA Air Quality Handbook, South Coast Air Quality Management District, 1993.

City of Los Angeles VMT Calculator Documentation, Los Angeles Department of Transportation and Los Angeles Department of City Planning, May 2020.

City of Los Angeles VMT Calculator User Guide, Los Angeles Department of Transportation and Los Angeles Department of City Planning, May 2020.

City of Los Angeles Walkability Checklist – Guidance for Entitlement Review, City of Los Angeles Department of City Planning, November 2008.

Citywide Design Guidelines, Los Angeles City Planning Urban Design Studio, October 2019.

Connect SoCal – The 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy, Southern California Association of Governments, Adopted September 2020.

Highway Capacity Manual, 6th Edition, Transportation Research Board, 2016.

Hollywood Community Plan, Los Angeles Department of City Planning, 1988.

Hollywood Community Plan Update Draft Environmental Impact Report, Terry A. Hayes Associates, Inc., November 2018.

Interim Guidance for Freeway Safety Analysis (LADOT, May 1, 2020)

LA Promise Zone Strategic Plan, LA Promise Zone, January 27, 2016.

Los Angeles Municipal Code, City of Los Angeles.

Manual of Policies and Procedures, Los Angeles Department of Transportation, December 2008.

Mobility Hubs: A Reader's Guide, Los Angeles Department of City Planning, 2016.

Mobility Plan 2035, An Element of the General Plan, Los Angeles Department of City Planning, September 2016.

References, cont.

Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan, Los Angeles Department of City Planning, March 2015.

Quantifying Greenhouse Gas Mitigation Measures, California Air Pollution Control Officers Association, 2010.

Redevelopment Plan for the Hollywood Redevelopment Project, The Community Redevelopment Agency of the City of Los Angeles, May 1986.

State of California Senate Bill 743, Steinberg, 2013.

Technical Advisory on Evaluating Transportation Impacts in CEQA, Governor's Office of Planning and Research, December 2018.

Technology Action Plan, Los Angeles Department of Transportation, 2019.

Transportation Assessment Guidelines, Los Angeles Department of Transportation, July 2019.

Transportation Research Circular No. 212, Interim Materials on Highway Capacity, Transportation Research Board, 1980.

Trip Generation Manual, 9th Edition, Institute of Transportation Engineers, 2012.

Trip Generation Manual, 10th Edition, Institute of Transportation Engineers, 2017.

Urban Mobility in a Digital Age: A Transportation Technology Strategy for Los Angeles (Ashley Z. Hand, August 2016)

Vision Zero: Eliminating Traffic Deaths in Los Angeles by 2025, City of Los Angeles, August 2015.

Appendix A

Memorandum of Understanding

LADOT

Transportation Assessment Memorandum of Understanding (MOU)

This MOU acknowledges that the Transportation Assessment for the following Project will be prepared in accordance with the latest version of LADOT's Transportation Assessment Guidelines:

I. PROJECT INFORMATION

Project Name: 6445 Sunset Hotel

Project Address: 6445 Sunset Boulevard, Los Angeles, CA 90028

Project Description: The Project consists of a 14-story hotel development, including 175 hotel rooms and an 11,400 square foot restaurant and bar/lounge area, with four levels of parking garage provided on floors 3 through 6. The existing 10,000 sf of retail uses will be removed to allow for development of the project.

LADOT Project Case Number: _____ Project Site Plan attached? *(Required)* ■ Yes ☐ No

II. TRIP GENERATION

Hotel / Restaurant Distribution

Geographic Distribution: N 35/10 % S 25/15 % E 15/35 % W 25/40 %

Illustration of Project trip distribution percentages at Study intersections attached? *(Required)* ■ Yes ☐ No

Trip Generation Rate(s): ITE 10th Edition / Other ITE 10th Edition; LADOT TAG

Trip Generation Adjustment *(Exact amount of credit subject to approval by LADOT)*	**Yes**	**No**
Transit Usage	■	☐
Transportation Demand Management	☐	■
Existing Active Land Use	■	☐
Previous Land Use	☐	■
Internal Trip	■	☐
Pass-By Trip	■	☐

Trip generation table including a description of the proposed land uses, ITE rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc. attached? *(Required)* ■ Yes ☐ No

	IN	OUT	TOTAL
AM Trips	77	58	135
PM Trips	80	61	141

Daily Trips 1409
(From VMT Calculator)

III. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2024 Ambient Growth Rate: 1 % Per Yr.

Related Projects List, researched by the consultant and approved by LADOT, attached? *(Required)* ■ Yes ☐ No

Map of Study Intersections/Segments attached? ■ Yes ☐ No

STUDY INTERSECTIONS *(May be subject to LADOT revision after access, safety and circulation analysis)*

1 Wilcox Avenue and Selma Avenue
2 Cahuenga Boulevard and Selma Avenue
3 Wilcox Avenue and Sunset Boulevard
4 Cahuenga Boulevard and Sunset Boulevard
5 _____
6 _____

Is this Project located on a street within the High Injury Network? ■ Yes ☐ No

IV. ACCESS ASSESSMENT

Is the project on a lot that is 0.5-acre or more in total gross area? ☐ Yes ■ No

Is the project's frontage 250 linear feet or more along an Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ■ No

Is the project's building frontage encompassing an entire block along an Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ■ No

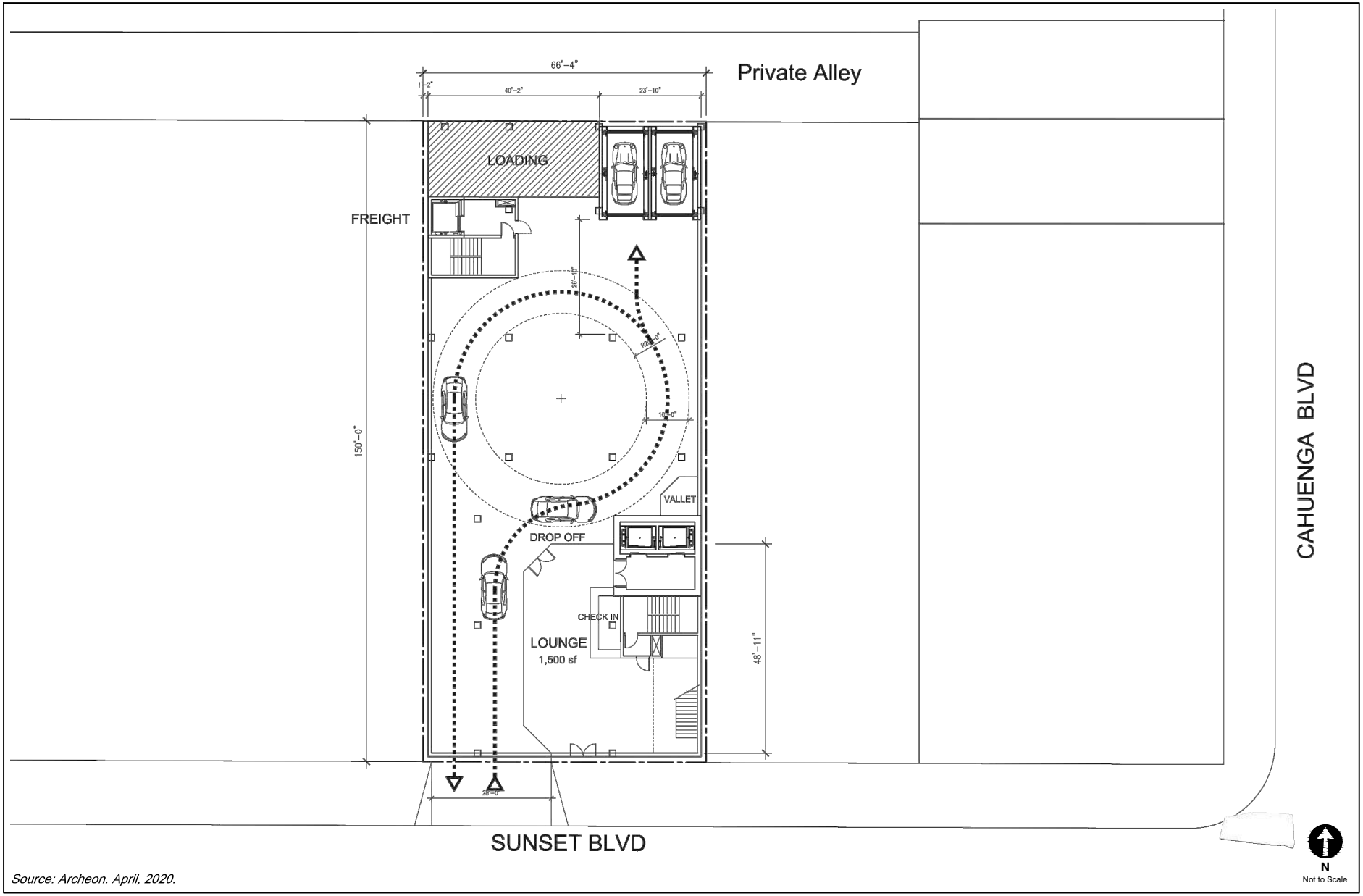
V. CONTACT INFORMATION

	CONSULTANT	DEVELOPER
Name:	Gibson Transportation Consulting, Inc.	NELA Development, LLC
Address:	555 W. 5th St., Suite 3375, Los Angeles, CA 90013	5532 N. Figueroa St, Suite 200, Los Angeles, CA 90042
Phone Number:	(213) 683-0088	(818) 383-6934
E-Mail:	rgibson@gibsontrans.com	justin@nelahomes.com

Approved by: x _____ _____ x _____ 5/11/20

Consultant's Representative | Date | LADOT Representative | *Date

*MOUs are generally valid for two years after signing. If after two years a transportation assessment has not been submitted to LADOT, the developer's representative shall check with the appropriate LADOT office to determine if the terms of this MOU are still valid or if a new MOU is needed.



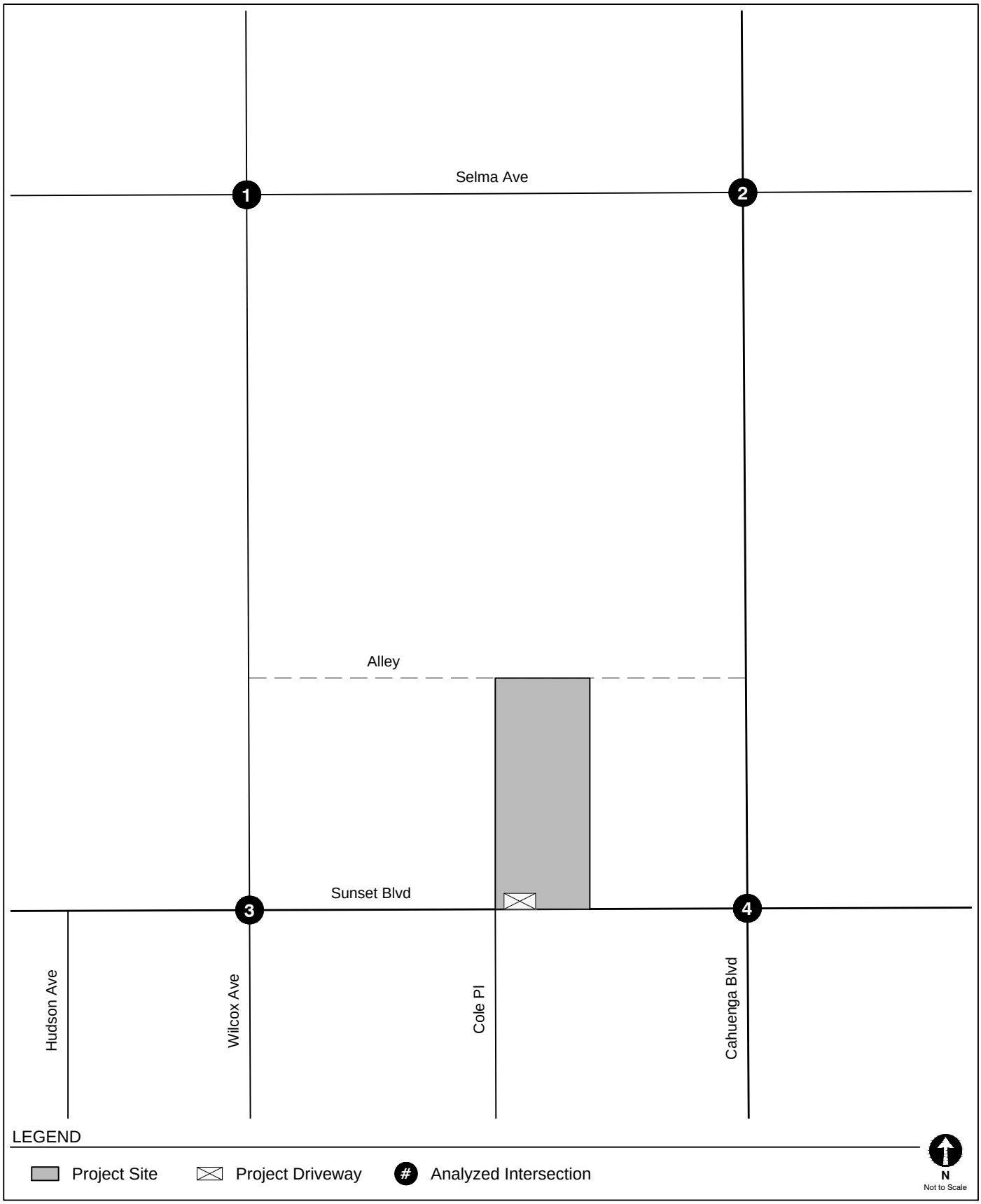
Source: Archeon. April, 2020.

PROJECT SITE PLAN

FIGURE 1

TABLE 1
STUDY INTERSECTIONS

No.	North/South Street	East/West Street	Jurisdiction
1.	Wilcox Avenue	Selma Avenue	City of Los Angeles
2.	Cahuenga Boulevard	Selma Avenue	City of Los Angeles
3.	Wilcox Avenue	Sunset Boulevard	City of Los Angeles
4.	Cahuenga Boulevard	Sunset Boulevard	City of Los Angeles



STUDY AREA & ANALYZED INTERSECTIONS

FIGURE 2

TABLE 2
TRIP GENERATION ESTIMATES

Land Use	ITE Land Use	Rate	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
Trip Generation Rates [a]								
Hotel	310	per room	59%	41%	0.47	51%	49%	0.60
Shopping Center	820	per ksf	62%	38%	0.94	48%	52%	3.81
High Turnover (Sit-Down) Restaurant [b]	932	per ksf	55%	45%	9.94	62%	38%	9.77
Proposed Project								
Hotel	310	175 rooms	48	34	82	54	51	105
Transit/Walk Adjustment - 10% [c]			*(5)*	*(3)*	*(8)*	*(5)*	*(6)*	*(11)*
High Turnover (Sit-Down) Restaurant [b]	932	11.400 ksf	62	51	113	69	42	111
Internal Capture Adjustment - 20% [d]			*(12)*	*(11)*	*(23)*	*(14)*	*(8)*	*(22)*
Transit/Walk Adjustment - 10% [b]			*(5)*	*(4)*	*(9)*	*(6)*	*(3)*	*(9)*
Pass-by Adjustment - 20% [e]			*(9)*	*(7)*	*(16)*	*(10)*	*(6)*	*(16)*
TOTAL PROPOSED PROJECT TRIPS			**79**	**60**	**139**	**88**	**70**	**158**
Existing Uses to be Removed								
Retail	820	10.000 ksf	(6)	(3)	(9)	(18)	(20)	(38)
Transit/Walk Adjustment - 10% [c]			*1*	*0*	*1*	*2*	*2*	*4*
Pass-by Adjustment - 50% [e]			*3*	*1*	*4*	*8*	*9*	*17*
Subtotal - Existing			**(2)**	**(2)**	**(4)**	**(8)**	**(9)**	**(17)**
TOTAL NET NEW PROJECT TRIPS			**77**	**58**	**135**	**80**	**61**	**141**

Notes:

ksf: 1,000 square feet

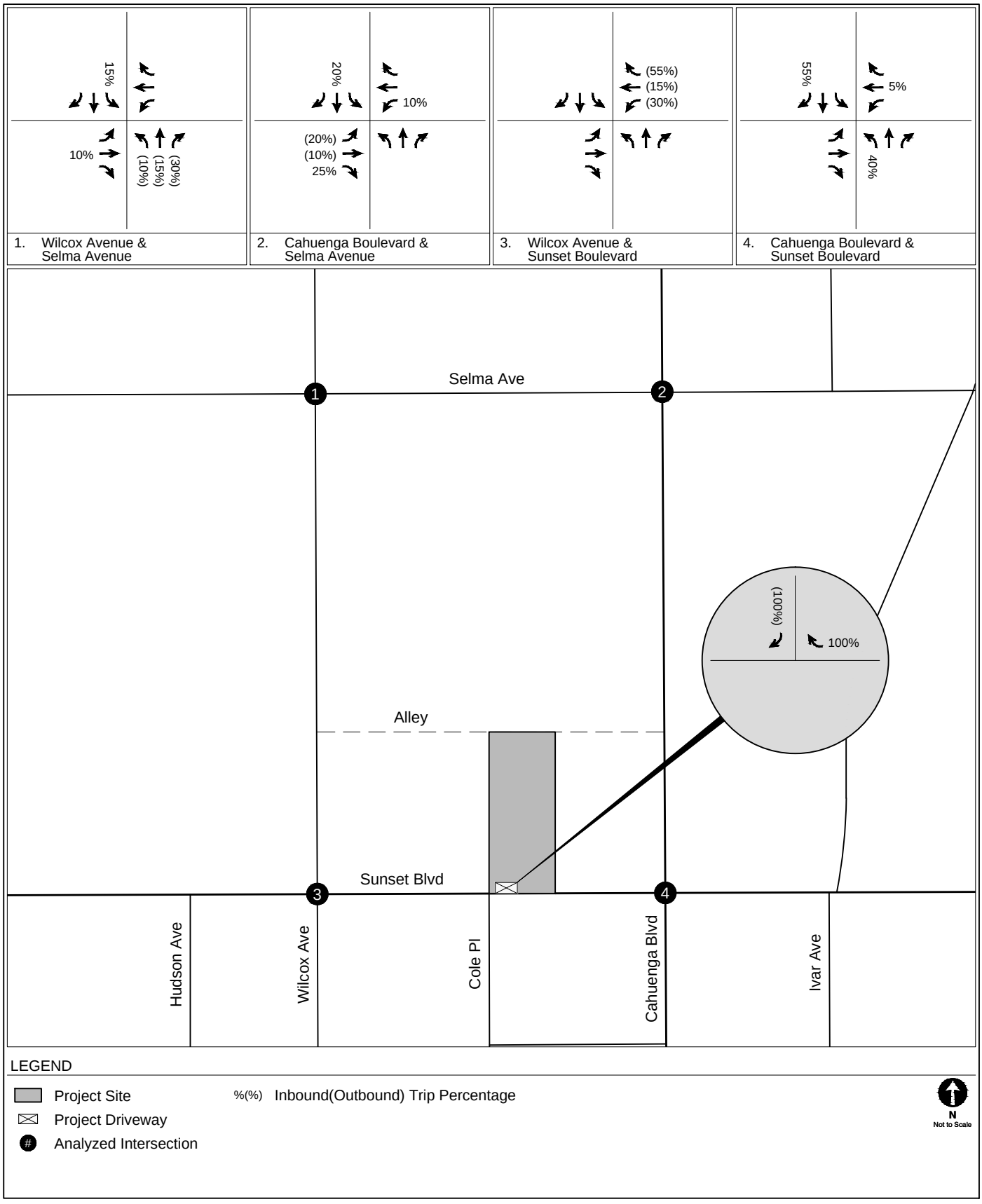
[a] Source: *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017.

[b] Hotel trip rates includes ancillary conference/meeting rooms, a lobby lounge and bar, rooftop bar and lounge, guest amenities, as well as retail and restaurant space. However, the restaurant/lounge area within the hotel is open to the public and was therefore analyzed separately.

[c] The Project site is located within a 1/4 mile of a Metro Local Bus stop (Line 2) and 1/2 mile of a Metro B (Red) Line station (Hollywood/Vine Station), therefore a 10% transit adjustment was applied to account for transit usage and walking visitor arrivals.

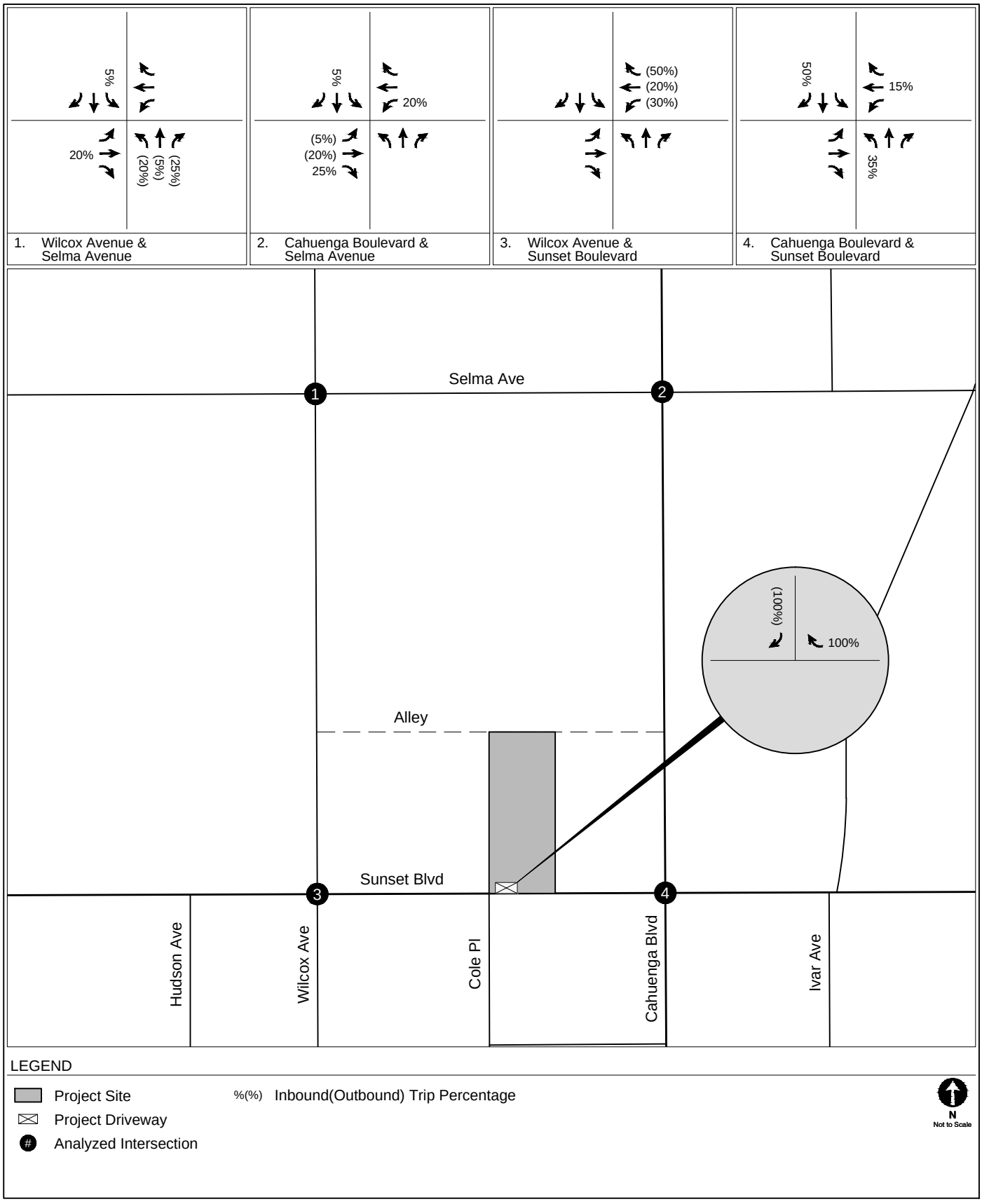
[d] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development (e.g., hotel guests visiting the restaurant use).

[e] 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.



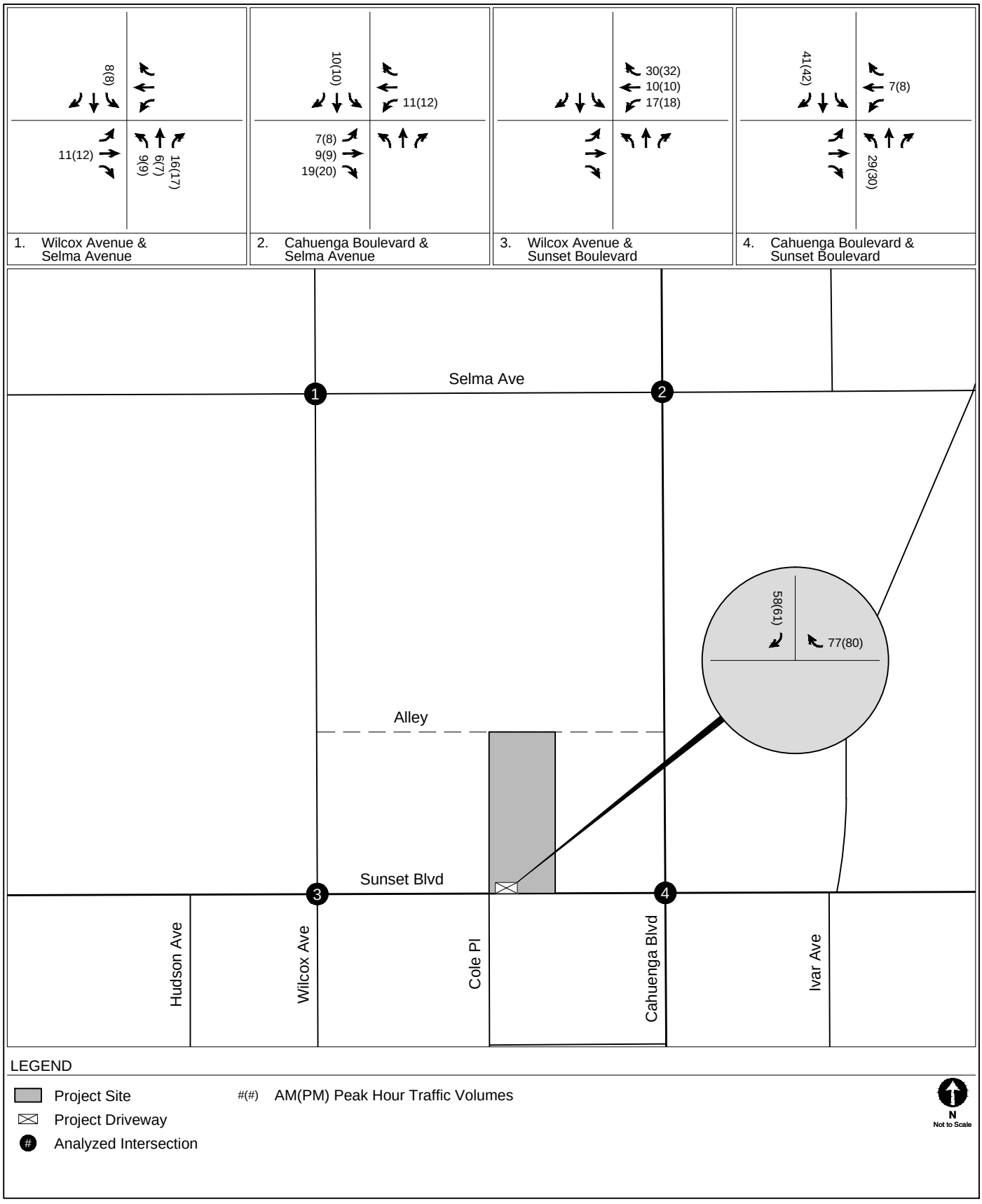
PROJECT TRIP DISTRIBUTION
HOTEL

FIGURE
3A



PROJECT TRIP DISTRIBUTION
RESTAURANT

FIGURE
3B



PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

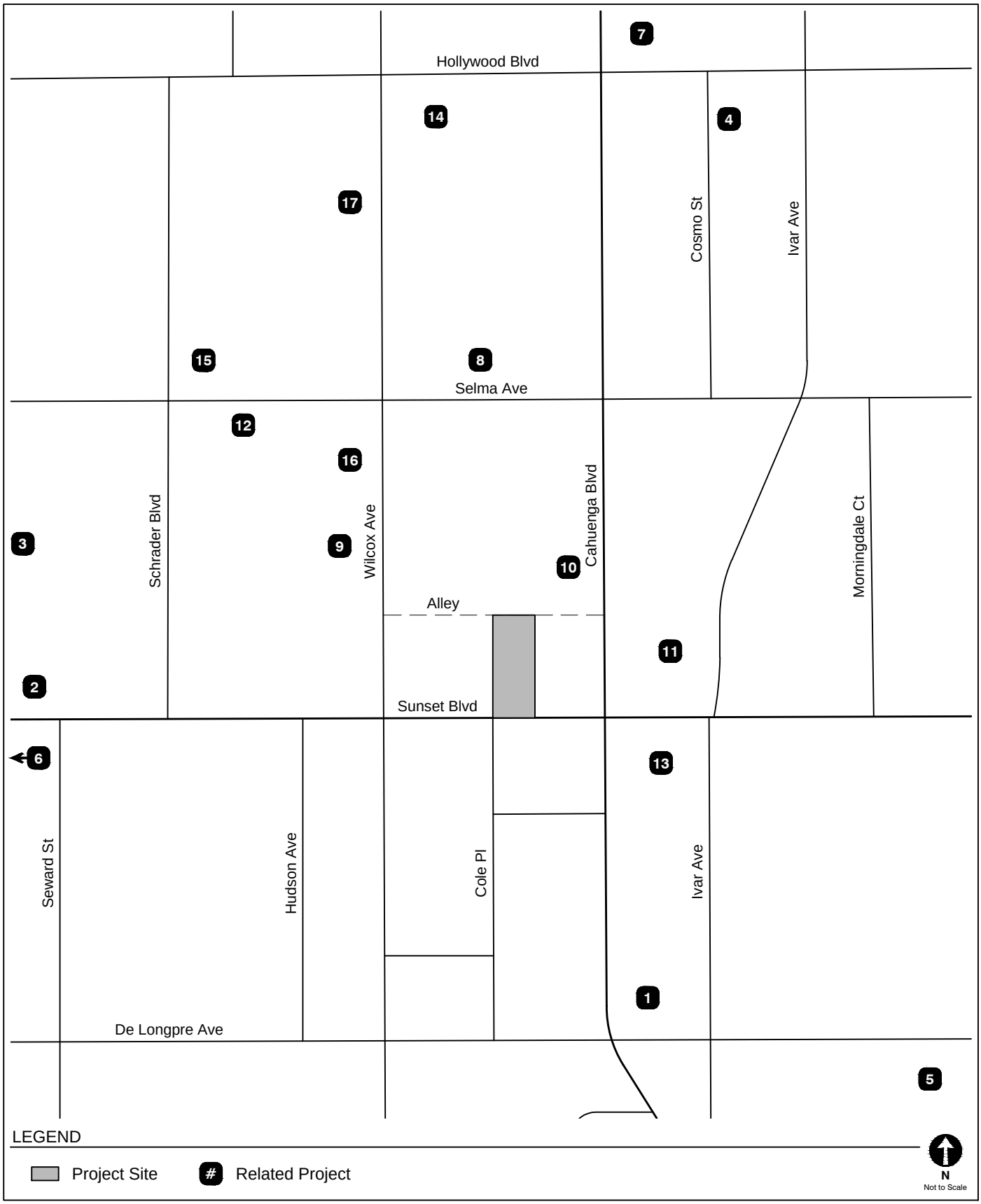
FIGURE
4

TABLE 3
RELATED PROJECTS

ID	Name	Address	Description	Trip Generation [a]						
				Daily Trips	Morning Peak Hour Trips			Afternoon Peak Hour Trips		
					In	Out	Total	In	Out	Total
1	Godfrey Hotel	1400 N Cahuenga Blvd	220 hotel rooms and 2,723 sf restaurant, 1,440 sf bar	1,875	55	47	102	78	60	138
2	CD 13 Schrader Temp Bridge Housing Shelter	1533 Schrader Blvd	70 bed shelter	89	5	3	8	4	4	8
3	Mixed-Use	1524-1538 N Cassil Pl	138 apartment units, 60 hotel rooms and 1,400 sf restaurant	1,244	32	47	79	56	41	97
4	6360 Hollywood	6360 Hollywood Blvd	90 hotel rooms, 11,000 sf restaurant	6,396	54	40	94	60	44	104
5	Academy Square	1341 Vine St	285,719 sf office, 200 apartment units and 16,135 sf restaurant	6,218	330	164	494	152	220	372
6	6630 W Sunset Boulevard	6630 W Sunset Blvd	40 apartment units	266	4	16	20	16	9	25
7	Hotel & Restaurant Project	6381 W Hollywood Blvd	80 hotel rooms and 15,290 sf restaurant	1,020	-19	11	-8	62	4	66
8	Selma - Wilcox Hotel	6421 W Selma Ave	114 hotel rooms and 1,993 sf restaurant	1,227	43	27	70	56	44	100
9	Sunset + Wilcox	1541 N Wilcox Ave	200 hotel rooms and 9,000 sf restaurant	3,359	103	80	183	147	114	261
10	Cahuenga Boulevard Hotel	1525 N Cahuenga Blvd	64 hotel rooms, 700 sf rooftop restaurant/lounge and 3,300 sf restaurant	469	13	9	22	17	17	34
11	Ivar Gardens Hotel	6409 W Sunset Blvd	275 hotel rooms and 1,900 sf retail	1,285	51	26	77	53	60	113
12	Selma Hotel	6516 W Selma Ave	212 rooms, 3,855 sf bar/lounge and 8,500 sf rooftop bar/event space	2,241	71	50	121	105	84	189
13	6400 Sunset Mixed-Use	6400 Sunset Blvd	200 apartment units and 7,000 sf restaurant	11	14	77	91	57	-6	51
14	Hollywood & Wilcox	6430-6440 W Hollywood Blvd	260 apartment units, 3,580 sf office, 11,020 sf retail and 3,200 sf restaurant	1,625	23	98	121	99	44	143
15	1600 Schrader	1600 Schrader Blvd	168-room hotel and 5,979 sf restaurant	1,666	58	40	98	80	63	143
16	Citizen News	1545 Wilcox Ave	16,100 sf flexible event space, 14,800 sf restaurant	2,341	36	50	86	128	47	175
17	1637 N Wilcox MU	1637 Wilcox Ave	93 apartments, 61 affordable; 6,586 sf commercial	831	20	44	64	40	27	67

OTHER AREA-WIDE PROJECTS

Project		Description	Extents
Hollywood Community Plan Update		The Hollywood Community Plan Update proposes updates to land use policies and the land use diagram. The proposed changes would primarily increase commercial and residential development potential in and near the Regional Center Commercial portion of the community and along selected corridors in the Community Plan Area. The decreases in development potential would be primarily focused on low to medium scale multi-family residential neighborhoods to conserve existing density and intensity of those neighborhoods. The projected population growth has been captured in the conservative ambient growth rate assumed in the Future analysis.	South of City of Burbank, City of Glendale, and SR 134; west of Interstate 5; north of Melrose Avenue; south of Mulholland Drive, City of West Hollywood, Beverly Hills, including land south of the City of West Hollywood and north of Rosewood Avenue between La Cienega Boulevard and La Brea Avenue.



LOCATIONS OF RELATED PROJECTS

FIGURE 5

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: 6445 Sunset Hotel

Scenario:

Address: 6445 W SUNSET 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-

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Retail | General Retail	10	ksf
Retail | General Retail	10	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	11.4	ksf
Housing | Hotel	175	Rooms
Retail | High-Turnover Sit-Down Restaurant	11.4	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
276 Daily Vehicle Trips	1,409 Daily Vehicle Trips
1,821 Daily VMT	9,130 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	1,133 Net Daily Trips
The net increase in daily VMT ≤ 0	7,309 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	11.400 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

4/20/2020

Appendix B

Traffic Volume Data

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Wilcox Ave and Selma Ave , Hollywood

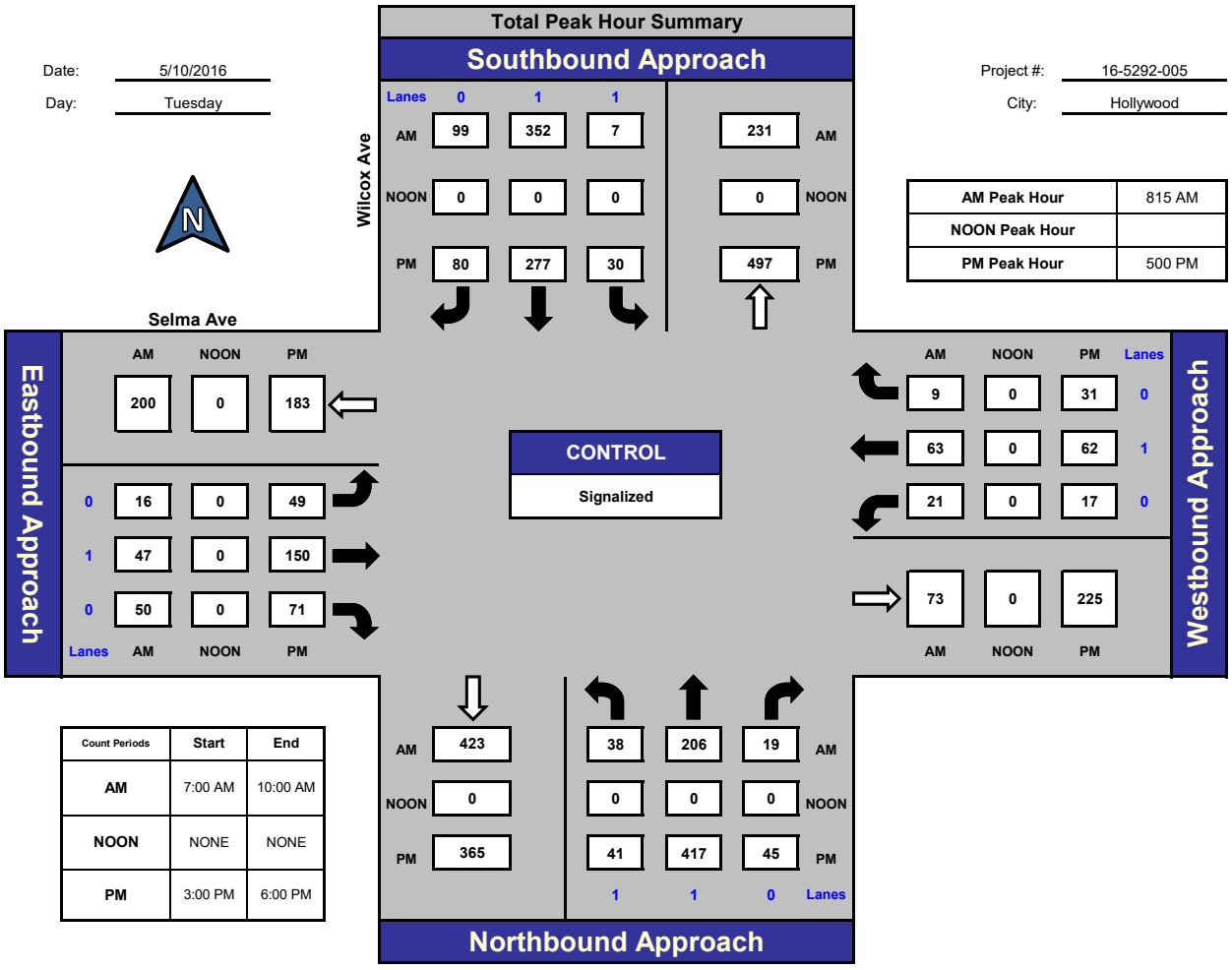
Date: 5/10/2016

Day: Tuesday

Project #: 16-5292-005

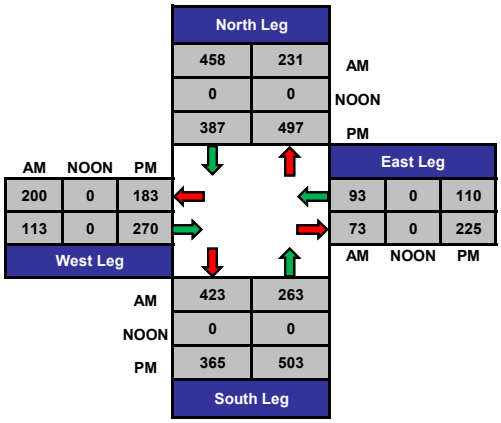
City: Hollywood

AM Peak Hour	815 AM
NOON Peak Hour	
PM Peak Hour	500 PM

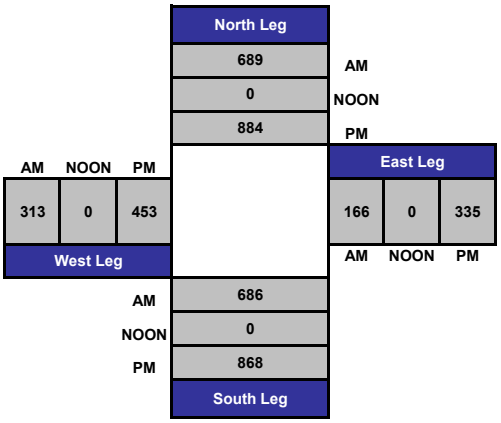


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Turning Movement Count Report AM

Location ID: 3
North/South: Cahuenga Blvd
East/West: Selma Avenue

Date: 10/24/19
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	7	249	2	1	4	1	1	78	1	1	2	2	349
7:15	4	286	2	0	7	3	2	93	1	3	1	1	403
7:30	8	291	3	3	4	2	3	106	4	7	6	3	440
7:45	14	261	2	0	12	1	2	134	8	7	10	5	456
8:00	11	228	8	6	13	5	8	153	2	6	20	1	461
8:15	14	260	5	5	14	4	3	198	4	4	23	9	543
8:30	6	231	1	5	7	0	4	271	2	5	12	6	550
8:45	8	224	2	1	16	5	7	203	3	4	14	3	490
9:00	11	254	10	15	11	3	13	167	5	7	8	7	511
9:15	9	215	8	11	16	1	12	86	9	6	9	5	387
9:30	13	169	15	9	14	0	14	128	5	9	7	9	392
9:45	18	228	10	8	20	2	2	150	3	4	9	7	461
Total Volume:	123	2896	68	64	138	27	71	1767	47	63	121	58	5443
Approach %	4%	94%	2%	28%	60%	12%	4%	94%	2%	26%	50%	24%	
Peak Hr Begin:	8:15												
PHV	39	969	18	26	48	12	27	839	14	20	57	25	2094
PHF	0.919			0.741			0.794			0.708			0.952

Turning Movement Count Report PM

Location ID: 3
North/South: Cahuenga Blvd
East/West: Selma Avenue

Date: 10/24/19
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	9	153	2	17	21	6	13	240	8	7	30	17	523
15:15	8	152	6	16	16	6	10	236	14	11	31	15	521
15:30	14	128	8	9	26	11	14	245	6	9	25	20	515
15:45	11	162	8	20	20	7	9	257	6	7	30	10	547
16:00	10	130	2	22	15	7	16	194	0	10	32	13	451
16:15	12	128	4	16	21	2	11	176	3	8	24	7	412
16:30	9	153	5	19	28	7	12	177	6	9	28	16	469
16:45	15	171	1	11	16	8	10	266	4	8	22	12	544
17:00	18	162	3	17	16	4	13	231	0	7	38	11	520
17:15	12	154	1	11	22	7	8	213	2	8	28	10	476
17:30	9	172	1	18	23	11	6	270	0	10	27	21	568
17:45	24	168	3	10	22	10	5	190	1	6	33	12	484
Total Volume:	151	1833	44	186	246	86	127	2695	50	100	348	164	6030
Approach %	7%	90%	2%	36%	47%	17%	4%	94%	2%	16%	57%	27%	
Peak Hr Begin:	16:45												
PHV	54	659	6	57	77	30	37	980	6	33	115	54	2108
PHF	0.961			0.788			0.913			0.871			0.928

Pedestrian/Bicycle Count Report

Leg:	*North*		*East*		*South*		*West*	
Class:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	3	0	8	0	6	0	5	0
7:15	7	0	4	0	3	0	6	0
7:30	6	0	7	0	7	0	8	0
7:45	14	0	5	0	7	0	5	0
8:00	26	0	6	0	4	0	9	0
8:15	11	0	12	0	16	0	11	0
8:30	32	0	7	0	15	0	12	0
8:45	22	1	15	0	27	0	16	2
9:00	19	2	12	0	15	0	11	0
9:15	21	0	13	0	20	0	15	0
9:30	20	0	13	0	19	0	9	0
9:45	34	0	15	0	27	0	18	0

Leg:	*North*		*East*		*South*		*West*	
Class:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	48	4	28	0	35	0	26	0
15:15	30	1	36	0	34	1	25	0
15:30	34	0	27	1	27	1	24	0
15:45	36	0	24	1	31	0	19	0
16:00	39	0	50	0	33	0	26	1
16:15	31	0	26	0	20	1	29	0
16:30	34	2	27	0	30	0	21	0
16:45	43	0	46	1	47	0	23	0
17:00	29	1	29	1	37	2	34	0
17:15	33	2	31	1	21	1	23	1
17:30	42	0	45	0	21	1	29	0
17:45	39	1	35	0	27	3	34	1

Turning Movement Count Report AM

Location ID: 21
North/South: Wilcox Avenue
East/West: Sunset Blvd

Date: 05/02/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	18	44	7	9	400	9	6	6	2	1	180	4	686
7:15	18	66	8	7	427	16	6	10	3	4	169	5	739
7:30	17	57	15	9	430	22	10	25	4	4	208	8	809
7:45	9	76	11	17	427	17	13	24	7	10	196	10	817
8:00	22	96	10	7	395	22	10	43	13	9	262	13	902
8:15	19	89	13	9	387	16	6	43	14	6	241	10	853
8:30	9	102	10	12	351	19	7	26	7	5	275	9	832
8:45	21	80	10	12	340	16	14	38	10	8	281	8	838
9:00	24	81	13	6	318	16	13	32	6	1	260	12	782
9:15	20	79	11	9	259	18	10	44	8	6	250	18	732
9:30	24	67	7	13	285	13	12	40	6	5	245	16	733
9:45	19	86	7	7	280	15	7	48	3	5	252	22	751

Total Volume:	220	923	122	117	4299	199	114	379	83	64	2819	135	9474
Approach %	17%	73%	10%	3%	93%	4%	20%	66%	14%	2%	93%	4%	

Peak Hr Begin:	8:00												
PHV	71	367	43	40	1473	73	37	150	44	28	1059	40	3425
PHF	0.939			0.935			0.875			0.949			0.949

Turning Movement Count Report PM

Location ID: 21
North/South: Wilcox Avenue
East/West: Sunset Blvd

Date: 05/02/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	8	72	13	11	237	10	17	68	14	8	292	25	775
15:15	13	66	12	11	249	8	21	69	8	19	289	15	780
15:30	10	68	14	11	230	10	17	67	9	4	274	12	726
15:45	11	86	6	10	231	11	16	79	5	8	260	25	748
16:00	6	72	16	18	226	12	17	75	9	9	351	27	838
16:15	10	78	10	10	232	12	13	77	5	10	348	25	830
16:30	13	81	11	15	259	13	16	57	5	10	348	25	853
16:45	10	75	14	18	259	8	18	78	7	4	370	28	889
17:00	10	67	17	18	250	5	25	73	7	11	352	31	866
17:15	15	80	5	19	263	6	16	74	10	8	347	36	879
17:30	11	88	9	21	271	9	15	80	8	10	376	23	921
17:45	16	81	13	17	323	12	16	79	3	9	385	28	982

Total Volume:	133	914	140	179	3030	116	207	876	90	110	3992	300	10087
Approach %	11%	77%	12%	5%	91%	3%	18%	75%	8%	2%	91%	7%	

Peak Hr Begin:	17:00												
PHV	52	316	44	75	1107	32	72	306	28	38	1460	118	3648
PHF	0.936			0.862			0.967			0.957			0.929

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	1	0	4	0	5	0	2	0
7:15	1	0	3	0	6	0	8	0
7:30	6	0	5	0	2	0	7	0
7:45	4	0	4	0	4	0	4	0
8:00	4	1	9	0	1	1	3	2
8:15	15	0	10	0	13	0	6	0
8:30	22	0	14	0	15	1	11	0
8:45	31	0	16	0	14	0	15	0
9:00	26	0	8	1	13	0	10	0
9:15	19	0	13	0	15	0	18	1
9:30	21	0	7	0	9	0	11	1
9:45	13	1	10	0	11	1	8	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	58	2	23	0	12	0	24	0
15:15	38	1	18	1	23	0	19	1
15:30	36	1	16	1	21	0	20	0
15:45	39	2	16	0	18	0	26	0
16:00	15	1	23	0	15	1	24	0
16:15	43	0	15	0	17	0	15	0
16:30	18	5	22	2	21	1	13	2
16:45	50	0	15	0	16	0	21	1
17:00	41	0	7	0	21	1	15	1
17:15	24	0	11	1	23	0	10	0
17:30	26	0	21	0	15	0	24	1
17:45	22	0	12	2	19	0	13	0

Turning Movement Count Report AM

Location ID: 22
North/South: Cahuenga Blvd
East/West: Sunset Blvd

Date: 05/01/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	58	230	4	1	398	6	4	43	6	5	151	11	917
07:15	63	192	14	6	348	14	4	65	6	5	191	19	927
07:30	46	240	7	8	328	14	1	75	14	5	172	19	929
07:45	53	235	9	7	359	17	3	88	6	9	204	29	1019
08:00	55	203	11	5	319	19	9	99	7	13	247	35	1022
08:15	30	233	10	9	340	32	3	104	4	10	238	44	1057
08:30	58	197	13	11	275	33	3	144	3	11	230	43	1021
08:45	49	209	13	6	310	29	7	152	10	19	241	46	1091
09:00	47	211	9	5	274	24	7	137	4	14	241	46	1019
09:15	26	178	9	9	292	24	4	123	6	14	256	57	998
09:30	29	182	8	6	252	20	6	165	7	17	245	49	986
09:45	22	117	8	7	110	10	1	92	2	12	155	28	564

Total Volume:	536	2427	115	80	3605	242	52	1287	75	134	2571	426	11550
Approach %	17%	79%	4%	2%	92%	6%	4%	91%	5%	4%	82%	14%	

Peak Hr Begin:	8:00												
PHV	192	842	47	31	1244	113	22	499	24	53	956	168	4191
PHF	0.990			0.911			0.806			0.962			0.960

Turning Movement Count Report PM

Location ID: 22
North/South: Cahuenga Blvd
East/West: Sunset Blvd

Date: 05/01/18
City: Los Angeles, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	24	135	16	16	243	12	9	156	3	11	244	64	933
15:15	20	151	17	14	244	9	13	183	6	16	246	93	1012
15:30	17	167	9	23	241	12	10	151	6	7	238	66	947
15:45	25	195	14	21	252	7	11	129	16	10	247	46	973
16:00	24	117	18	24	238	7	13	150	12	18	265	51	937
16:15	19	161	15	38	258	15	5	179	9	16	286	57	1058
16:30	21	158	14	27	219	10	6	178	5	10	265	37	950
16:45	25	166	11	27	240	18	15	134	8	12	270	35	961
17:00	22	173	20	20	250	8	3	132	9	13	310	54	1014
17:15	28	159	13	26	279	7	11	168	8	10	335	81	1125
17:30	39	199	11	23	297	15	14	128	10	14	338	40	1128
17:45	30	167	17	17	323	15	8	105	11	8	306	46	1053
Total Volume:	294	1948	175	276	3084	135	118	1793	103	145	3350	670	12091
Approach %	12%	81%	7%	8%	88%	4%	6%	89%	5%	3%	80%	16%	
Peak Hr Begin:	17:00												
PHV	119	698	61	86	1149	45	36	533	38	45	1289	221	4320
PHF	0.882			0.901			0.811			0.913			0.957

Pedestrian/Bicycle Count Report

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
07:00	5	0	2	0	9	1	0	0
07:15	7	3	6	0	10	1	0	0
07:30	18	2	3	0	10	2	3	1
07:45	25	1	0	0	22	1	1	0
08:00	24	1	4	0	11	0	3	0
08:15	31	0	6	0	22	2	5	0
08:30	44	1	9	1	29	4	4	0
08:45	41	2	15	1	46	4	12	0
09:00	17	4	1	0	36	0	8	2
09:15	26	1	5	0	25	0	8	0
09:30	34	2	10	1	37	3	12	1
09:45	28	2	2	0	11	0	19	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
15:00	43	0	14	0	58	0	4	0
15:15	47	2	19	0	83	4	27	1
15:30	57	0	18	0	65	2	23	1
15:45	60	1	28	0	50	3	21	0
16:00	63	0	22	0	61	4	16	2
16:15	52	0	16	0	41	0	27	0
16:30	68	1	30	0	67	1	28	1
16:45	52	0	9	1	51	0	21	0
17:00	45	2	25	1	61	2	20	1
17:15	56	3	18	0	55	3	17	0
17:30	54	0	16	1	55	3	10	0
17:45	48	1	13	0	50	1	14	1

Appendix C

Threshold T-1 Consistency Tables

TABLE C-1
QUESTIONS TO DETERMINE PROJECT APPLICABILITY TO PLANS, POLICIES, AND PROGRAMS

No.	Guiding Question	Relevant Plans, Policies, and Programs	Supporting/Complementary City Plans, Policies, and Programs to Consult	Project Response
Existing Plan Applicability				
1.	Does the project include additions or new construction along a street designated as a Boulevard I or II, and/or Avenue I, II, or III, on property zoned for R3 or less restrictive zone?	LAMC Section 12.37		YES
2.	Is the project site along any Network identified in Mobility Plan 2035?	MP - 2.3 through 2.7		YES
3.	Are dedications or improvements needed to serve long-term mobility needs as identified Mobility Plan 2035?	MP - Street Classifications; MP - Street Designations and Standard Roadway Dimensions	MP - 2.17 Street Widenings	NO
4.	Does the project require placement of transit furniture in accordance with City's Coordinated Street Furniture and Bus Bench Program?			NO
5.	Is the project site in an identified Transit Oriented Community?	MP - TEN; MP - PED; MP - BEN; TOC Guidelines		YES
6.	Is the project site on a roadway identified in the City's High-Injury Network?	Vision Zero	Mobility Plan 2035	YES
7.	Does the project propose repurposing existing curb space? (Bike corral, car-sharing, parklet, electric vehicle charging, loading zone, curb extension, etc.)	MP - 2.1 Adaptive Reuse of Streets; MP - 2.10 Loading Areas; MP - 3.5 Multi-Modal Features; MP - 3.8 Bicycle Parking; MP - 4.13 Parking and Land Use Management; MP - 5.4 Clean Fuels and Vehicles	MP - 2.3 Pedestrian Infrastructure; MP - 2-4 Neighborhood Enhanced Network; MP - 3.2 People with Disabilities; MP - 4.1 New Technologies; MP - 5.1 Sustainable Transportation; MP - 5.5 Green Streets	NO
8.	Does the project propose narrowing or shifting existing sidewalk placement?	MP - 2.3 Pedestrian Infrastructure; MP - 3.1 Access for All; MP - PED; MP - ENG.19; MP - 2.17 Street Widenings	Healthy LA; Vision Zero; Sustainability pLAn	NO
9.	Does the project propose paving, narrowing, shifting, or removing an existing parkway?	MP - 5.5 Green Streets, Sustainability pLAn		NO
10.	Does the project propose modifying, removing, or otherwise affect existing bicycle infrastructure? (ex: driveway proposed along street with bicycle facility)	MP - BEN; MP - 4.15 Public Hearing Process	Vision Zero	NO
11.	Is the project site adjacent to an alley? If yes, will project make use of, modify, or restrict alley access?	MP - 3.9 Increased Network Access; MP - ENG.9; MP - PL.1; MP - PL.13; MP - PS.3		NO
12.	Does project create a cul-de-sac or is the project site located adjacent to an existing cul-de-sac? If yes, is the cul-de-sac consistent with the design goal in Mobility Plan 2035 (maintain through bicycle and pedestrian access)?	MP - 3.10 Cul-de-sacs		NO
Access: Driveways and Loading				
13.	Does the project site introduce a new driveway or loading access along an arterial (Avenue or Boulevard)?	MP - PL.1; MP - PK.10; CDG 4.1.02	Vision Zero	YES
14.	If yes to 13, is a non-arterial frontage or alley access available to serve the driveway or loading access needs?	MP - PL.1; MPP - Sec No. 321 Driveway Design	Vision Zero	NO
15.	Does the project site include a corner lot? (Avoid driveways too close to intersections.)	CDG 4.1.01		NO
16.	Does the project propose a driveway width in excess of City standard?	MPP - Sec No. 321 Driveway Design		NO
17.	Does the project propose more driveways than required by City maximum standard?	MPP - Sec No. 321 Driveway Design		NO
18.	Are loading zones proposed as part of the project?	MP - 2.10 Loading Areas; MP - PK.1; MP - PK.7; MP - PK.8; MPP - Sec No. 321 Driveway Design		NO
19.	Does the project include "drop-off" zones or areas? If yes, are such areas located to the side or rear of the building?	MP - 2.10 Loading Areas		NO
20.	Does the project propose modifying, limiting/restricting, or removing public access to a public right-of-way (e.g., vacating public right-of-way?)	MP - 2.3 Pedestrian Infrastructure; MP - 3.9 Increased Network Access		NO

Notes:
Questions from Table 2.1-2 of *Transportation Assessment Guidelines* (LADOT, July 2019).

TABLE C-2
PROJECT CONSISTENCY WITH MOBILITY PLAN 2035

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Chapter 1 - Safety First	
Policy 1.1, Roadway User Vulnerability Design, plan, and operate streets to prioritize the safety of the most vulnerable roadway user.	**Consistent.** With the development of the Project, Sunset Boulevard along the Project frontage would be improved to provide adequate pedestrian safety and refuge areas, as well as continue to satisfy the right-of-way and roadway standards to meet the goals and long-term needs of the Mobility Plan. Further, the Project does not propose modifying, removing, or otherwise affecting existing bicycle infrastructure, and the Project driveways are not proposed along a street with an existing bicycle facility.
Chapter 2 - World Class Infrastructure	
Policy 2.3 Pedestrian Infrastructure Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.	**Consistent.** The Project would enhance pedestrian access within and around the Project Site by providing improvements to the sidewalks and landscaping pavement within the Project's entrance area and along the perimeters of the Project Site.
Policy 2.4 Neighborhood Enhanced Network Provide a slow speed network of locally serving streets.	**Consistent.** Sunset Boulevard, Cahuenga Boulevard, and Wilcox Avenue are part of the Neighborhood Enhanced Network adjacent to the Project Site. Access to the Project Site is provided along Sunset Boulevard; however, no alternative access points are available to accommodate the Project driveway. The remaining street segments identified on the Neighborhood Enhanced Network would not be access points to the Project, thereby ensuring that minimum Project traffic would interfere with the neighborhood character of the surrounding area.
Policy 2.6 Bicycle Networks Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. (includes scooters, skateboards, rollerblades, etc.)	**Consistent.** The Mobility Plan designated Sunset Boulevard as part of the Bicycle Network. The Project proposes a single driveway on Sunset Boulevard which would create an additional conflict point with bicycles. However, due to the constraints of the surrounding developments, this is the only location which can accommodate the driveway. Construction of the driveway would not interfere with future implementation of bicycle infrastructure on Sunset Boulevard. Further, the Project provides infrastructure and services to encourage bicycling for residents, employees, and visitors to the Project Site. There would be 24 short-term and 80 long-term bicycle parking spaces provided by the Project.
Policy 2.10 Loading Areas Facilitate the provision of adequate on and off-street loading areas.	**Consistent.** The Project provides a valet for hotel guests on-site and is accessed via Sunset Boulevard. Commercial loading would also be provided internal to the Project Site. Together, these would be sufficient to meet the Project Site loading needs without disrupting operations within the public right-of-way.

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in *Mobility Plan 2035: An Element of the General Plan* (Los Angeles Department of City Planning, January 2016).

TABLE C-2 (CONT.)
PROJECT CONSISTENCY WITH MOBILITY PLAN 2035

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
Chapter 3 - Access for All Angelenos	
Policy 3.1 Access for All Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes – including goods movement – as integral components of the City's transportation system.	**Consistent.** The Project is committed to encouraging multi-modal transportation alternatives and access for all travel modes to and from the Project Site. The Project provides a valet for hotel guests on-site via the Sunset Boulevard driveway, as well as infrastructure (short- and long-term bicycle parking and a future connection to a bicycle path eon Sunset Boulevard) to encourage walking and bicycling. Additionally, the Project is located adjacent to a Metro bus stop and within 0.35 miles of the Metro B Line (Red), which provides access for a variety of travel modes for employees and visitors to the Project Site. A TDM Coordinator would also be present on-site to facilitate trips to and from the site.
Policy 3.2 People with Disabilities Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.	**Consistent.** The Project's vehicular and pedestrian entrances would be designed in accordance with LADOT standards and would comply with Americans with Disabilities Act (ADA) requirements. The Project design would also be in compliance with all ADA requirements and would provide direct connections to pedestrian amenities at adjacent intersections.
Policy 3.3 Land Use Access and Mix Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.	**Consistent.** The Project's mix of hotel and restaurant land uses would promote trips within the site and shorter neighborhood trips that reduce VMT. The Project's location in Hollywood also provides visitors close proximity to many local and regional destinations located in the neighborhood.
Policy 3.8 Bicycle Parking Provide bicyclists with convenient, secure, and well-maintained bicycle parking facilities.	**Consistent.** The Project provides infrastructure and services to encourage bicycling for residents, employees, and visitors to the Project Site. There would be 24 short-term and 80 long-term bicycle parking spaces provided by the Project.
Chapter 4 - Collaboration, Communication, & Informed Choices	
Policy 4.8 Transportation Demand Management Strategies Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.	**Consistent.** The Project incorporates several design features, which include TDM measures to reduce the number of single occupancy vehicle trips to the Project Site, including the following: •Include bike parking per LAMC, including short-term and long-term parking facilities •Reduced vehicular parking supply from the code requirement •Provide an on-site TDM coordinator
Policy 4.13 Parking and Land Use Management Balance on-street and off-street parking supply with other transportation and land use objectives.	**Consistent.** The Project would provide sufficient off-street parking to accommodate Project parking demand. The Project would also retain the existing on-street parking around Project frontage.

Notes:
[a] Objectives, Policies, Programs, or Plans based on information provided in *Mobility Plan 2035: An Element of the General Plan* (Los Angeles Department of City Planning, January 2016).

TABLE C-2 (CONT.)
PROJECT CONSISTENCY WITH MOBILITY PLAN 2035

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Chapter 5 - Clean Environments & Healthy Communities	
Policy 5.1 Sustainable Transportation Encourage the development of a sustainable transportation system that promotes environmental and public health.	**Consistent.** As part of the Project, secured bicycle parking facilities and pedestrian connections within the Project Site and connecting to off-site pedestrian facilities would be provided. This would promote active transportation modes such as biking and walking. Additionally, the Project is located adjacent to a Metro bus stop and within 0.3 miles of the Metro B Line, providing employees and visitors to the Project with public transportation alternatives.
Policy 5.2 Vehicle Miles Traveled (VMT) Support ways to reduce vehicle miles traveled (VMT) per capita.	**Consistent.** The Project is estimated to generate lower VMT per capita for employees than the average for the area, as demonstrated in Section 3B. Additionally, the Project incorporates several design features, which include TDM measures to reduce the number of single occupancy vehicle trips to the Project Site, including the following: •Include bike parking per LAMC, including short-term and long-term parking facilities •Reduced vehicular parking supply from the code requirement •Provide an on-site TDM coordinator

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in *Mobility Plan 2035: An Element of the General Plan* (Los Angeles Department of City Planning, January 2016).

TABLE C-3
PROJECT CONSISTENCY WITH PLAN FOR A HEALTHY LOS ANGELES

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Chapter 1 - Los Angeles, a Leader in Health and Equity	
Policy 1.5 Plan for Health Improve Angelenos' health and well-being by incorporating a health perspective into land use, design, policy, and zoning decisions through existing tools, practices, and programs.	**Consistent.** The Project would enhance pedestrian access within the Project Site by providing improvements to the sidewalks and landscaping within the Project's frontage. Further, the Project provides infrastructure to encourage bicycling for employees and visitors to the Project Site. There would be 24 short-term and 80 long-term bicycle parking spaces provided by the Project. As such, it would encourage the use of active travel modes and thereby promote healthy living.
Policy 1.6 Poverty and Health Reduce the debilitating impact that poverty has on individual, familial, and community health and well-being by: promoting cross-cutting efforts and partnerships to increase access to income; safe, healthy, and stable affordable housing options; and attainable opportunities for social mobility.	**Consistent.** The Project's 11,400 square feet of neighborhood serving commercial uses provide employment and entrepreneurial opportunities.
Policy 1.7 Displacement and Health Reduce the harmful health impacts of displacement on individuals, families and communities by pursuing strategies to create opportunities for existing residents to benefit from local revitalization efforts by: creating local employment and economic opportunities for low-income residents and local small businesses; expanding and preserving existing housing opportunities available to low-income residents; preserving cultural and social resources; and creating and implementing tools to evaluate and mitigate the potential displacement caused by large-scale investment and development.	**Consistent.** The Project would provide employment and entrepreneurial opportunities through its provision of up to 11,400 square feet of ground floor restaurant space. The Project does not displace any existing housing; rather, it would replace an existing commerical building with more restaurant space and a hotel. Thus creating an active and vibrant mixed-use community.

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in *Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan* (Los Angeles Department of City Planning, March 2015).

TABLE C-3 (CONT.)
PROJECT CONSISTENCY WITH PLAN FOR A HEALTHY LOS ANGELES

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Chapter 2 - A City Built for Health	
Policy 2.2 Healthy Building Design and Construction Promote a healthy built environment by encouraging the design and rehabilitation of buildings and sites for healthy living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universal accessibility using existing tools, practices, and programs	**Consistent.** The Project would further enhance the pedestrain oriented circulation, lighting, and universal accessibility of the Hollywood neighborhood.
Chapter 5 - An Environment Where Life Thrives	
Policy 5.7 Land Use Planning for Public Health and GHG Emission Reduction Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and others susceptible to respiratory diseases.	**Consistent.** The Project is estimated to generate lower VMT per capita for employees than the average for the area, as demonstrated in Section 3B. Additionally, the Project incorporates several design features, which include TDM measures to reduce the number of single occupancy vehicle trips to the Project Site, including the following: •Include bike parking per LAMC, including short-term and long-term parking facilities •Reduced vehicular parking supply from the code requirement •Provide an on-site TDM coordinator VMT directly contributes to GHG emissions, so a reduced VMT per capita also reduces GHG per capita.

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in *Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan* (Los Angeles Department of City Planning, March 2015).

TABLE C-4
PROJECT CONSISTENCY WITH HOLLYWOOD COMMUNITY PLAN

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Objective 1: To coordinate the development of Hollywood with that of other parts of the City of Los Angeles and the metropolitan area. To further the development of Hollywood as a major center of population, employment, retail services, and entertainment; and to perpetuate its image as the international center of the motion picture industry.	**Consistent.** The Project would provide hotel rooms to further the development of Hollywood as a major center of entertainment, as well as 11,400 sf of restaurant uses to enhance employment and retail services in the area.
Objective 4: To promote economic well being and public convenience through: a. Allocating and distributing commercial lands for retail, service, and office facilities in quantities and patterns based on accepted planning principles and standards. b. Designating land for industrial development that can be so used without determent to adjacent uses of other types, and imposing restrictions on the types and intensities of industrial uses as are necessary to this purpose. c. Encouraging the revitalization of the motion picture industry. d. Recognizing the existing concentration of medical facilities in East Hollywood as a center serving the medical needs of Los Angeles.	**Consistent.** The Project would allocate commercial land for 11,400 sf of restaurant space, thus maintaining consistency with the community plan and the quantities and patters based on accepted planning principles and standards.
Objective 6: To make provision for a circulation system coordinated with land uses and densities and adequate to accommodate traffic; and to encourage and the expansion and improvement of public transportation service.	**Consistent.** The Project would provide hotel and commercial land uses adjacent to a Metro bus stop and within 0.35 miles of the Metro B Line (Red). The Project's close proximity to transit provides alternative modes of transportation for residents, employees, and visitors to take to and from the Project Site.

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in the *Hollywood Community Plan,* Los Angeles Department of City Planning, 1988.

TABLE C-5
PROJECT CONSISTENCY WITH REDEVELOPMENT PLAN FOR THE HOLLYWOOD REDEVELOPMENT PROJECT

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Goal 2: Preserve and increase employment, and business and investment opportunities through redevelopment programs and, to the greatest extent feasible, promote these opportunities for minorities and women.	**Consistent.** The Project increases employment and business investment opportunities by providing 11,400 sf of restaurant space as part of the development. This would provide the community with many job opportunities in the food industry. Additionally, the hotel would provide employment opportunities for the community.
Goal 3: Promote a balanced community meeting the needs of the residential, commercial, industrial, arts and entertainment sectors.	**Consistent.** The Project would provide a balance of hotel rooms and commercial uses to meet the needs for both sectors in the Hollywood area.
Goal 12: Support and encourage a circulation system which will improve the quality of life in Hollywood, including pedestrian, automobile, parking and mass transit systems with an emphasis on serving existing facilities and meeting future needs.	**Consistent.** The Project prioritizes the pedestrian experience by providing a protected pick-up / drop-off area at the hotel valet and encourages multi-modal transportation options by incorporating bicycle infrastructure such as short- and long-term bicycle parking spaces. Additionally, the Project would provide ample off-street parking with access points separated from the primary pedestrian entrances.

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in the draft text of the *Hollywood Redevelopment Project,* The Community Redevelopment Agency of the City of Los Angeles, May 1986.

TABLE C-6
PROJECT CONSISTENCY WITH CITYWIDE DESIGN GUIDELINES

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Pedestrian-First Design	
Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all Design projects to be safe and accesible and contribute to a better public right-of-way for people of all ages, genders, and abilities, especially the most vulnerable - children, seniors, and people with disabilities. **Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience** Design to avoid pedestrian and vehiular conflicts and to create an inviting and comfortable public right-of-way. A pleasant and welcoming public realm reinforces walkability and improves the quality of life for users. **Guideline 3: Design projects to actively engage with streets and public space and maintain human scale** New projects should be designed to contribute to a vibrant and attractive public realm that promotes a sense of civic pride. Better connections within the built environment contribute to a livable and accessible city and a healthier public realm.	**Consistent.** The Project design includes accessible sidewalks, pedestrian amenities, and well-designed vehicular access driveways in accordance with the City's design considerations. The Project would provide landscaping along the sidewalks and patio and a pedestrain friendly facade to provide a more comfortable and walkable environment. Further, the orientation of the Project design and active restaurant facilities ensures that the Project actively engages with the street and its surrounding uses.

Notes:
[a] Objectives, Policies, Programs, or Plans based on information provided in the Citywide Design Guidelines (Los Angeles Department of City Planning, 2019).

TABLE C-6 (CONT.)
PROJECT CONSISTENCY WITH CITYWIDE DESIGN GUIDELINES

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
360 Degree Design	
Guideline 6: Provide amenities that support community building and provide an inviting, comfortable user experience Design to create livable places and desirable environments where people want to spend time engaging in social, civic, and recreational activities. Projects that encourage connections with a variety of transit modes and enhance their immediate environment with amenities are highly encouraged.	**Consistent.** The Project design includes elements that reinforce orientation to the street, such as restaurant spaces that activate the street facing facade. The Project would provide landscaped areas along Sunset Boulevard, enhancing the inviting and comfortable user experience of the Project Site. Further, all design elements of the Project would be developed in conjunction with the others to ensure consistency of the architectural ideas.
Climate-Adpated Design	
Guideline 9: Configure the site layout, building massing and orientation to lower energy demand and increase the comfort and well-being of users Design projects to incorporate sustainable design and energy efficiency principles. Encouraging sustainability and innovation contributes to the well-being of current and future generations.	**Consistent.** The Project would incorporate elements of shade, natural light, and ventilation as considerations in the building orientation and design. Further, the Project would include trees and landscaped spaces that allow water to percolate into the ground and offer ecological enhancements and shaded spaces for community benefits.

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in the Citywide Design Guidelines (Los Angeles Department of City Planning, 2019).

TABLE C-7
PROJECT CONSISTENCY WITH WALKABILITY CHECKLIST

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Sidewalks	
Objective Support ease of pedestrian movement and enrich the quality of the public realm by providing appropriate connections and street furnishings in the public right-of-way. **Policies** 1. Delineate the pedestrian corridor. 2. Provide for pedestrian safety and comfort. 3. Encourage pedestrian travel. 4. Create active environments by supporting a variety of pedestrian activities. 5. Create, preserve, and enhance neighborhood identity and "placemaking." 6. Comply with governmental regulations for all improvements in the public right-of-way.	**Consistent.** The Project incorporates neighborhood serving ground floor commercial uses oriented toward Sunset Boulevard to help encourage pedestrian engagement.
On-Street Parking	
Objective On-street parking is often desired in residential and commercial areas for its convenient access to street front entrances. Residents, shoppers, and businesses are amenable to limited slowing of traffic as a trade-off for the economic benefits of on-street parking. **Policies** 1. Maximize on-street parking. 2. Directly serve adjacent street front entrances with on-street parking. 3. Create a buffer between pedestrians and the roadway. 4. Comply with applicable governmental regulations for all parking in the public right-of-way.	**Consistent.** The Project would not interfere with on-street parking, with the exception of removal of two on-street parking spaces to accomdate a driveway to access the project parking garage. Those two spaces could be regained if the pakring meters along the north side of Sunset are reconfigured ro provide 20 feet of distance between meters rather than the 30 feet curently provided. The Project would also provide sufficient off-street parking on-site to accommodate the requirements of the Project.

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in *Walkability Checklist* (Los Angeles Department of City Planning, November 2008).

TABLE C-7 (CONT.)
PROJECT CONSISTENCY WITH WALKABILITY CHECKLIST

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Building Orientation	
Objective Use the relationship between building and street to improve neighborhood character and the pedestrian environment. **Policies** 1. Enliven the public realm by siting buildings so they interact with the sidewalk and the street. 3. Support ease of accessibility to buildings.	**Consistent.** The Project incorporates neighborhood serving ground floor commercial uses toward Sunset Boulevard to help encourage pedestrian engagement.
Off-Street Parking and Driveways	
Objective The safety of the pedestrian is primary in an environment that must accommodate pedestrians and vehicles. **Policies** 1. Ensure that clear and convenient access for pedestrians is not minimized by vehicular needs. 2. Eliminate auto-pedestrian conflicts. 3. Increase awareness between pedestrians and motorists. 4. Maintain the character of a pedestrian friendly street.	**Consistent.** The Project prioritizes the pedestrian experience, including safety. It provides a protected pick-up / drop-off area on-site within the hotel valet operation. Further, pedestrian access is separate from all vehicular access, and vehicular access would be located in such a way as to minimize interaction between vehicles and pedestrians.

Notes:
[a] Objectives, Policies, Programs, or Plans based on information provided in *Walkability Checklist* (Los Angeles Department of City Planning, November 2008).

Appendix D

VMT Analysis Worksheets

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

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

Project Information

Project: 6445 W Sunset Boulevard Hotel

Scenario:

Address: 6445 W SUNSET BLVD, 90028

Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Retail | General Retail	10	ksf
Retail | General Retail	10	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	11.4	ksf
Housing | Hotel	175	Rooms
Retail | High-Turnover Sit-Down Restaurant	11.4	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
294 Daily Vehicle Trips	1,488 Daily Vehicle Trips
1,931 Daily VMT	9,555 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	1,194 Net Daily Trips
The net increase in daily VMT ≤ 0	7,624 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	11.400 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: 6445 W Sunset Boulevard Hotel
Scenario:
Address: 6445 W SUNSET BLVD, 90028

Proposed Project Land Use Type	Value	Unit
Housing | Hotel	175	Rooms
Retail | High-Turnover Sit-Down Restaurant	11.4	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
25 percent of intersections within project with traffic calming improvements

Pedestrian Network Improvements
☐ Proposed Prj ☐ Mitigation
within project only

Analysis Results

Proposed Project	With
1,478 Daily Vehicle Trips	**1,478** Daily Vehicle Trips
9,496 Daily VMT	**9,496** Daily VMT
0.0 Household VMT per Capita	**0.0** Household VMT
7.4 Work VMT per Employee	**7.4** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With
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

Report 1: Project & Analysis Overview

Date: October 28, 2020
Project Name: 6445 W Sunset Boulevard Hotel
Project Scenario:
Project Address: 6445 W SUNSET BLVD, 90028

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	*0*	*DU*
	Townhouse	*0*	*DU*
	Hotel	175	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	11.400	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: October 28, 2020
Project Name: 6445 W Sunset Boulevard Hotel
Project Scenario:
Project Address: 6445 W SUNSET BLVD, 90028

Version 1.3

Analysis Results			
Total Employees: 133 Total Population: 0			
Proposed Project		***With Mitigation***	
1,478	**Daily Vehicle Trips**	**1,478**	**Daily Vehicle Trips**
9,496	**Daily VMT**	**9,496**	**Daily VMT**
0	**Household VMT per Capita**	**0**	**Household VMT per Capita**
7.4	**Work VMT per Employee**	**7.4**	**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: October 28, 2020
Project Name: 6445 W Sunset Boulevard Hotel
Project Scenario:
Project Address: 6445 W SUNSET BLVD, 90028

Version 1.3

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)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: October 28, 2020
Project Name: 6445 W Sunset Boulevard Hotel
Project Scenario:
Project Address: 6445 W SUNSET BLVD, 90028

Version 1.3

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
	Pedestrian network 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%*	

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	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*
MAX. TDM EFFECT	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*

= 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: October 28, 2020
Project Name: 6445 W Sunset Boulevard Hotel
Project Scenario:
Project Address: 6445 W SUNSET BLVD, 90028

Version 1.3

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	7.2	0	0
Home Based Other Production	0	0.0%	0	4.2	0	0
Non-Home Based Other Production	342	-8.2%	314	7.3	2,497	2,292
Home-Based Work Attraction	193	-38.9%	118	8.4	1,621	991
Home-Based Other Attraction	1,527	-51.5%	741	5.7	8,704	4,224
Non-Home Based Other Attraction	342	-7.9%	315	6.5	2,223	2,048

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	-0.6%	0	0	-0.6%	0	0
Home Based Other Production	-0.6%	0	0	-0.6%	0	0
Non-Home Based Other Production	-0.6%	312	2,278	-0.6%	312	2,278
Home-Based Work Attraction	-0.6%	117	985	-0.6%	117	985
Home-Based Other Attraction	-0.6%	736	4,198	-0.6%	736	4,198
Non-Home Based Other Attraction	-0.6%	313	2,035	-0.6%	313	2,035

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0
Total Employees: 133
APC: Central

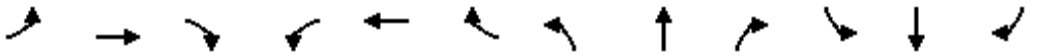
	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**0**	**0**
Total Home Based Work Attraction VMT	**985**	**985**
Total Home Based VMT Per Capita	**0.0**	**0.0**
Total Work Based VMT Per Employee	**7.4**	**7.4**

Appendix E

HCM Analysis Worksheets

HCM 6th Signalized Intersection Summary
1: Wilcox Ave & Selma Ave

05/28/2020



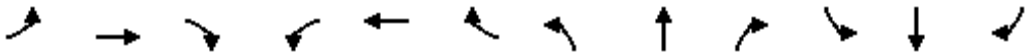
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	49	52	22	66	9	40	214	20	7	366	103
Future Volume (veh/h)	17	49	52	22	66	9	40	214	20	7	366	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	53	57	24	72	10	43	233	22	8	398	112
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	60	77	73	76	129	16	721	1346	127	980	1123	316
Arrive On Green	0.10	0.10	0.10	0.03	0.03	0.03	1.00	1.00	1.00	0.80	0.80	0.80
Sat Flow, veh/h	154	802	768	281	1349	170	890	1683	159	1125	1404	395
Grp Volume(v), veh/h	128	0	0	106	0	0	43	0	255	8	0	510
Grp Sat Flow(s),veh/h/ln	1724	0	0	1800	0	0	890	0	1842	1125	0	1799
Q Serve(g_s), s	1.3	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.1	0.0	7.1
Cycle Q Clear(g_c), s	6.4	0.0	0.0	5.1	0.0	0.0	7.6	0.0	0.0	0.1	0.0	7.1
Prop In Lane	0.14		0.45	0.23		0.09	1.00		0.09	1.00		0.22
Lane Grp Cap(c), veh/h	210	0	0	221	0	0	721	0	1473	980	0	1439
V/C Ratio(X)	0.61	0.00	0.00	0.48	0.00	0.00	0.06	0.00	0.17	0.01	0.00	0.35
Avail Cap(c_a), veh/h	475	0	0	490	0	0	721	0	1473	980	0	1439
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.90	0.00	0.00	0.92	0.00	0.92	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.7	0.0	0.0	41.9	0.0	0.0	0.4	0.0	0.0	1.8	0.0	2.5
Incr Delay (d2), s/veh	2.8	0.0	0.0	1.4	0.0	0.0	0.1	0.0	0.2	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	4.7	0.0	0.0	4.1	0.0	0.0	0.1	0.0	0.2	0.0	0.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.5	0.0	0.0	43.3	0.0	0.0	0.5	0.0	0.2	1.8	0.0	2.7
LnGrp LOS	D	A	A	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h		128			106			298			518	
Approach Delay, s/veh		42.5			43.3			0.3			2.6	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		76.5		13.5		76.5		13.5				
Change Period (Y+Rc), s		* 4.5		* 4.9		* 4.5		* 4.9				
Max Green Setting (Gmax), s		* 58		* 23		* 58		* 23				
Max Q Clear Time (g_c+I1), s		9.6		8.4		9.1		7.1				
Green Ext Time (p_c), s		2.0		0.6		4.2		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			10.9									
HCM 6th LOS			B									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



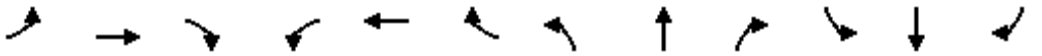
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	58	20	12	48	26	14	847	27	18	979	39
Future Volume (veh/h)	25	58	20	12	48	26	14	847	27	18	979	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	63	22	13	52	28	15	921	29	20	1064	42
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	76	91	29	58	90	44	58	2736	85	63	2707	106
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	1.00	1.00	1.00	0.81	0.81	0.81
Sat Flow, veh/h	318	1094	345	153	1090	535	21	3371	105	26	3335	130
Grp Volume(v), veh/h	112	0	0	93	0	0	501	0	464	585	0	541
Grp Sat Flow(s),veh/h/ln	1758	0	0	1778	0	0	1814	0	1683	1813	0	1679
Q Serve(g_s), s	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.1
Cycle Q Clear(g_c), s	5.5	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	7.7	0.0	8.1
Prop In Lane	0.24		0.20	0.14		0.30	0.03		0.06	0.03		0.08
Lane Grp Cap(c), veh/h	195	0	0	193	0	0	1514	0	1366	1513	0	1362
V/C Ratio(X)	0.57	0.00	0.00	0.48	0.00	0.00	0.33	0.00	0.34	0.39	0.00	0.40
Avail Cap(c_a), veh/h	459	0	0	462	0	0	1514	0	1366	1513	0	1362
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.00	0.00	1.00	0.00	0.00	0.79	0.00	0.79	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.3	0.0	0.0	39.9	0.0	0.0	0.0	0.0	0.0	2.3	0.0	2.4
Incr Delay (d2), s/veh	2.2	0.0	0.0	1.9	0.0	0.0	0.5	0.0	0.5	0.5	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	4.1	0.0	0.0	3.6	0.0	0.0	0.4	0.0	0.4	3.1	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.6	0.0	0.0	41.8	0.0	0.0	0.5	0.0	0.5	2.8	0.0	2.9
LnGrp LOS	D	A	A	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h		112			93			965			1126	
Approach Delay, s/veh		42.6			41.8			0.5			2.8	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		77.4		12.6		77.4		12.6				
Change Period (Y+Rc), s		* 4.4		5.1		* 4.4		5.1				
Max Green Setting (Gmax), s		* 59		21.9		* 59		21.9				
Max Q Clear Time (g_c+I1), s		2.0		7.5		10.1		6.5				
Green Ext Time (p_c), s		21.2		0.4		24.8		0.4				

Intersection Summary		
HCM 6th Ctrl Delay		5.4
HCM 6th LOS		A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



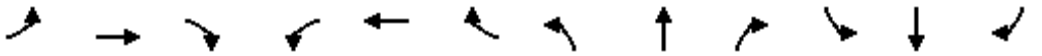
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	1080	29	74	1502	41	45	153	38	44	374	72
Future Volume (veh/h)	41	1080	29	74	1502	41	45	153	38	44	374	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	45	1174	32	80	1633	45	49	166	41	48	407	78
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	243	2830	77	275	2829	78	151	469	116	358	494	95
Arrive On Green	0.55	0.55	0.55	1.00	1.00	1.00	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	295	5110	139	464	5108	141	911	1448	358	1175	1525	292
Grp Volume(v), veh/h	45	782	424	80	1088	590	49	0	207	48	0	485
Grp Sat Flow(s),veh/h/ln	295	1702	1845	464	1702	1845	911	0	1806	1175	0	1818
Q Serve(g_s), s	7.2	12.0	12.0	5.4	0.0	0.0	4.7	0.0	7.9	2.9	0.0	22.1
Cycle Q Clear(g_c), s	7.2	12.0	12.0	17.4	0.0	0.0	26.9	0.0	7.9	10.8	0.0	22.1
Prop In Lane	1.00		0.08	1.00		0.08	1.00		0.20	1.00		0.16
Lane Grp Cap(c), veh/h	243	1885	1022	275	1885	1022	151	0	585	358	0	589
V/C Ratio(X)	0.19	0.41	0.42	0.29	0.58	0.58	0.32	0.00	0.35	0.13	0.00	0.82
Avail Cap(c_a), veh/h	243	1885	1022	275	1885	1022	171	0	624	390	0	638
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.57	0.57	0.57	1.00	0.00	1.00	0.93	0.00	0.93
Uniform Delay (d), s/veh	10.6	11.6	11.6	2.1	0.0	0.0	40.4	0.0	23.2	27.3	0.0	28.0
Incr Delay (d2), s/veh	1.7	0.7	1.2	1.5	0.7	1.3	1.2	0.0	0.4	0.2	0.0	7.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	1.0	6.5	7.2	0.4	0.3	0.7	2.0	0.0	5.3	1.5	0.0	13.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.3	12.3	12.9	3.6	0.7	1.3	41.7	0.0	23.6	27.5	0.0	35.6
LnGrp LOS	B	B	B	A	A	A	D	A	C	C	A	D
Approach Vol, veh/h		1251			1758			256			533	
Approach Delay, s/veh		12.5			1.1			27.0			34.9	
Approach LOS		B			A			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		54.9		35.1		54.9		35.1				
Change Period (Y+Rc), s		5.1		* 5.9		* 5.1		* 5.9				
Max Green Setting (Gmax), s		47.9		* 31		* 48		* 32				
Max Q Clear Time (g_c+I1), s		14.0		28.9		19.4		24.1				
Green Ext Time (p_c), s		24.9		0.3		26.4		2.1				

Intersection Summary												
HCM 6th Ctrl Delay			11.3									
HCM 6th LOS			B									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	171	975	54	115	1269	32	24	509	22	48	859	196
Future Volume (veh/h)	171	975	54	115	1269	32	24	509	22	48	859	196
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	186	1060	59	125	1379	35	26	553	24	52	934	213
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	289	2590	144	276	1997	51	105	1249	54	279	1035	236
Arrive On Green	0.16	1.00	1.00	0.39	0.39	0.39	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1781	4950	275	503	5121	130	490	3470	150	836	2875	655
Grp Volume(v), veh/h	186	729	390	125	917	497	26	283	294	52	577	570
Grp Sat Flow(s),veh/h/ln	1781	1702	1821	503	1702	1847	490	1777	1843	836	1777	1753
Q Serve(g_s), s	5.5	0.0	0.0	18.1	20.2	20.2	4.6	10.9	10.9	4.5	27.7	27.8
Cycle Q Clear(g_c), s	5.5	0.0	0.0	18.1	20.2	20.2	32.4	10.9	10.9	15.5	27.7	27.8
Prop In Lane	1.00		0.15	1.00		0.07	1.00		0.08	1.00		0.37
Lane Grp Cap(c), veh/h	289	1781	953	276	1328	720	105	640	664	279	640	631
V/C Ratio(X)	0.64	0.41	0.41	0.45	0.69	0.69	0.25	0.44	0.44	0.19	0.90	0.90
Avail Cap(c_a), veh/h	289	1781	953	276	1328	720	105	640	664	279	640	631
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	16.2	0.0	0.0	22.3	22.9	22.9	42.8	21.9	21.9	27.8	27.3	27.3
Incr Delay (d2), s/veh	4.3	0.6	1.2	5.3	3.0	5.4	1.2	0.5	0.5	0.3	14.6	15.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	3.6	0.3	0.6	4.1	11.3	12.7	1.1	6.7	6.9	1.7	17.4	17.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.5	0.6	1.2	27.5	25.9	28.3	44.0	22.4	22.4	28.1	41.9	42.3
LnGrp LOS	C	A	A	C	C	C	D	C	C	C	D	D
Approach Vol, veh/h		1305			1539			603			1199	
Approach Delay, s/veh		3.6			26.8			23.3			41.5	
Approach LOS		A			C			C			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.0	40.0		38.0		52.0		38.0				
Change Period (Y+Rc), s	4.6	* 4.9		* 5.6		* 4.9		* 5.6				
Max Green Setting (Gmax), s	7.4	* 35		* 32		* 47		* 32				
Max Q Clear Time (g_c+I1), s	7.5	22.2		29.8		2.0		34.4				
Green Ext Time (p_c), s	0.0	8.5		1.8		9.8		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		23.6	
HCM 6th LOS		C	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
1: Wilcox Ave & Selma Ave

05/28/2020

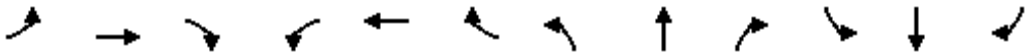
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	156	74	18	64	32	43	434	47	31	288	83
Future Volume (veh/h)	51	156	74	18	64	32	43	434	47	31	288	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	55	170	80	20	70	35	47	472	51	34	313	90
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	95	218	95	78	230	102	661	1133	122	680	954	274
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	1.00	1.00	1.00	0.68	0.68	0.68
Sat Flow, veh/h	227	1024	445	147	1084	478	982	1659	179	879	1397	402
Grp Volume(v), veh/h	305	0	0	125	0	0	47	0	523	34	0	403
Grp Sat Flow(s),veh/h/ln	1696	0	0	1708	0	0	982	0	1838	879	0	1798
Q Serve(g_s), s	10.1	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	1.1	0.0	8.2
Cycle Q Clear(g_c), s	15.4	0.0	0.0	5.3	0.0	0.0	8.9	0.0	0.0	1.1	0.0	8.2
Prop In Lane	0.18		0.26	0.16		0.28	1.00		0.10	1.00		0.22
Lane Grp Cap(c), veh/h	408	0	0	410	0	0	661	0	1255	680	0	1228
V/C Ratio(X)	0.75	0.00	0.00	0.31	0.00	0.00	0.07	0.00	0.42	0.05	0.00	0.33
Avail Cap(c_a), veh/h	665	0	0	661	0	0	661	0	1255	680	0	1228
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.80	0.00	0.00	0.38	0.00	0.38	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.8	0.0	0.0	30.0	0.0	0.0	0.6	0.0	0.0	4.7	0.0	5.8
Incr Delay (d2), s/veh	2.8	0.0	0.0	0.3	0.0	0.0	0.1	0.0	0.4	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	9.3	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.2	0.3	0.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.6	0.0	0.0	30.3	0.0	0.0	0.7	0.0	0.4	4.7	0.0	6.0
LnGrp LOS	D	A	A	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		305			125			570			437	
Approach Delay, s/veh		36.6			30.3			0.4			5.9	
Approach LOS		D			C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		66.0		24.0		66.0		24.0				
Change Period (Y+Rc), s		* 4.5		* 4.9		* 4.5		* 4.9				
Max Green Setting (Gmax), s		* 48		* 33		* 48		* 33				
Max Q Clear Time (g_c+I1), s		10.9		17.4		10.2		7.3				
Green Ext Time (p_c), s		4.4		1.7		3.2		0.7				

Intersection Summary		
HCM 6th Ctrl Delay		12.4
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



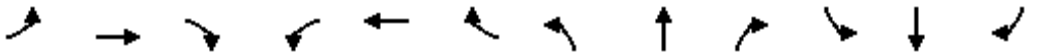
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	116	33	30	78	58	0	996	37	0	672	55
Future Volume (veh/h)	55	116	33	30	78	58	0	996	37	0	672	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	60	126	36	33	85	63	0	1083	40	0	730	60
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	108	168	44	80	147	96	0	2556	94	0	2432	200
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.00	1.00	1.00	0.00	0.73	0.73
Sat Flow, veh/h	352	1033	268	202	899	588	0	3588	129	0	3418	273
Grp Volume(v), veh/h	222	0	0	181	0	0	0	551	572	0	390	400
Grp Sat Flow(s),veh/h/ln	1652	0	0	1689	0	0	0	1777	1847	0	1777	1821
Q Serve(g_s), s	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.8	6.8
Cycle Q Clear(g_c), s	11.6	0.0	0.0	8.9	0.0	0.0	0.0	0.0	0.0	0.0	6.8	6.8
Prop In Lane	0.27		0.16	0.18		0.35	0.00		0.07	0.00		0.15
Lane Grp Cap(c), veh/h	320	0	0	323	0	0	0	1300	1351	0	1300	1332
V/C Ratio(X)	0.69	0.00	0.00	0.56	0.00	0.00	0.00	0.42	0.42	0.00	0.30	0.30
Avail Cap(c_a), veh/h	574	0	0	578	0	0	0	1300	1351	0	1300	1332
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.00	0.00	1.00	0.00	0.00	0.00	0.68	0.68	0.00	1.00	1.00
Uniform Delay (d), s/veh	36.2	0.0	0.0	35.2	0.0	0.0	0.0	0.0	0.0	0.0	4.2	4.2
Incr Delay (d2), s/veh	1.8	0.0	0.0	1.5	0.0	0.0	0.0	0.7	0.7	0.0	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	6.7	0.0	0.0	5.9	0.0	0.0	0.0	0.4	0.4	0.0	3.5	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.0	0.0	0.0	36.7	0.0	0.0	0.0	0.7	0.7	0.0	4.5	4.5
LnGrp LOS	D	A	A	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h		222			181			1123			790	
Approach Delay, s/veh		38.0			36.7			0.7			4.5	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		70.2		19.8		70.2		19.8				
Change Period (Y+Rc), s		* 4.4		5.1		* 4.4		5.1				
Max Green Setting (Gmax), s		* 52		28.9		* 52		28.9				
Max Q Clear Time (g_c+I1), s		2.0		13.6		8.8		10.9				
Green Ext Time (p_c), s		24.6		1.1		14.3		1.0				

Intersection Summary	
HCM 6th Ctrl Delay	8.4
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



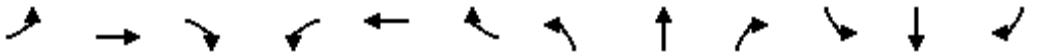
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	1489	39	33	1129	77	29	312	73	45	322	53
Future Volume (veh/h)	120	1489	39	33	1129	77	29	312	73	45	322	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	130	1618	42	36	1227	84	32	339	79	49	350	58
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	329	3036	79	202	2896	198	156	417	97	147	445	74
Arrive On Green	0.59	0.59	0.59	1.00	1.00	1.00	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	419	5118	133	300	4880	334	978	1467	342	969	1564	259
Grp Volume(v), veh/h	130	1076	584	36	856	455	32	0	418	49	0	408
Grp Sat Flow(s),veh/h/ln	419	1702	1846	300	1702	1810	978	0	1809	969	0	1824
Q Serve(g_s), s	16.4	16.9	16.9	4.3	0.0	0.0	2.8	0.0	19.4	4.5	0.0	18.6
Cycle Q Clear(g_c), s	16.4	16.9	16.9	21.2	0.0	0.0	21.4	0.0	19.4	23.8	0.0	18.6
Prop In Lane	1.00		0.07	1.00		0.18	1.00		0.19	1.00		0.14
Lane Grp Cap(c), veh/h	329	2020	1096	202	2020	1074	156	0	515	147	0	519
V/C Ratio(X)	0.40	0.53	0.53	0.18	0.42	0.42	0.20	0.00	0.81	0.33	0.00	0.79
Avail Cap(c_a), veh/h	331	2039	1106	205	2058	1094	156	0	515	147	0	519
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.59	0.59	0.59	1.00	0.00	1.00	0.94	0.00	0.94
Uniform Delay (d), s/veh	10.8	10.9	10.9	3.4	0.0	0.0	39.5	0.0	30.0	41.0	0.0	29.7
Incr Delay (d2), s/veh	3.5	1.0	1.9	1.1	0.4	0.7	0.6	0.0	9.6	1.2	0.0	7.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	3.1	8.6	9.5	0.4	0.2	0.4	1.3	0.0	12.9	2.0	0.0	12.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.3	11.9	12.7	4.5	0.4	0.7	40.2	0.0	39.6	42.3	0.0	37.1
LnGrp LOS	B	B	B	A	A	A	D	A	D	D	A	D
Approach Vol, veh/h		1790			1347			450			457	
Approach Delay, s/veh		12.3			0.6			39.6			37.7	
Approach LOS		B			A			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		58.5		31.5		58.5		31.5				
Change Period (Y+Rc), s		5.1		* 5.9		* 5.1		* 5.9				
Max Green Setting (Gmax), s		53.9		* 25		* 54		* 26				
Max Q Clear Time (g_c+I1), s		18.9		23.4		23.2		25.8				
Green Ext Time (p_c), s		31.8		0.5		24.5		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	14.3
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



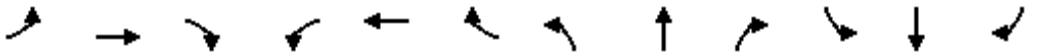
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	225	1315	46	46	1172	88	39	544	37	62	712	121
Future Volume (veh/h)	225	1315	46	46	1172	88	39	544	37	62	712	121
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	245	1429	50	50	1274	96	42	591	40	67	774	132
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	350	2932	103	232	2061	155	121	1028	70	205	924	158
Arrive On Green	0.20	1.00	1.00	0.43	0.43	0.43	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1781	5065	177	357	4844	365	615	3378	228	796	3036	518
Grp Volume(v), veh/h	245	960	519	50	895	475	42	310	321	67	453	453
Grp Sat Flow(s),veh/h/ln	1781	1702	1838	357	1702	1805	615	1777	1829	796	1777	1777
Q Serve(g_s), s	6.8	0.0	0.0	8.4	18.5	18.5	6.0	13.3	13.3	7.0	21.4	21.4
Cycle Q Clear(g_c), s	6.8	0.0	0.0	8.4	18.5	18.5	27.4	13.3	13.3	20.3	21.4	21.4
Prop In Lane	1.00		0.10	1.00		0.20	1.00		0.12	1.00		0.29
Lane Grp Cap(c), veh/h	350	1971	1064	232	1448	768	121	541	557	205	541	541
V/C Ratio(X)	0.70	0.49	0.49	0.22	0.62	0.62	0.35	0.57	0.58	0.33	0.84	0.84
Avail Cap(c_a), veh/h	492	1971	1064	232	1448	768	121	541	557	205	541	541
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	13.9	0.0	0.0	17.3	20.2	20.2	42.1	26.4	26.4	34.9	29.2	29.2
Incr Delay (d2), s/veh	2.1	0.7	1.3	2.1	2.0	3.7	1.7	1.5	1.5	0.9	10.6	10.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	3.7	0.3	0.7	1.4	10.2	11.2	1.8	8.1	8.4	2.5	13.7	13.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.9	0.7	1.3	19.4	22.1	23.9	43.8	27.9	27.9	35.8	39.8	39.8
LnGrp LOS	B	A	A	B	C	C	D	C	C	D	D	D
Approach Vol, veh/h		1724			1420			673			973	
Approach Delay, s/veh		3.0			22.6			28.8			39.5	
Approach LOS		A			C			C			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	13.8	43.2		33.0		57.0		33.0				
Change Period (Y+Rc), s	4.6	* 4.9		* 5.6		* 4.9		* 5.6				
Max Green Setting (Gmax), s	16.4	* 31		* 27		* 52		* 27				
Max Q Clear Time (g_c+I1), s	8.8	20.5		23.4		2.0		29.4				
Green Ext Time (p_c), s	0.4	6.9		2.2		15.4		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		19.9	
HCM 6th LOS		B	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



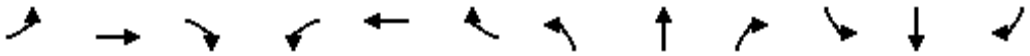
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	60	52	22	66	9	49	220	36	15	366	103
Future Volume (veh/h)	17	60	52	22	66	9	49	220	36	15	366	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	65	57	24	72	10	53	239	39	16	398	112
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	59	92	73	77	140	18	711	1242	203	952	1112	313
Arrive On Green	0.10	0.10	0.10	0.03	0.03	0.03	1.00	1.00	1.00	0.79	0.79	0.79
Sat Flow, veh/h	136	886	702	271	1350	169	890	1568	256	1101	1404	395
Grp Volume(v), veh/h	140	0	0	106	0	0	53	0	278	16	0	510
Grp Sat Flow(s),veh/h/ln	1724	0	0	1790	0	0	890	0	1824	1101	0	1799
Q Serve(g_s), s	1.9	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.3	0.0	7.4
Cycle Q Clear(g_c), s	7.0	0.0	0.0	5.1	0.0	0.0	8.0	0.0	0.0	0.3	0.0	7.4
Prop In Lane	0.13		0.41	0.23		0.09	1.00		0.14	1.00		0.22
Lane Grp Cap(c), veh/h	224	0	0	235	0	0	711	0	1444	952	0	1424
V/C Ratio(X)	0.62	0.00	0.00	0.45	0.00	0.00	0.07	0.00	0.19	0.02	0.00	0.36
Avail Cap(c_a), veh/h	478	0	0	489	0	0	711	0	1444	952	0	1424
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.88	0.00	0.00	0.92	0.00	0.92	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.3	0.0	0.0	41.4	0.0	0.0	0.4	0.0	0.0	2.0	0.0	2.7
Incr Delay (d2), s/veh	2.8	0.0	0.0	1.2	0.0	0.0	0.2	0.0	0.3	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	5.0	0.0	0.0	4.0	0.0	0.0	0.1	0.0	0.2	0.1	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.1	0.0	0.0	42.6	0.0	0.0	0.6	0.0	0.3	2.0	0.0	2.9
LnGrp LOS	D	A	A	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h		140			106			331			526	
Approach Delay, s/veh		42.1			42.6			0.3			2.9	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		75.8		14.2		75.8		14.2				
Change Period (Y+Rc), s		* 4.5		* 4.9		* 4.5		* 4.9				
Max Green Setting (Gmax), s		* 58		* 23		* 58		* 23				
Max Q Clear Time (g_c+I1), s		10.0		9.0		9.4		7.1				
Green Ext Time (p_c), s		2.3		0.6		4.2		0.4				

Intersection Summary		
HCM 6th Ctrl Delay		10.9
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



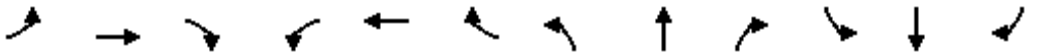
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	67	39	23	48	26	14	847	27	18	989	39
Future Volume (veh/h)	32	67	39	23	48	26	14	847	27	18	989	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	35	73	42	25	52	28	15	921	29	20	1075	42
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	104	53	80	111	51	57	2645	82	62	2618	101
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	1.00	1.00	1.00	0.78	0.78	0.78
Sat Flow, veh/h	297	943	482	279	1005	467	21	3372	105	26	3337	129
Grp Volume(v), veh/h	150	0	0	105	0	0	501	0	464	591	0	546
Grp Sat Flow(s),veh/h/ln	1723	0	0	1751	0	0	1815	0	1683	1814	0	1679
Q Serve(g_s), s	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.4
Cycle Q Clear(g_c), s	7.5	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	9.0	0.0	9.4
Prop In Lane	0.23		0.28	0.24		0.27	0.03		0.06	0.03		0.08
Lane Grp Cap(c), veh/h	239	0	0	242	0	0	1465	0	1320	1464	0	1317
V/C Ratio(X)	0.63	0.00	0.00	0.43	0.00	0.00	0.34	0.00	0.35	0.40	0.00	0.41
Avail Cap(c_a), veh/h	474	0	0	475	0	0	1465	0	1320	1464	0	1317
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.00	0.00	1.00	0.00	0.00	0.80	0.00	0.80	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.9	0.0	0.0	37.9	0.0	0.0	0.0	0.0	0.0	3.1	0.0	3.1
Incr Delay (d2), s/veh	2.3	0.0	0.0	1.2	0.0	0.0	0.5	0.0	0.6	0.5	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	5.1	0.0	0.0	3.8	0.0	0.0	0.4	0.0	0.4	4.0	0.0	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.2	0.0	0.0	39.1	0.0	0.0	0.5	0.0	0.6	3.6	0.0	3.7
LnGrp LOS	D	A	A	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h		150			105			965			1137	
Approach Delay, s/veh		41.2			39.1			0.5			3.6	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		75.0		15.0		75.0		15.0				
Change Period (Y+Rc), s		* 4.4		5.1		* 4.4		5.1				
Max Green Setting (Gmax), s		* 58		22.9		* 58		22.9				
Max Q Clear Time (g_c+I1), s		2.0		9.5		11.4		7.0				
Green Ext Time (p_c), s		21.1		0.6		24.5		0.4				

Intersection Summary		
HCM 6th Ctrl Delay		6.3
HCM 6th LOS		A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



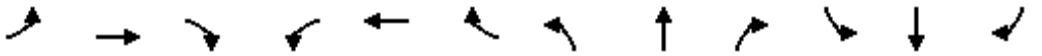
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	1080	29	91	1512	71	45	153	38	44	374	72
Future Volume (veh/h)	41	1080	29	91	1512	71	45	153	38	44	374	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	45	1174	32	99	1643	77	49	166	41	48	407	78
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	237	2834	77	276	2772	130	150	468	116	357	493	94
Arrive On Green	0.55	0.55	0.55	1.00	1.00	1.00	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	283	5110	139	464	4998	234	911	1448	358	1175	1525	292
Grp Volume(v), veh/h	45	782	424	99	1119	601	49	0	207	48	0	485
Grp Sat Flow(s),veh/h/ln	283	1702	1845	464	1702	1828	911	0	1806	1175	0	1818
Q Serve(g_s), s	7.6	12.0	12.0	7.5	0.0	0.0	4.7	0.0	7.9	2.9	0.0	22.2
Cycle Q Clear(g_c), s	7.6	12.0	12.0	19.4	0.0	0.0	26.9	0.0	7.9	10.8	0.0	22.2
Prop In Lane	1.00		0.08	1.00		0.13	1.00		0.20	1.00		0.16
Lane Grp Cap(c), veh/h	237	1888	1023	276	1888	1014	150	0	584	357	0	587
V/C Ratio(X)	0.19	0.41	0.41	0.36	0.59	0.59	0.33	0.00	0.35	0.13	0.00	0.83
Avail Cap(c_a), veh/h	237	1888	1023	276	1888	1014	161	0	606	378	0	620
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.51	0.51	0.51	1.00	0.00	1.00	0.93	0.00	0.93
Uniform Delay (d), s/veh	10.6	11.6	11.6	2.3	0.0	0.0	40.5	0.0	23.3	27.4	0.0	28.1
Incr Delay (d2), s/veh	1.8	0.7	1.2	1.8	0.7	1.3	1.3	0.0	0.4	0.2	0.0	8.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	1.0	6.5	7.2	0.5	0.3	0.7	2.0	0.0	5.3	1.5	0.0	14.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.4	12.3	12.8	4.2	0.7	1.3	41.8	0.0	23.7	27.6	0.0	36.2
LnGrp LOS	B	B	B	A	A	A	D	A	C	C	A	D
Approach Vol, veh/h		1251			1819			256			533	
Approach Delay, s/veh		12.5			1.1			27.1			35.4	
Approach LOS		B			A			C			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		55.0		35.0		55.0		35.0				
Change Period (Y+Rc), s		5.1		* 5.9		* 5.1		* 5.9				
Max Green Setting (Gmax), s		48.8		* 30		* 49		* 31				
Max Q Clear Time (g_c+I1), s		14.0		28.9		21.4		24.2				
Green Ext Time (p_c), s		25.5		0.2		25.8		1.9				

Intersection Summary												
HCM 6th Ctrl Delay			11.2									
HCM 6th LOS			B									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	171	975	54	115	1276	32	53	509	22	48	859	237
Future Volume (veh/h)	171	975	54	115	1276	32	53	509	22	48	859	237
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	186	1060	59	125	1387	35	58	553	24	52	934	258
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	282	2535	141	271	1941	49	102	1288	56	291	1021	281
Arrive On Green	0.16	1.00	1.00	0.38	0.38	0.38	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	1781	4950	275	503	5122	129	470	3470	150	836	2752	758
Grp Volume(v), veh/h	186	729	390	125	922	500	58	283	294	52	602	590
Grp Sat Flow(s),veh/h/ln	1781	1702	1821	503	1702	1847	470	1777	1843	836	1777	1734
Q Serve(g_s), s	5.6	0.0	0.0	18.5	20.8	20.8	4.2	10.7	10.7	4.5	29.0	29.2
Cycle Q Clear(g_c), s	5.6	0.0	0.0	18.5	20.8	20.8	33.4	10.7	10.7	15.2	29.0	29.2
Prop In Lane	1.00		0.15	1.00		0.07	1.00		0.08	1.00		0.44
Lane Grp Cap(c), veh/h	282	1744	933	271	1290	700	102	659	684	291	659	643
V/C Ratio(X)	0.66	0.42	0.42	0.46	0.71	0.71	0.57	0.43	0.43	0.18	0.91	0.92
Avail Cap(c_a), veh/h	282	1744	933	271	1290	700	102	659	684	291	659	643
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86
Uniform Delay (d), s/veh	16.8	0.0	0.0	23.1	23.8	23.8	44.2	21.2	21.2	26.9	26.9	27.0
Incr Delay (d2), s/veh	5.0	0.7	1.2	5.6	3.4	6.1	7.2	0.4	0.4	0.3	15.3	16.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	3.7	0.3	0.6	4.2	11.6	13.1	2.7	6.6	6.8	1.6	18.2	18.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.8	0.7	1.2	28.7	27.2	30.0	51.4	21.6	21.6	27.1	42.3	43.1
LnGrp LOS	C	A	A	C	C	C	D	C	C	C	D	D
Approach Vol, veh/h		1305			1547			635			1244	
Approach Delay, s/veh		3.9			28.2			24.3			42.0	
Approach LOS		A			C			C			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.0	39.0		39.0		51.0		39.0				
Change Period (Y+Rc), s	4.6	* 4.9		* 5.6		* 4.9		* 5.6				
Max Green Setting (Gmax), s	7.4	* 34		* 33		* 46		* 33				
Max Q Clear Time (g_c+I1), s	7.6	22.8		31.2		2.0		35.4				
Green Ext Time (p_c), s	0.0	7.7		1.6		9.8		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			24.6									
HCM 6th LOS			C									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
1: Wilcox Ave & Selma Ave

06/22/2020

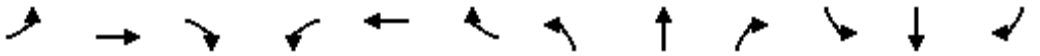
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	168	74	18	64	32	52	441	64	39	288	83
Future Volume (veh/h)	51	168	74	18	64	32	52	441	64	39	288	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	55	183	80	20	70	35	57	479	70	42	313	90
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	95	232	94	79	236	104	652	1078	158	660	944	271
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	1.00	1.00	1.00	0.68	0.68	0.68
Sat Flow, veh/h	217	1055	428	147	1074	475	982	1595	233	858	1397	402
Grp Volume(v), veh/h	318	0	0	125	0	0	57	0	549	42	0	403
Grp Sat Flow(s),veh/h/ln	1700	0	0	1697	0	0	982	0	1828	858	0	1798
Q Serve(g_s), s	10.8	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	1.5	0.0	8.4
Cycle Q Clear(g_c), s	16.1	0.0	0.0	5.3	0.0	0.0	9.2	0.0	0.0	1.5	0.0	8.4
Prop In Lane	0.17		0.25	0.16		0.28	1.00		0.13	1.00		0.22
Lane Grp Cap(c), veh/h	420	0	0	419	0	0	652	0	1236	660	0	1215
V/C Ratio(X)	0.76	0.00	0.00	0.30	0.00	0.00	0.09	0.00	0.44	0.06	0.00	0.33
Avail Cap(c_a), veh/h	648	0	0	640	0	0	652	0	1236	660	0	1215
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.78	0.00	0.00	0.34	0.00	0.34	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.5	0.0	0.0	29.5	0.0	0.0	0.6	0.0	0.0	5.0	0.0	6.1
Incr Delay (d2), s/veh	2.8	0.0	0.0	0.3	0.0	0.0	0.1	0.0	0.4	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	9.6	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.2	0.4	0.0	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.3	0.0	0.0	29.8	0.0	0.0	0.7	0.0	0.4	5.0	0.0	6.3
LnGrp LOS	D	A	A	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		318			125			606			445	
Approach Delay, s/veh		36.3			29.8			0.4			6.1	
Approach LOS		D			C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		65.3		24.7		65.3		24.7				
Change Period (Y+Rc), s		* 4.5		* 4.9		* 4.5		* 4.9				
Max Green Setting (Gmax), s		* 49		* 32		* 49		* 32				
Max Q Clear Time (g_c+I1), s		11.2		18.1		10.4		7.3				
Green Ext Time (p_c), s		4.8		1.7		3.3		0.7				

Intersection Summary		
HCM 6th Ctrl Delay	12.2	
HCM 6th LOS	B	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



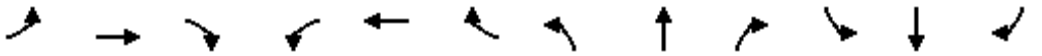
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	125	53	42	78	58	0	996	37	0	682	55
Future Volume (veh/h)	63	125	53	42	78	58	0	996	37	0	682	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	68	136	58	46	85	63	0	1083	40	0	741	60
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	115	179	69	99	155	98	0	2458	91	0	2341	190
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.00	1.00	1.00	0.00	0.70	0.70
Sat Flow, veh/h	338	934	362	261	810	515	0	3588	129	0	3423	269
Grp Volume(v), veh/h	262	0	0	194	0	0	0	551	572	0	395	406
Grp Sat Flow(s),veh/h/ln	1633	0	0	1585	0	0	0	1777	1847	0	1777	1822
Q Serve(g_s), s	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.6	7.6
Cycle Q Clear(g_c), s	13.8	0.0	0.0	9.9	0.0	0.0	0.0	0.0	0.0	0.0	7.6	7.6
Prop In Lane	0.26		0.22	0.24		0.32	0.00		0.07	0.00		0.15
Lane Grp Cap(c), veh/h	363	0	0	353	0	0	0	1250	1299	0	1250	1281
V/C Ratio(X)	0.72	0.00	0.00	0.55	0.00	0.00	0.00	0.44	0.44	0.00	0.32	0.32
Avail Cap(c_a), veh/h	605	0	0	591	0	0	0	1250	1299	0	1250	1281
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.65	0.00	0.00	1.00	0.00	0.00	0.00	0.72	0.72	0.00	1.00	1.00
Uniform Delay (d), s/veh	34.9	0.0	0.0	33.2	0.0	0.0	0.0	0.0	0.0	0.0	5.1	5.1
Incr Delay (d2), s/veh	1.8	0.0	0.0	1.3	0.0	0.0	0.0	0.8	0.8	0.0	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	7.6	0.0	0.0	6.1	0.0	0.0	0.0	0.5	0.5	0.0	4.1	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.7	0.0	0.0	34.6	0.0	0.0	0.0	0.8	0.8	0.0	5.5	5.5
LnGrp LOS	D	A	A	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		262			194			1123			801	
Approach Delay, s/veh		36.7			34.6			0.8			5.5	
Approach LOS		D			C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		67.7		22.3		67.7		22.3				
Change Period (Y+Rc), s		* 4.4		5.1		* 4.4		5.1				
Max Green Setting (Gmax), s		* 50		30.9		* 50		30.9				
Max Q Clear Time (g_c+I1), s		2.0		15.8		9.6		11.9				
Green Ext Time (p_c), s		24.1		1.4		14.3		1.1				

Intersection Summary	
HCM 6th Ctrl Delay	9.1
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



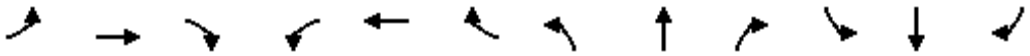
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	1489	39	51	1139	109	29	312	73	45	322	53
Future Volume (veh/h)	120	1489	39	51	1139	109	29	312	73	45	322	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	130	1618	42	55	1238	118	32	339	79	49	350	58
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	323	3093	80	206	2866	273	142	401	93	133	428	71
Arrive On Green	0.60	0.60	0.60	1.00	1.00	1.00	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	402	5118	133	300	4741	452	978	1467	342	969	1564	259
Grp Volume(v), veh/h	130	1076	584	55	889	467	32	0	418	49	0	408
Grp Sat Flow(s),veh/h/ln	402	1702	1846	300	1702	1789	978	0	1809	969	0	1824
Q Serve(g_s), s	17.0	16.5	16.5	7.2	0.0	0.0	2.9	0.0	19.7	4.5	0.0	18.8
Cycle Q Clear(g_c), s	17.0	16.5	16.5	23.6	0.0	0.0	21.7	0.0	19.7	24.2	0.0	18.8
Prop In Lane	1.00		0.07	1.00		0.25	1.00		0.19	1.00		0.14
Lane Grp Cap(c), veh/h	323	2058	1116	206	2058	1081	142	0	494	133	0	498
V/C Ratio(X)	0.40	0.52	0.52	0.27	0.43	0.43	0.22	0.00	0.85	0.37	0.00	0.82
Avail Cap(c_a), veh/h	325	2076	1126	210	2095	1101	142	0	494	133	0	498
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.48	0.48	0.48	1.00	0.00	1.00	0.94	0.00	0.94
Uniform Delay (d), s/veh	10.4	10.3	10.3	3.6	0.0	0.0	40.8	0.0	30.9	42.3	0.0	30.6
Incr Delay (d2), s/veh	3.7	1.0	1.8	1.5	0.3	0.6	0.8	0.0	12.8	1.6	0.0	9.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	3.0	8.3	9.2	0.6	0.2	0.3	1.3	0.0	13.5	2.1	0.0	12.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.1	11.3	12.1	5.1	0.3	0.6	41.6	0.0	43.7	43.9	0.0	40.4
LnGrp LOS	B	B	B	A	A	A	D	A	D	D	A	D
Approach Vol, veh/h		1790			1411			450			457	
Approach Delay, s/veh		11.7			0.6			43.5			40.8	
Approach LOS		B			A			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		59.5		30.5		59.5		30.5				
Change Period (Y+Rc), s		5.1		* 5.9		* 5.1		* 5.9				
Max Green Setting (Gmax), s		54.9		* 24		* 55		* 25				
Max Q Clear Time (g_c+I1), s		19.0		23.7		25.6		26.2				
Green Ext Time (p_c), s		32.6		0.1		24.5		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			14.6									
HCM 6th LOS			B									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	225	1315	46	46	1180	88	69	544	37	62	712	163
Future Volume (veh/h)	225	1315	46	46	1180	88	69	544	37	62	712	163
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	245	1429	50	50	1283	96	75	591	40	67	774	177
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	325	2651	93	210	1766	132	153	1216	82	258	1034	236
Arrive On Green	0.22	1.00	1.00	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1781	5065	177	357	4847	363	590	3378	228	796	2872	657
Grp Volume(v), veh/h	245	960	519	50	901	478	75	310	321	67	479	472
Grp Sat Flow(s),veh/h/ln	1781	1702	1838	357	1702	1805	590	1777	1829	796	1777	1752
Q Serve(g_s), s	7.6	0.0	0.0	9.3	20.6	20.6	11.2	12.2	12.2	6.4	21.2	21.2
Cycle Q Clear(g_c), s	7.6	0.0	0.0	9.3	20.6	20.6	32.4	12.2	12.2	18.7	21.2	21.2
Prop In Lane	1.00		0.10	1.00		0.20	1.00		0.12	1.00		0.37
Lane Grp Cap(c), veh/h	325	1781	962	210	1240	658	153	640	659	258	640	631
V/C Ratio(X)	0.75	0.54	0.54	0.24	0.73	0.73	0.49	0.49	0.49	0.26	0.75	0.75
Avail Cap(c_a), veh/h	359	1781	962	210	1240	658	153	640	659	258	640	631
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94
Uniform Delay (d), s/veh	16.4	0.0	0.0	21.1	24.7	24.7	39.6	22.3	22.3	29.6	25.2	25.2
Incr Delay (d2), s/veh	6.4	0.9	1.7	2.7	3.7	6.9	2.4	0.6	0.6	0.5	4.6	4.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	4.6	0.4	0.8	1.6	11.7	13.0	3.1	7.4	7.6	2.2	12.5	12.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.8	0.9	1.7	23.8	28.5	31.6	42.0	22.9	22.9	30.1	29.8	29.9
LnGrp LOS	C	A	A	C	C	C	D	C	C	C	C	C
Approach Vol, veh/h		1724			1429			706			1018	
Approach Delay, s/veh		4.3			29.4			24.9			29.9	
Approach LOS		A			C			C			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	14.3	37.7		38.0		52.0		38.0				
Change Period (Y+Rc), s	4.6	* 4.9		* 5.6		* 4.9		* 5.6				
Max Green Setting (Gmax), s	11.4	* 31		* 32		* 47		* 32				
Max Q Clear Time (g_c+I1), s	9.6	22.6		23.2		2.0		34.4				
Green Ext Time (p_c), s	0.1	5.8		4.4		15.0		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		20.0	
HCM 6th LOS		B	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
1: Wilcox Ave & Selma Ave

06/22/2020

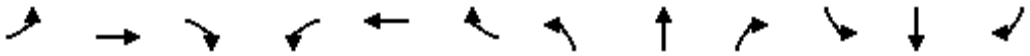
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	61	96	51	69	9	85	253	54	13	401	149
Future Volume (veh/h)	56	61	96	51	69	9	85	253	54	13	401	149
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	61	66	104	55	75	10	92	275	59	14	436	162
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	94	124	128	156	18	566	1088	233	842	948	352
Arrive On Green	0.17	0.17	0.17	0.06	0.06	0.06	1.00	1.00	1.00	0.73	0.73	0.73
Sat Flow, veh/h	349	561	745	434	937	105	820	1493	320	1046	1300	483
Grp Volume(v), veh/h	231	0	0	140	0	0	92	0	334	14	0	598
Grp Sat Flow(s),veh/h/ln	1656	0	0	1477	0	0	820	0	1813	1046	0	1783
Q Serve(g_s), s	3.9	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	0.3	0.0	12.3
Cycle Q Clear(g_c), s	12.0	0.0	0.0	8.0	0.0	0.0	14.6	0.0	0.0	0.3	0.0	12.3
Prop In Lane	0.26		0.45	0.39		0.07	1.00		0.18	1.00		0.27
Lane Grp Cap(c), veh/h	327	0	0	302	0	0	566	0	1321	842	0	1300
V/C Ratio(X)	0.71	0.00	0.00	0.46	0.00	0.00	0.16	0.00	0.25	0.02	0.00	0.46
Avail Cap(c_a), veh/h	520	0	0	490	0	0	566	0	1321	842	0	1300
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.94	0.00	0.00	0.75	0.00	0.75	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.1	0.0	0.0	38.9	0.0	0.0	1.4	0.0	0.0	3.4	0.0	5.0
Incr Delay (d2), s/veh	2.8	0.0	0.0	1.0	0.0	0.0	0.5	0.0	0.3	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	7.5	0.0	0.0	5.1	0.0	0.0	0.3	0.0	0.2	0.1	0.0	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.9	0.0	0.0	40.0	0.0	0.0	1.8	0.0	0.3	3.4	0.0	5.2
LnGrp LOS	D	A	A	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h		231			140			426			612	
Approach Delay, s/veh		38.9			40.0			0.7			5.2	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		70.1		19.9		70.1		19.9				
Change Period (Y+Rc), s		* 4.5		* 4.9		* 4.5		* 4.9				
Max Green Setting (Gmax), s		* 55		* 26		* 55		* 26				
Max Q Clear Time (g_c+I1), s		16.6		14.0		14.3		10.0				
Green Ext Time (p_c), s		3.1		1.1		5.2		0.7				

Intersection Summary		
HCM 6th Ctrl Delay	12.8	
HCM 6th LOS	B	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



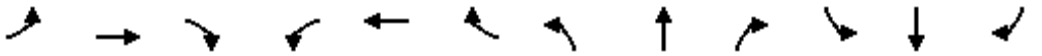
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	65	42	16	52	27	32	933	28	19	1079	85
Future Volume (veh/h)	71	65	42	16	52	27	32	933	28	19	1079	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	77	71	46	17	57	29	35	1014	30	21	1173	92
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	137	98	56	69	158	71	89	2404	70	60	2402	187
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	1.00	1.00	1.00	0.75	0.75	0.75
Sat Flow, veh/h	570	686	390	160	1111	498	62	3197	93	25	3194	248
Grp Volume(v), veh/h	194	0	0	103	0	0	537	0	542	672	0	614
Grp Sat Flow(s),veh/h/ln	1646	0	0	1769	0	0	1667	0	1685	1809	0	1657
Q Serve(g_s), s	5.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.1
Cycle Q Clear(g_c), s	10.1	0.0	0.0	4.7	0.0	0.0	0.0	0.0	0.0	12.5	0.0	13.1
Prop In Lane	0.40		0.24	0.17		0.28	0.07		0.06	0.03		0.15
Lane Grp Cap(c), veh/h	290	0	0	298	0	0	1296	0	1267	1402	0	1246
V/C Ratio(X)	0.67	0.00	0.00	0.35	0.00	0.00	0.41	0.00	0.43	0.48	0.00	0.49
Avail Cap(c_a), veh/h	463	0	0	484	0	0	1296	0	1267	1402	0	1246
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	0.63	0.00	0.00	1.00	0.00	0.00	0.67	0.00	0.67	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.2	0.0	0.0	35.1	0.0	0.0	0.0	0.0	0.0	4.3	0.0	4.4
Incr Delay (d2), s/veh	1.7	0.0	0.0	0.7	0.0	0.0	0.7	0.0	0.7	0.7	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	5.9	0.0	0.0	3.6	0.0	0.0	0.4	0.0	0.4	5.8	0.0	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.9	0.0	0.0	35.8	0.0	0.0	0.7	0.0	0.7	5.1	0.0	5.3
LnGrp LOS	D	A	A	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h		194			103			1079			1286	
Approach Delay, s/veh		38.9			35.8			0.7			5.2	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		72.1		17.9		72.1		17.9				
Change Period (Y+Rc), s		* 4.4		5.1		* 4.4		5.1				
Max Green Setting (Gmax), s		* 58		22.9		* 58		22.9				
Max Q Clear Time (g_c+I1), s		2.0		12.1		15.1		6.7				
Green Ext Time (p_c), s		25.6		0.8		27.3		0.4				

Intersection Summary		
HCM 6th Ctrl Delay		7.0
HCM 6th LOS		A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	1213	33	86	1635	127	49	188	40	111	417	102
Future Volume (veh/h)	74	1213	33	86	1635	127	49	188	40	111	417	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	80	1318	36	93	1777	138	53	204	43	121	453	111
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	214	2918	80	250	2760	214	80	459	97	304	445	109
Arrive On Green	0.57	0.57	0.57	1.00	1.00	1.00	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	234	5110	140	403	4833	374	847	1498	316	1133	1451	356
Grp Volume(v), veh/h	80	878	476	93	1250	665	53	0	247	121	0	564
Grp Sat Flow(s),veh/h/ln	234	1702	1845	403	1702	1803	847	0	1814	1133	0	1806
Q Serve(g_s), s	20.1	13.4	13.4	9.1	0.0	0.0	0.0	0.0	9.8	8.6	0.0	27.6
Cycle Q Clear(g_c), s	20.1	13.4	13.4	22.5	0.0	0.0	27.6	0.0	9.8	18.5	0.0	27.6
Prop In Lane	1.00		0.08	1.00		0.21	1.00		0.17	1.00		0.20
Lane Grp Cap(c), veh/h	214	1944	1054	250	1944	1030	80	0	556	304	0	554
V/C Ratio(X)	0.37	0.45	0.45	0.37	0.64	0.65	0.66	0.00	0.44	0.40	0.00	1.02
Avail Cap(c_a), veh/h	215	1963	1064	254	1982	1050	80	0	556	304	0	554
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.41	0.41	0.41	1.00	0.00	1.00	0.86	0.00	0.86
Uniform Delay (d), s/veh	12.6	11.2	11.2	2.9	0.0	0.0	45.0	0.0	25.0	32.5	0.0	31.2
Incr Delay (d2), s/veh	5.0	0.8	1.4	1.7	0.7	1.3	18.5	0.0	0.6	0.7	0.0	40.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	2.2	7.1	7.9	0.6	0.3	0.7	2.9	0.0	6.4	3.9	0.0	22.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.5	11.9	12.6	4.7	0.7	1.3	63.5	0.0	25.6	33.2	0.0	71.3
LnGrp LOS	B	B	B	A	A	A	E	A	C	C	A	F
Approach Vol, veh/h		1434			2008			300			685	
Approach Delay, s/veh		12.4			1.1			32.3			64.6	
Approach LOS		B			A			C			E	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		56.5		33.5		56.5		33.5				
Change Period (Y+Rc), s		5.1		* 5.9		* 5.1		* 5.9				
Max Green Setting (Gmax), s		51.9		* 27		* 52		* 28				
Max Q Clear Time (g_c+I1), s		22.1		29.6		24.5		29.6				
Green Ext Time (p_c), s		25.3		0.0		26.6		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			16.7									
HCM 6th LOS			B									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	183	1145	75	128	1421	60	75	574	62	83	924	230
Future Volume (veh/h)	183	1145	75	128	1421	60	75	574	62	83	924	230
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	199	1245	82	139	1545	65	82	624	67	90	1004	250
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	257	2599	171	248	2038	86	80	1140	122	228	994	247
Arrive On Green	0.15	1.00	1.00	0.41	0.41	0.41	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	1781	4894	322	413	5025	211	443	3238	347	752	2821	700
Grp Volume(v), veh/h	199	866	461	139	1047	563	82	342	349	90	631	623
Grp Sat Flow(s),veh/h/ln	1781	1702	1812	413	1702	1832	443	1777	1808	752	1777	1744
Q Serve(g_s), s	5.9	0.0	0.0	27.1	23.7	23.8	0.0	13.9	13.9	9.8	31.7	31.7
Cycle Q Clear(g_c), s	5.9	0.0	0.0	27.1	23.7	23.8	31.7	13.9	13.9	23.8	31.7	31.7
Prop In Lane	1.00		0.18	1.00		0.12	1.00		0.19	1.00		0.40
Lane Grp Cap(c), veh/h	257	1808	963	248	1381	743	80	626	637	228	626	614
V/C Ratio(X)	0.77	0.48	0.48	0.56	0.76	0.76	1.02	0.55	0.55	0.39	1.01	1.01
Avail Cap(c_a), veh/h	257	1808	963	248	1381	743	80	626	637	228	626	614
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00	0.77	0.77	0.77
Uniform Delay (d), s/veh	17.8	0.0	0.0	24.0	23.0	23.0	45.0	23.4	23.4	32.9	29.2	29.2
Incr Delay (d2), s/veh	11.9	0.8	1.5	8.9	3.9	7.1	107.7	1.0	1.0	0.8	33.6	35.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	4.4	0.4	0.7	5.0	13.1	14.7	6.4	8.3	8.5	3.0	22.8	22.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.7	0.8	1.5	32.9	26.9	30.1	152.7	24.4	24.4	33.8	62.8	64.5
LnGrp LOS	C	A	A	C	C	C	F	C	C	C	F	F
Approach Vol, veh/h		1526			1749			773			1344	
Approach Delay, s/veh		4.8			28.4			38.0			61.6	
Approach LOS		A			C			D			E	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.3	41.4		37.3		52.7		37.3				
Change Period (Y+Rc), s	4.6	* 4.9		* 5.6		* 4.9		* 5.6				
Max Green Setting (Gmax), s	6.7	* 37		* 32		* 48		* 32				
Max Q Clear Time (g_c+I1), s	7.9	29.1		33.7		2.0		33.7				
Green Ext Time (p_c), s	0.0	5.9		0.0		12.7		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		31.4	
HCM 6th LOS		C	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
1: Wilcox Ave & Selma Ave

06/22/2020

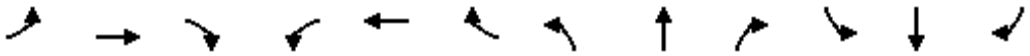
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	171	132	63	67	33	107	483	89	38	348	151
Future Volume (veh/h)	100	171	132	63	67	33	107	483	89	38	348	151
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	109	186	143	68	73	36	116	525	97	41	378	164
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	156	226	161	167	171	72	437	910	168	449	733	318
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.79	0.79	0.79	0.59	0.59	0.59
Sat Flow, veh/h	350	747	532	368	564	238	864	1536	284	802	1237	537
Grp Volume(v), veh/h	438	0	0	177	0	0	116	0	622	41	0	542
Grp Sat Flow(s),veh/h/ln	1628	0	0	1170	0	0	864	0	1819	802	0	1774
Q Serve(g_s), s	12.8	0.0	0.0	0.0	0.0	0.0	6.6	0.0	11.9	2.6	0.0	16.1
Cycle Q Clear(g_c), s	23.0	0.0	0.0	10.2	0.0	0.0	22.7	0.0	11.9	14.6	0.0	16.1
Prop In Lane	0.25		0.33	0.38		0.20	1.00		0.16	1.00		0.30
Lane Grp Cap(c), veh/h	543	0	0	409	0	0	437	0	1078	449	0	1051
V/C Ratio(X)	0.81	0.00	0.00	0.43	0.00	0.00	0.27	0.00	0.58	0.09	0.00	0.52
Avail Cap(c_a), veh/h	700	0	0	547	0	0	437	0	1078	449	0	1051
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.90	0.00	0.00	0.09	0.00	0.09	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.7	0.0	0.0	24.9	0.0	0.0	10.7	0.0	5.1	13.8	0.0	10.7
Incr Delay (d2), s/veh	5.4	0.0	0.0	0.6	0.0	0.0	0.1	0.0	0.2	0.1	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	12.9	0.0	0.0	4.8	0.0	0.0	1.4	0.0	3.6	0.9	0.0	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.1	0.0	0.0	25.5	0.0	0.0	10.8	0.0	5.3	13.9	0.0	11.2
LnGrp LOS	D	A	A	C	A	A	B	A	A	B	A	B
Approach Vol, veh/h		438			177			738			583	
Approach Delay, s/veh		35.1			25.5			6.2			11.4	
Approach LOS		D			C			A			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	57.9	32.1	57.9	32.1
Change Period (Y+Rc), s	* 4.5	* 4.9	* 4.5	* 4.9
Max Green Setting (Gmax), s	* 45	* 36	* 45	* 36
Max Q Clear Time (g_c+I1), s	24.7	25.0	18.1	12.2
Green Ext Time (p_c), s	5.2	2.3	4.5	1.2

Intersection Summary	
HCM 6th Ctrl Delay	16.1
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



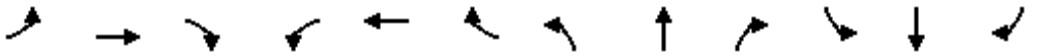
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	127	62	35	87	60	0	1104	39	0	783	117
Future Volume (veh/h)	114	127	62	35	87	60	0	1104	39	0	783	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	124	138	67	38	95	65	0	1200	42	0	851	127
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	184	174	77	97	224	134	0	2261	79	0	2002	299
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.00	1.00	1.00	0.00	0.65	0.65
Sat Flow, veh/h	518	697	311	199	902	538	0	3596	123	0	3195	463
Grp Volume(v), veh/h	329	0	0	198	0	0	0	608	634	0	488	490
Grp Sat Flow(s),veh/h/ln	1526	0	0	1638	0	0	0	1777	1848	0	1777	1787
Q Serve(g_s), s	9.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.1	12.1
Cycle Q Clear(g_c), s	18.6	0.0	0.0	8.7	0.0	0.0	0.0	0.0	0.0	0.0	12.1	12.1
Prop In Lane	0.38		0.20	0.19		0.33	0.00		0.07	0.00		0.26
Lane Grp Cap(c), veh/h	435	0	0	456	0	0	0	1147	1193	0	1147	1154
V/C Ratio(X)	0.76	0.00	0.00	0.43	0.00	0.00	0.00	0.53	0.53	0.00	0.43	0.43
Avail Cap(c_a), veh/h	645	0	0	677	0	0	0	1147	1193	0	1147	1154
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.49	0.00	0.00	1.00	0.00	0.00	0.00	0.65	0.65	0.00	1.00	1.00
Uniform Delay (d), s/veh	32.2	0.0	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	7.8	7.8
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.7	0.0	0.0	0.0	1.1	1.1	0.0	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	8.8	0.0	0.0	5.7	0.0	0.0	0.0	0.7	0.7	0.0	6.4	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.7	0.0	0.0	29.3	0.0	0.0	0.0	1.1	1.1	0.0	8.5	8.5
LnGrp LOS	C	A	A	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		329			198			1242			978	
Approach Delay, s/veh		33.7			29.3			1.1			8.5	
Approach LOS		C			C			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	62.5	27.5	62.5	27.5
Change Period (Y+Rc), s	* 4.4	5.1	* 4.4	5.1
Max Green Setting (Gmax), s	* 46	34.9	* 46	34.9
Max Q Clear Time (g_c+I1), s	2.0	20.6	14.1	10.7
Green Ext Time (p_c), s	26.2	1.9	16.4	1.2

Intersection Summary	
HCM 6th Ctrl Delay	9.7
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	178	1617	45	45	1261	200	33	372	76	125	366	88
Future Volume (veh/h)	178	1617	45	45	1261	200	33	372	76	125	366	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	193	1758	49	49	1371	217	36	404	83	136	398	96
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	314	3728	104	231	3245	513	135	478	98	141	463	112
Arrive On Green	0.73	0.73	0.73	1.00	1.00	1.00	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	321	5107	142	260	4445	703	903	1505	309	909	1456	351
Grp Volume(v), veh/h	193	1172	635	49	1050	538	36	0	487	136	0	494
Grp Sat Flow(s),veh/h/ln	321	1702	1845	260	1702	1744	903	0	1815	909	0	1807
Q Serve(g_s), s	37.0	12.8	12.8	4.7	0.0	0.0	3.5	0.0	22.5	6.1	0.0	23.1
Cycle Q Clear(g_c), s	37.3	12.8	12.8	18.0	0.0	0.0	26.6	0.0	22.5	28.6	0.0	23.1
Prop In Lane	1.00		0.08	1.00		0.40	1.00		0.17	1.00		0.19
Lane Grp Cap(c), veh/h	314	2485	1347	231	2485	1273	135	0	577	141	0	574
V/C Ratio(X)	0.62	0.47	0.47	0.21	0.42	0.42	0.27	0.00	0.84	0.96	0.00	0.86
Avail Cap(c_a), veh/h	314	2485	1347	231	2485	1273	135	0	577	141	0	574
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	0.00	1.00	0.79	0.00	0.79
Uniform Delay (d), s/veh	8.4	5.0	5.0	1.8	0.0	0.0	41.3	0.0	28.6	43.6	0.0	28.8
Incr Delay (d2), s/veh	8.7	0.6	1.2	0.2	0.0	0.1	1.0	0.0	11.1	56.0	0.0	10.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	4.4	5.6	6.3	0.2	0.0	0.1	1.5	0.0	14.9	7.3	0.0	14.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.2	5.6	6.2	2.0	0.0	0.1	42.4	0.0	39.7	99.6	0.0	39.1
LnGrp LOS	B	A	A	A	A	A	D	A	D	F	A	D
Approach Vol, veh/h		2000			1637			523			630	
Approach Delay, s/veh		6.9			0.1			39.9			52.1	
Approach LOS		A			A			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		71.1		34.5		71.1		34.5				
Change Period (Y+Rc), s		5.1		* 5.9		* 5.1		* 5.9				
Max Green Setting (Gmax), s		50.9		* 28		* 51		* 29				
Max Q Clear Time (g_c+I1), s		39.3		28.6		20.0		30.6				
Green Ext Time (p_c), s		11.4		0.0		27.8		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			14.1									
HCM 6th LOS			B									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	240	1479	78	68	1375	142	76	609	49	116	782	158
Future Volume (veh/h)	240	1479	78	68	1375	142	76	609	49	116	782	158
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	261	1608	85	74	1495	154	83	662	53	126	850	172
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	292	2543	134	182	1646	169	144	1237	99	238	1093	221
Arrive On Green	0.22	1.00	1.00	0.35	0.35	0.35	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	1781	4965	262	290	4703	484	552	3333	267	736	2944	596
Grp Volume(v), veh/h	261	1102	591	74	1082	567	83	353	362	126	513	509
Grp Sat Flow(s),veh/h/ln	1781	1702	1823	290	1702	1783	552	1777	1822	736	1777	1763
Q Serve(g_s), s	8.4	0.0	0.0	20.0	27.3	27.3	10.4	14.0	14.0	14.6	23.0	23.0
Cycle Q Clear(g_c), s	8.4	0.0	0.0	20.0	27.3	27.3	33.4	14.0	14.0	28.6	23.0	23.0
Prop In Lane	1.00		0.14	1.00		0.27	1.00		0.15	1.00		0.34
Lane Grp Cap(c), veh/h	292	1744	934	182	1191	624	144	659	676	238	659	654
V/C Ratio(X)	0.89	0.63	0.63	0.41	0.91	0.91	0.58	0.53	0.54	0.53	0.78	0.78
Avail Cap(c_a), veh/h	292	1744	934	182	1191	624	144	659	676	238	659	654
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.63	0.63	0.63	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86
Uniform Delay (d), s/veh	17.8	0.0	0.0	25.5	27.9	27.9	41.0	22.2	22.2	33.5	25.0	25.0
Incr Delay (d2), s/veh	19.3	1.1	2.1	6.6	11.6	19.5	5.6	0.8	0.8	1.9	5.1	5.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	5.9	0.5	1.0	3.0	16.2	18.4	3.5	8.3	8.5	4.2	13.3	13.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.1	1.1	2.1	32.2	39.5	47.4	46.6	23.1	23.0	35.3	30.1	30.2
LnGrp LOS	D	A	A	C	D	D	D	C	C	D	C	C
Approach Vol, veh/h		1954			1723			798			1148	
Approach Delay, s/veh		6.2			41.8			25.5			30.7	
Approach LOS		A			D			C			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	14.6	36.4		39.0		51.0		39.0				
Change Period (Y+Rc), s	4.6	* 4.9		* 5.6		* 4.9		* 5.6				
Max Green Setting (Gmax), s	10.0	* 32		* 33		* 46		* 33				
Max Q Clear Time (g_c+I1), s	10.4	29.3		30.6		2.0		35.4				
Green Ext Time (p_c), s	0.0	1.9		1.8		18.5		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		24.8	
HCM 6th LOS		C	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
1: Wilcox Ave & Selma Ave

06/22/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	72	96	51	69	9	94	259	70	21	401	149
Future Volume (veh/h)	56	72	96	51	69	9	94	259	70	21	401	149
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	61	78	104	55	75	10	102	282	76	23	436	162
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	108	108	124	131	160	18	556	1023	276	818	938	348
Arrive On Green	0.17	0.17	0.17	0.06	0.06	0.06	1.00	1.00	1.00	0.72	0.72	0.72
Sat Flow, veh/h	331	621	713	429	916	103	820	1419	382	1023	1300	483
Grp Volume(v), veh/h	243	0	0	140	0	0	102	0	358	23	0	598
Grp Sat Flow(s),veh/h/ln	1665	0	0	1449	0	0	820	0	1802	1023	0	1783
Q Serve(g_s), s	4.3	0.0	0.0	0.0	0.0	0.0	2.6	0.0	0.0	0.6	0.0	12.7
Cycle Q Clear(g_c), s	12.5	0.0	0.0	8.2	0.0	0.0	15.3	0.0	0.0	0.6	0.0	12.7
Prop In Lane	0.25		0.43	0.39		0.07	1.00		0.21	1.00		0.27
Lane Grp Cap(c), veh/h	340	0	0	308	0	0	556	0	1299	818	0	1286
V/C Ratio(X)	0.71	0.00	0.00	0.45	0.00	0.00	0.18	0.00	0.28	0.03	0.00	0.46
Avail Cap(c_a), veh/h	558	0	0	518	0	0	556	0	1299	818	0	1286
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.93	0.00	0.00	0.74	0.00	0.74	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.7	0.0	0.0	38.5	0.0	0.0	1.5	0.0	0.0	3.6	0.0	5.3
Incr Delay (d2), s/veh	2.8	0.0	0.0	1.0	0.0	0.0	0.5	0.0	0.4	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	7.8	0.0	0.0	5.1	0.0	0.0	0.4	0.0	0.3	0.2	0.0	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.5	0.0	0.0	39.5	0.0	0.0	2.0	0.0	0.4	3.6	0.0	5.5
LnGrp LOS	D	A	A	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h		243			140			460			621	
Approach Delay, s/veh		38.5			39.5			0.8			5.5	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		69.4		20.6		69.4		20.6				
Change Period (Y+Rc), s		* 4.5		* 4.9		* 4.5		* 4.9				
Max Green Setting (Gmax), s		* 53		* 28		* 53		* 28				
Max Q Clear Time (g_c+I1), s		17.3		14.5		14.7		10.2				
Green Ext Time (p_c), s		3.4		1.2		5.2		0.7				

Intersection Summary		
HCM 6th Ctrl Delay	12.7	
HCM 6th LOS	B	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

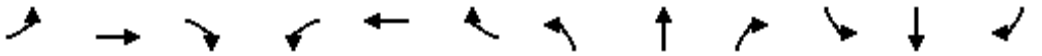
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	74	61	27	52	27	32	933	28	19	1089	85
Future Volume (veh/h)	78	74	61	27	52	27	32	933	28	19	1089	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	85	80	66	29	57	29	35	1014	30	21	1184	92
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	143	108	78	95	166	71	87	2326	68	59	2325	179
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	1.00	1.00	1.00	0.73	0.73	0.73
Sat Flow, veh/h	526	645	469	266	990	424	61	3199	93	25	3197	246
Grp Volume(v), veh/h	231	0	0	115	0	0	538	0	541	677	0	620
Grp Sat Flow(s),veh/h/ln	1640	0	0	1680	0	0	1668	0	1685	1810	0	1658
Q Serve(g_s), s	6.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.7
Cycle Q Clear(g_c), s	12.1	0.0	0.0	5.1	0.0	0.0	0.0	0.0	0.0	13.9	0.0	14.7
Prop In Lane	0.37		0.29	0.25		0.25	0.07		0.06	0.03		0.15
Lane Grp Cap(c), veh/h	329	0	0	331	0	0	1256	0	1226	1357	0	1206
V/C Ratio(X)	0.70	0.00	0.00	0.35	0.00	0.00	0.43	0.00	0.44	0.50	0.00	0.51
Avail Cap(c_a), veh/h	498	0	0	505	0	0	1256	0	1226	1357	0	1206
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.65	0.00	0.00	1.00	0.00	0.00	0.73	0.00	0.73	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.0	0.0	0.0	33.4	0.0	0.0	0.0	0.0	0.0	5.2	0.0	5.3
Incr Delay (d2), s/veh	1.8	0.0	0.0	0.6	0.0	0.0	0.8	0.0	0.8	0.8	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	6.9	0.0	0.0	3.9	0.0	0.0	0.5	0.0	0.5	6.7	0.0	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.8	0.0	0.0	34.0	0.0	0.0	0.8	0.0	0.8	6.1	0.0	6.4
LnGrp LOS	D	A	A	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		231			115			1079			1297	
Approach Delay, s/veh		37.8			34.0			0.8			6.2	
Approach LOS		D			C			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	69.9	20.1	69.9	20.1
Change Period (Y+Rc), s	* 4.4	5.1	* 4.4	5.1
Max Green Setting (Gmax), s	* 56	24.9	* 56	24.9
Max Q Clear Time (g_c+I1), s	2.0	14.1	16.7	7.1
Green Ext Time (p_c), s	25.2	1.0	26.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	7.9
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	1213	33	103	1645	157	49	188	40	111	417	102
Future Volume (veh/h)	74	1213	33	103	1645	157	49	188	40	111	417	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	80	1318	36	112	1788	171	53	204	43	121	453	111
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	213	3032	83	262	2813	268	80	453	95	298	438	107
Arrive On Green	0.59	0.59	0.59	1.00	1.00	1.00	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	224	5110	140	403	4741	452	847	1498	316	1133	1451	356
Grp Volume(v), veh/h	80	878	476	112	1282	677	53	0	247	121	0	564
Grp Sat Flow(s),veh/h/ln	224	1702	1845	403	1702	1789	847	0	1814	1133	0	1806
Q Serve(g_s), s	20.3	12.7	12.7	11.2	0.0	0.0	0.0	0.0	9.9	8.7	0.0	27.2
Cycle Q Clear(g_c), s	20.3	12.7	12.7	24.0	0.0	0.0	27.2	0.0	9.9	18.6	0.0	27.2
Prop In Lane	1.00		0.08	1.00		0.25	1.00		0.17	1.00		0.20
Lane Grp Cap(c), veh/h	213	2020	1095	262	2020	1062	80	0	548	298	0	546
V/C Ratio(X)	0.38	0.43	0.43	0.43	0.63	0.64	0.66	0.00	0.45	0.41	0.00	1.03
Avail Cap(c_a), veh/h	213	2020	1095	262	2020	1062	80	0	548	298	0	546
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	0.00	1.00	0.85	0.00	0.85
Uniform Delay (d), s/veh	11.6	10.0	10.0	2.9	0.0	0.0	45.0	0.0	25.4	32.9	0.0	31.4
Incr Delay (d2), s/veh	5.0	0.7	1.3	0.5	0.1	0.3	18.5	0.0	0.6	0.8	0.0	44.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	2.2	6.7	7.4	0.4	0.1	0.1	2.9	0.0	6.5	3.9	0.0	22.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.6	10.7	11.3	3.3	0.1	0.3	63.5	0.0	25.9	33.6	0.0	75.7
LnGrp LOS	B	B	B	A	A	A	E	A	C	C	A	F
Approach Vol, veh/h		1434			2071			300			685	
Approach Delay, s/veh		11.2			0.4			32.6			68.3	
Approach LOS		B			A			C			E	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		58.5		33.1		58.5		33.1				
Change Period (Y+Rc), s		5.1		* 5.9		* 5.1		* 5.9				
Max Green Setting (Gmax), s		52.3		* 27		* 53		* 27				
Max Q Clear Time (g_c+I1), s		22.3		29.2		26.0		29.2				
Green Ext Time (p_c), s		25.4		0.0		25.8		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			16.3									
HCM 6th LOS			B									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	183	1145	75	128	1428	60	104	574	62	83	924	271
Future Volume (veh/h)	183	1145	75	128	1428	60	104	574	62	83	924	271
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	199	1245	82	139	1552	65	113	624	67	90	1004	295
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	203	2235	147	223	1737	73	117	1381	148	298	1157	338
Arrive On Green	0.12	0.91	0.91	0.35	0.35	0.35	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	1781	4894	322	413	5026	210	424	3238	347	752	2712	792
Grp Volume(v), veh/h	199	866	461	139	1051	566	113	342	349	90	656	643
Grp Sat Flow(s),veh/h/ln	1781	1702	1812	413	1702	1832	424	1777	1808	752	1777	1728
Q Serve(g_s), s	5.4	4.0	4.0	29.9	26.3	26.3	7.8	12.3	12.3	8.7	30.2	30.6
Cycle Q Clear(g_c), s	5.4	4.0	4.0	29.9	26.3	26.3	38.4	12.3	12.3	21.0	30.2	30.6
Prop In Lane	1.00		0.18	1.00		0.11	1.00		0.19	1.00		0.46
Lane Grp Cap(c), veh/h	203	1555	828	223	1176	633	117	758	771	298	758	737
V/C Ratio(X)	0.98	0.56	0.56	0.62	0.89	0.89	0.97	0.45	0.45	0.30	0.87	0.87
Avail Cap(c_a), veh/h	203	1555	828	223	1176	633	117	758	771	298	758	737
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	1.00	1.00	1.00	1.00	1.00	1.00	0.75	0.75	0.75
Uniform Delay (d), s/veh	25.0	2.3	2.3	29.0	27.9	27.9	43.7	18.3	18.3	25.8	23.4	23.6
Incr Delay (d2), s/veh	52.4	1.3	2.4	12.5	10.5	17.5	72.9	0.4	0.4	0.4	8.0	8.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	7.6	1.9	2.4	5.6	15.5	18.0	7.2	7.2	7.4	2.7	16.9	16.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.4	3.6	4.6	41.5	38.4	45.4	116.7	18.7	18.7	26.2	31.4	32.3
LnGrp LOS	E	A	A	D	D	D	F	B	B	C	C	C
Approach Vol, veh/h		1526			1756			804			1389	
Approach Delay, s/veh		13.5			40.9			32.5			31.5	
Approach LOS		B			D			C			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.0	36.0		44.0		46.0		44.0				
Change Period (Y+Rc), s	4.6	* 4.9		* 5.6		* 4.9		* 5.6				
Max Green Setting (Gmax), s	5.4	* 31		* 38		* 41		* 38				
Max Q Clear Time (g_c+I1), s	7.4	31.9		32.6		6.0		40.4				
Green Ext Time (p_c), s	0.0	0.0		4.1		11.9		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		29.6	
HCM 6th LOS		C	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
1: Wilcox Ave & Selma Ave

06/22/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	183	132	63	67	33	116	490	106	46	348	151
Future Volume (veh/h)	100	183	132	63	67	33	116	490	106	46	348	151
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	109	199	143	68	73	36	126	533	115	50	378	164
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	155	240	160	168	172	72	429	874	189	422	725	315
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.78	0.78	0.78	0.59	0.59	0.59
Sat Flow, veh/h	341	776	518	363	555	234	864	1491	322	783	1237	537
Grp Volume(v), veh/h	451	0	0	177	0	0	126	0	648	50	0	542
Grp Sat Flow(s),veh/h/ln	1635	0	0	1152	0	0	864	0	1812	783	0	1774
Q Serve(g_s), s	13.3	0.0	0.0	0.0	0.0	0.0	7.5	0.0	13.5	3.5	0.0	16.4
Cycle Q Clear(g_c), s	23.6	0.0	0.0	10.3	0.0	0.0	23.9	0.0	13.5	17.0	0.0	16.4
Prop In Lane	0.24		0.32	0.38		0.20	1.00		0.18	1.00		0.30
Lane Grp Cap(c), veh/h	555	0	0	412	0	0	429	0	1063	422	0	1040
V/C Ratio(X)	0.81	0.00	0.00	0.43	0.00	0.00	0.29	0.00	0.61	0.12	0.00	0.52
Avail Cap(c_a), veh/h	703	0	0	539	0	0	429	0	1063	422	0	1040
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.89	0.00	0.00	0.09	0.00	0.09	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.4	0.0	0.0	24.4	0.0	0.0	11.4	0.0	5.6	15.3	0.0	11.1
Incr Delay (d2), s/veh	5.7	0.0	0.0	0.6	0.0	0.0	0.2	0.0	0.2	0.1	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	13.2	0.0	0.0	4.8	0.0	0.0	1.6	0.0	3.9	1.1	0.0	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.2	0.0	0.0	25.1	0.0	0.0	11.6	0.0	5.8	15.4	0.0	11.6
LnGrp LOS	D	A	A	C	A	A	B	A	A	B	A	B
Approach Vol, veh/h		451			177			774			592	
Approach Delay, s/veh		35.2			25.1			6.8			11.9	
Approach LOS		D			C			A			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	57.3	32.7	57.3	32.7
Change Period (Y+Rc), s	* 4.5	* 4.9	* 4.5	* 4.9
Max Green Setting (Gmax), s	* 45	* 36	* 45	* 36
Max Q Clear Time (g_c+I1), s	25.9	25.6	19.0	12.3
Green Ext Time (p_c), s	5.4	2.3	4.5	1.2

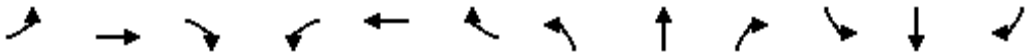
Intersection Summary	
HCM 6th Ctrl Delay	16.3
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
2: Cahuenga Blvd & Selma Ave

06/22/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	136	82	47	87	60	0	1104	39	0	793	117
Future Volume (veh/h)	122	136	82	47	87	60	0	1104	39	0	793	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	133	148	89	51	95	65	0	1200	42	0	862	127
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	192	183	101	123	219	130	0	2160	76	0	1916	282
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.00	1.00	1.00	0.00	0.62	0.62
Sat Flow, veh/h	494	658	365	264	789	469	0	3596	123	0	3201	458
Grp Volume(v), veh/h	370	0	0	211	0	0	0	608	634	0	493	496
Grp Sat Flow(s),veh/h/ln	1517	0	0	1521	0	0	0	1777	1848	0	1777	1788
Q Serve(g_s), s	11.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.2	13.3
Cycle Q Clear(g_c), s	21.0	0.0	0.0	9.6	0.0	0.0	0.0	0.0	0.0	0.0	13.2	13.3
Prop In Lane	0.36		0.24	0.24		0.31	0.00		0.07	0.00		0.26
Lane Grp Cap(c), veh/h	476	0	0	472	0	0	0	1096	1140	0	1096	1102
V/C Ratio(X)	0.78	0.00	0.00	0.45	0.00	0.00	0.00	0.56	0.56	0.00	0.45	0.45
Avail Cap(c_a), veh/h	660	0	0	660	0	0	0	1096	1140	0	1096	1102
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.49	0.00	0.00	1.00	0.00	0.00	0.00	0.67	0.67	0.00	1.00	1.00
Uniform Delay (d), s/veh	31.0	0.0	0.0	26.7	0.0	0.0	0.0	0.0	0.0	0.0	9.2	9.2
Incr Delay (d2), s/veh	2.0	0.0	0.0	0.7	0.0	0.0	0.0	1.4	1.3	0.0	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	9.8	0.0	0.0	5.8	0.0	0.0	0.0	0.7	0.7	0.0	7.1	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.9	0.0	0.0	27.4	0.0	0.0	0.0	1.4	1.3	0.0	10.0	10.0
LnGrp LOS	C	A	A	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		370			211			1242			989	
Approach Delay, s/veh		32.9			27.4			1.3			10.0	
Approach LOS		C			C			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	59.9	30.1	59.9	30.1
Change Period (Y+Rc), s	* 4.4	5.1	* 4.4	5.1
Max Green Setting (Gmax), s	* 45	35.9	* 45	35.9
Max Q Clear Time (g_c+I1), s	2.0	23.0	15.3	11.6
Green Ext Time (p_c), s	25.9	2.0	15.9	1.4

Intersection Summary	
HCM 6th Ctrl Delay	10.5
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	178	1617	45	63	1271	232	33	372	76	125	366	88
Future Volume (veh/h)	178	1617	45	63	1271	232	33	372	76	125	366	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	193	1758	49	68	1382	252	36	404	83	136	398	96
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	307	3791	106	235	3223	587	135	478	98	141	463	112
Arrive On Green	0.74	0.74	0.74	1.00	1.00	1.00	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	307	5107	142	260	4341	791	903	1505	309	909	1456	351
Grp Volume(v), veh/h	193	1172	635	68	1083	551	36	0	487	136	0	494
Grp Sat Flow(s),veh/h/ln	307	1702	1845	260	1702	1728	903	0	1815	909	0	1807
Q Serve(g_s), s	39.8	12.2	12.2	7.1	0.0	0.0	3.5	0.0	22.5	6.1	0.0	23.1
Cycle Q Clear(g_c), s	40.1	12.2	12.2	20.1	0.0	0.0	26.6	0.0	22.5	28.6	0.0	23.1
Prop In Lane	1.00		0.08	1.00		0.46	1.00		0.17	1.00		0.19
Lane Grp Cap(c), veh/h	307	2527	1369	235	2527	1283	135	0	577	141	0	574
V/C Ratio(X)	0.63	0.46	0.46	0.29	0.43	0.43	0.27	0.00	0.84	0.96	0.00	0.86
Avail Cap(c_a), veh/h	307	2527	1369	235	2527	1283	135	0	577	141	0	574
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	0.00	1.00	0.79	0.00	0.79
Uniform Delay (d), s/veh	8.3	4.6	4.6	1.9	0.0	0.0	41.3	0.0	28.6	43.6	0.0	28.8
Incr Delay (d2), s/veh	9.4	0.6	1.1	0.3	0.0	0.1	1.0	0.0	11.1	56.0	0.0	10.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	4.4	5.3	5.9	0.2	0.0	0.1	1.5	0.0	14.9	7.3	0.0	14.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.7	5.2	5.7	2.2	0.0	0.1	42.4	0.0	39.7	99.6	0.0	39.1
LnGrp LOS	B	A	A	A	A	A	D	A	D	F	A	D
Approach Vol, veh/h		2000			1702			523			630	
Approach Delay, s/veh		6.5			0.1			39.9			52.1	
Approach LOS		A			A			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		72.3		34.5		72.3		34.5				
Change Period (Y+Rc), s		5.1		* 5.9		* 5.1		* 5.9				
Max Green Setting (Gmax), s		50.9		* 28		* 51		* 29				
Max Q Clear Time (g_c+I1), s		42.1		28.6		22.1		30.6				
Green Ext Time (p_c), s		8.6		0.0		26.7		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			13.8									
HCM 6th LOS			B									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	240	1479	78	68	1383	142	106	609	49	116	782	200
Future Volume (veh/h)	240	1479	78	68	1383	142	106	609	49	116	782	200
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	261	1608	85	74	1503	154	115	662	53	126	850	217
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	248	2322	123	174	1522	156	165	1385	111	279	1165	297
Arrive On Green	0.19	0.94	0.94	0.32	0.32	0.32	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	1781	4965	262	290	4706	482	529	3333	267	736	2803	715
Grp Volume(v), veh/h	261	1102	591	74	1087	570	115	353	362	126	539	528
Grp Sat Flow(s),veh/h/ln	1781	1702	1823	290	1702	1784	529	1777	1822	736	1777	1742
Q Serve(g_s), s	8.4	5.3	5.3	20.8	28.6	28.6	14.5	13.0	13.1	13.6	22.9	22.9
Cycle Q Clear(g_c), s	8.4	5.3	5.3	20.8	28.6	28.6	37.4	13.0	13.1	26.6	22.9	22.9
Prop In Lane	1.00		0.14	1.00		0.27	1.00		0.15	1.00		0.41
Lane Grp Cap(c), veh/h	248	1592	853	174	1101	577	165	738	757	279	738	724
V/C Ratio(X)	1.05	0.69	0.69	0.43	0.99	0.99	0.70	0.48	0.48	0.45	0.73	0.73
Avail Cap(c_a), veh/h	248	1592	853	174	1101	577	165	738	757	279	738	724
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.63	0.63	0.63	1.00	1.00	1.00	1.00	1.00	1.00	0.84	0.84	0.84
Uniform Delay (d), s/veh	20.3	1.7	1.7	27.6	30.3	30.3	39.6	19.2	19.2	28.9	22.1	22.1
Incr Delay (d2), s/veh	59.9	1.6	2.9	7.5	24.3	34.7	12.0	0.5	0.5	1.0	3.1	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(85%),veh/ln	9.3	1.9	2.5	3.1	18.9	21.6	4.9	7.6	7.8	3.9	12.7	12.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.3	3.3	4.7	35.1	54.6	65.0	51.7	19.7	19.7	29.9	25.2	25.2
LnGrp LOS	F	A	A	D	D	E	D	B	B	C	C	C
Approach Vol, veh/h		1954			1731			830			1193	
Approach Delay, s/veh		14.0			57.2			24.1			25.7	
Approach LOS		B			E			C			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	13.0	34.0		43.0		47.0		43.0				
Change Period (Y+Rc), s	4.6	* 4.9		* 5.6		* 4.9		* 5.6				
Max Green Setting (Gmax), s	8.4	* 29		* 37		* 42		* 37				
Max Q Clear Time (g_c+I1), s	10.4	30.6		28.6		7.3		39.4				
Green Ext Time (p_c), s	0.0	0.0		5.0		16.7		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			31.0									
HCM 6th LOS			C									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.