Gibson transportation consulting, inc.

MEMORANDUM

TO: Wes Pringle and Eileen Hunt, Los Angeles Department of Transportation

FROM: Emily Wong, P.E., and Lauren Mullarkey-Williams

DATE: November 2, 2022

RE: Transportation Assessment for the
1200 Vine Street Project
Los Angeles, California **Ref:** J2013

This memorandum presents the transportation assessment for the proposed 1200 Vine Project (Project) located at 1200, 1204, 1214, and 1218 N. Vine Street and 6245 and 6247 W. Lexington Avenue (Project Site) within the *Hollywood Community Plan*[1] (Los Angeles Department of City Planning [LADCP], 1988) 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).

The scope of assessment was developed in consultation with LADOT and is consistent with *Transportation Assessment Guidelines* (LADOT, August 2022) (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 August 2022 and is provided in Attachment A.

PROJECT DESCRIPTION

The Project proposes to construct an eight-story mixed-use development consisting of 153 residential units, including 18 affordable housing units, and 7,000 square feet of commercial uses. Vehicular access to the Project Site would be provided via one shared commercial and residential driveway on Vine Street with right-turn ingress and egress only and one full access residential-only driveway on Lexington Avenue. Parking for the Project would be provided on-site within one ground level and one above-grade level. Short-term and long-term bicycle parking would be provided on the ground level of the Project.

[1] 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. On March 18, 2021, the City Planning Commission recommended approval of the Hollywood Community Plan with recommended changes, which were subsequently incorporated to the Plan Update and released in August 2021. The City is still in its final steps of the adoption process and formal adoption of the Hollywood Community Plan Update is anticipated in late Year 2022 or Year 2023.

Pedestrian and bicycle access to the Project would be provided via commercial entrances along Vine Street and a residential lobby along Lexington Avenue. The Project would also include an outdoor plaza with access along Lexington Avenue. The Project is anticipated to be completed in Year 2027. The conceptual Project site plan is provided in Figure 1.

PROJECT LOCATION

The Project Site, contained within a portion of Assessor Parcel Numbers 5534-002-023 and -018, is located in the Hollywood area of the City, within City Council District 13. As shown in Figure 2, the Project Site is bounded by office uses to the north, residential uses to the east, Lexington Avenue to the south, and Vine Street to the west. The Project is located approximately less than 1.00 miles south of the Hollywood Freeway (US 101). The Project Site is primarily served by Vine Street and Lexington Avenue.

The Project Site is located within 0.25 miles of a Major Transit Stop, which is defined in Section 21064.3 of the Public Resources Code (PRC) as an existing, under construction, or planned rail station or intersection of two or more bus routes with service intervals of 15 minutes or less during the morning and afternoon commuter peak periods. Therefore, the Project Site is located within a Transit Priority Area (TPA), which is defined in Section 21099(a) of the PRC as an area within 0.50 miles of a major transit stop that is existing or planned. Nearest to the Project Site, the intersection of Gower Street & Santa Monica Boulevard, located 1,250 feet southeast of the Project Site, qualifies as a Major Transit Stop. Additionally, the Project Site is served by numerous bus lines, primarily along Vine Street that are operated by the Los Angeles County Metropolitan Transportation Authority (Metro) and the LADOT Downtown Area Short Hop (DASH).

PROJECT CONTEXT

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

Study Area

The Study Area includes key intersections along Vine Street, as well as the transportation infrastructure described below. This Study Area was established in consultation with LADOT based on the following factors identified in the TAG:

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

The signalized study intersections of Vine Street & Fountain Avenue (Intersection #1) and Vine Street & Lexington Avenue (Intersection #2) were identified for detailed analysis during the MOU process:

Figure 3 illustrates the Study Area and the two study intersections. The existing lane configurations at the analyzed intersections are provided in Figure 4.

Existing Transportation Conditions

The analysis included an Existing Conditions 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, in Year 2022. An inventory of lane configurations, signal phasing, parking restrictions, etc., for the analyzed intersections was also conducted. Traffic count data is provided in Attachment B.

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

Street classifications 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.

The following is a brief description of the roadways in the Study Area, including their classifications under the Mobility Plan:

- Vine Street – Vine Street is designated Avenue II that runs in the north-south direction and is located adjacent to the western boundary of the Project Site. It generally provides four travel lanes, two lanes in each direction, with a two-way left-turn median and left-turn lanes at major intersections. One-hour metered parking is generally available on both sides of the street south of Lexington Avenue, and two-hour metered parking is generally available on both sides of the street north of Levington Avenue. Class III bicycle sharrows are provided on both sides of the street within the Study Area. Travel lanes are typically 11 feet wide, and the total paved width is approximately 70 feet wide.

- Fountain Avenue – Fountain Avenue is a designated Collector Street that runs in the east-west direction and is located north of the Project Site. It generally provides two travel lanes, one lane in each direction, with left-turn lanes at major intersections. Two-hour unmetered parking is generally available on both sides of the street east of Vine Street, and unmetered parking is generally provided on both sides of the street west of Vine Street. Class III bicycle sharrows are provided on both sides of the street within the Study Area. The total paved width of the street is approximately 45-55 feet wide east of Vine Street and 40 feet wide west of Vine Street.

Lexington Avenue – Lexington Avenue is a designated Local Street that runs in the east-west direction and is located adjacent to the southern boundary of the Project Site. It generally provides two travel lanes, one lane in each direction. Within the Study Area, unmetered parking is generally available on both sides of the street. The total paved width of the street is approximately 40 feet wide.

The existing intersection mobility facilities are shown in Figure 5 and the Mobility Plan street designations are shown in Figure 6.

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, employment, entertainment, and cultural centers adjacent to residential neighborhoods, the walkability of the Study Area is approximately 96 points[2].

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 accessible crossings at signalized intersections within the Study Area. Both study intersections provide pedestrian access in the vicinity of the Project Site, with marked pedestrian crossings on all approaches, pedestrian phasing, and crosswalk striping. Vine Street & Fountain Avenue (Intersection #1) provides Americans with Disabilities Act (ADA) accessible curb ramps on all four corners. Pedestrian facilities located within the Study Area and are further detailed in Figure 5. An inventory of pedestrian attractors within a 0.25-mile walking distance from the Project Site is illustrated in Figure 6.

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 transportation-related collisions that result in severe injury or death. Vision Zero has identified a High Injury Network (HIN), a network of streets included based on collision data from the last five years, where strategic investments would have the biggest impact in reducing death and severe injury. Adjacent to the Project Site, Vine Street has been identified as part of the HIN. Additionally, the following streets within 0.25 miles of the Project are also identified in the HIN (and depicted in Figure 6):

- Santa Monica Boulevard
- Cahuenga Boulevard

Existing Bicycle System. The Mobility Plan includes the specific goals and policies of *2010 Bicycle Plan, A Component of the City of Los Angeles Transportation Element* (LADCP, 2010) (2010 Bicycle Plan). The Mobility Plan establishes the overall framework for those components of the 2010 Bicycle Plan and builds upon those goals of improving bicycling for all levels of experience. Currently, Class III bicycle sharrows are provided on Fountain Ave and Vine Street within the Study Area. Vine Street & Fountain Avenue (Intersection #1) also provides a Metro Bike Share station approximately 375 feet north of the Project Site.

[2] Walk Score (www.walkscore.com) rates the Project Site with a score of 96 of 100 possible points (scores assessed on August 30, 2022, for 1200 Vine Street). 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.

Existing Transit System. Figure 7 illustrates the existing transit service in the Study Area, which is served by bus lines operated by Metro and LADOT DASH. Nearest to the Project Site, Metro Local Line 210 stops at Vine Street & Lexington Avenue (Intersection #2), LADOT DASH Hollywood Clockwise and Counterclockwise stop at Vine Street & Fountain Avenue (Intersection #1), Metro Local Line 4 stops at the nearby intersection of Vine Street & Santa Monica Boulevard, and LADOT DASH Hollywood/Wilshire stops at the nearby intersection of Gower Street & Lexington Avenue.

Table 1 summarizes the various transit line services operating in and around the Study Area for each of the providers in the region, the type of service (peak vs. off-peak, express vs. local), and frequency of service. The average frequency of transit service during the peak hours was derived from schedule information from each respective transit provider for the stop nearest the Project Site and were calculated consistent with the methodology identified in the Transportation System – Transit Technical Report of *Connect SoCal – The 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy* {Southern California Association of Governments [SCAG], Adopted September 2020) (RTP/SCS). The schedule information includes transit route and frequencies based on Metro schedules effective October 23, 2022 and LADOT DASH Hollywood and Hollywood/Wilshire schedules effective August 3, 2020 and July 31, 2021, respectively.

Tables 2A and 2B summarize the total capacity of the Metro transit system and LADOT bus lines during the morning and afternoon peak hours based on the frequency of service of each line, detailed ridership data provided by the transit provider and the maximum seated and standing capacity of each bus or train. As shown, the Metro and LADOT bus lines within 0.25 miles of the Project Site currently provide additional capacity for 733 transit riders during the morning peak hour and 545 transit riders during the afternoon peak hour. A high quality transit corridor (HQTC) is defined in Section 21155 of the PRC as a corridor with fixed bus route service with service intervals of no more than 15 minutes during peak commute hours.

As shown in Table 1, Metro Local Line 4, which travels in the east-west direction along Santa Monica Boulevard, and Metro Local Line 210, which travels in the north-south direction along Vine Street, provide fixed bus route service with intervals of less than 15 minutes during both the morning and afternoon commuter peak periods (6:00 AM to 9:00 AM and 3:00 PM to 7:00 PM). Both Metro Local Line 4 and Metro Local Line 210 provide bus stops at the intersection of Vine Street & Santa Monica Boulevard, located approximately 680 feet south of the Project Site. As such, the intersection of Vine Street & Santa Monica Boulevard qualifies as a Major Transit Stop, and both Vine Street and Santa Monica Boulevard qualify as HQTCs. Accordingly, the Project Site's location within 0.50 miles of both a Major Transit Stop and a HQTC meets the transit proximity requirements required by PRC Section 21155(b).

Existing Traffic Volumes. Traffic count data collection is generally conducted during times with typical travel demand patterns (i.e., when local schools are in session, businesses are in full operation, weeks without holidays, etc.) Collection of new traffic count data was not conducted in light of the Safer at Home order in response to COVID-19. Consistent with the TAG, based on historical trends in traffic growth, an ambient growth rate of 1% per year was applied to weekday morning (7:00 AM to 10:00 AM) and afternoon (3:00 PM to 6:00 PM) peak period intersection counts from May 2018 to represent Year 2022 conditions. The existing intersection peak hour traffic volumes are illustrated in Figure 8.

Future Cumulative Transportation Conditions

The future conditions detail the assumptions used to develop the Future without Project Conditions in Year 2027, which corresponds to expected occupancy of the Project.

The Future without Project Conditions traffic volumes include ambient growth, which reflects the increase in traffic due to regional growth and development outside the Study Area, as well as traffic generated by ongoing or entitled projects near or within the Study Area (the Related Projects) in accordance with procedures outlined in the CEQA Guidelines.

Ambient Traffic Growth. Traffic levels are expected to increase over time as a result of regional growth and development in and around 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 by inflating the existing traffic volumes to simulate Year 2027 traffic volumes. The total adjustment applied over the five-year period was 5.10%. These growth factors account for increases in traffic due to potential projects not yet proposed and projects located outside the Study Area.

Related Projects. The list of Related Projects is based on information provided by LADCP and LADOT, as well as recent studies in the area. The Related Projects are detailed in Table 3 and their approximate locations are 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 transportation assessment and conservatively assumed to be completed by the Project buildout year of 2027. The traffic growth due to the development of Related Projects considered in this analysis is conservative and, by itself, substantially overestimates the actual traffic volume growth in the area that would likely occur prior to Project buildout years. With the addition of the 1% per year ambient growth factor previously discussed, the Future without Project cumulative condition is even more conservative.

Peak hour traffic volumes resulting from Related Projects are shown in Figure 10 at each study intersection.

Future without Project Conditions 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 2027. These volumes represent the Future without Project Conditions (i.e., ambient traffic growth and Related Project traffic added to existing traffic volumes) for Year 2027 and are shown in Figure 11 for both study intersections.

Future Improvements. The analysis of Future Conditions considered roadway improvements that have been funded and are expected to be implemented prior to the buildout of the proposed Project, however, none were identified within the Study Area. Other proposed roadways improvement projects that are not funded and traffic/trip reduction strategies such as Transportation Demand Management (TDM) programs for individual buildings and developments were not considered in the Future Conditions analyses.

Although no planned improvements were identified within the Study Area, the Mobility Plan 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 the Mobility Plan. However, the following mobility-enhanced networks included corridors within or near the Study Area and depicted in Figure 12:

- Transit Enhanced Network (TEN): The TEN aims to improve existing and future bus services through reliable and frequent transit service in order to increase transit ridership, reduce single-occupancy vehicle trips, and integrate transit infrastructure investments within the surrounding street system. The TEN has designated Santa Monica Boulevard within the Study Area as part of the network.

- 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 Fountain Avenue, Cole Avenue, Gower Street, and De Longpre Avenue east of El Centro Avenue within the Study Area as part of the network.

- Bicycle Enhanced Network (BEN)/Bicycle Lane Network (BLN): No streets within the Study Area are designated as part of the BEN. The BLN has designated Vine Street and Santa Monica Boulevard within the Study Area as part of the 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 Vine Street, Fountain Avenue between Cahuenga Avenue and Gower Street, Santa Monica Boulevard west of Gower Street, Cahuenga Boulevard north of Fountain Avenue and south of La Mirada Avenue, Cole Avenue north of Fountain Avenue and south of La Mirada Avenue, and Gower Street north of Fountain Avenue within the Study Area as part of the network.

PROJECT TRAFFIC

Trip generation estimates, trip distribution patterns and trip assignments were prepared for the Project.

Trip Generation

The number of trips generated by the Project was estimated using morning and afternoon peak hour rates for mid-rise multifamily housing and high-turnover sit-down restaurant published in *Trip Generation Manual, 11th Edition* (Institute of Traffic Engineers [ITE], 2021), as well as morning and afternoon peak hour rates for affordable housing units located inside a TPA based on empirical data collected in the City in 2016 and published in Table 3.3-2 of the TAG.

In consultation with LADOT during the MOU process, allowable trip generation reductions were applied to account for internal capture, public transit usage/walking arrivals, and pass-by trips:

- Internal Capture: A 10% internal capture reduction was applied to the commercial trip generation estimates to account for person trips made between the different uses of the Project without requiring an additional vehicle trip.

- Transit Usage: A 10% transit usage reduction was applied to the trip generation estimates (except for the affordable housing units, for which transit usage is assumed to be inherent in the trip generation rates) in accordance with the TAG methodology for a development within 0.25 miles of local bus stops.

- Pass-By: Consistent with Attachment H of the TAG, 20% pass-by reductions were applied to the commercial trip generation estimates to account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.

It should be noted that, to provide a more conservative analysis, no trip generation reductions were applied for the removal of existing uses at the Project Site.

As shown in Table 4, after accounting for the trip reductions above, the Project is anticipated to generate 97 morning peak hour trips (38 inbound trips, 59 outbound trips) and 95 afternoon peak hour trips (57 inbound trips, 38 outbound trips).

Project Trip Distribution

Traffic entering and exiting the Project was assigned to the surrounding street system by land use type and access provisions. The intersection-level trip distribution pattern for Project traffic at the study intersections is shown in Figures 13A and 13B for residential and commercial uses, respectively.

Project Trip Assignment

The Project trip generation estimates summarized in Table 4 and the trip distribution patterns shown in Figure 13A for residential uses and Figure 13B for commercial uses were used to assign the Project-generated traffic through the study intersections. Figure 14 illustrates the Project-only traffic volumes for the Project at the study intersections and driveways during typical weekday morning and afternoon peak hours.

CEQA ANALYSIS OF TRANSPORTATION IMPACTS

State of California Senate Bill 743 (Steinberg, 2013) (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 vehicle miles traveled (VMT) in order to reduce greenhouse gas emissions (GHG), create multimodal networks, and promote mixed-use developments.

LADOT's TAG defines the methodology for analyzing a project's transportation impacts in accordance with SB 743.

The TAG and CEQA Guidelines Appendix G identifies four CEQA thresholds applicable to the Project for identifying significant transportation impacts in accordance with SB 743:

- 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

THRESHOLD T-1: CONFLICTING WITH PLANS, PROGRAMS, ORDINANCES, OR POLICIES

Threshold T-1 states that a project would result in a significant impact if it conflicts with a program, plan, ordinance, or policy adopted to protect the environment and that addresses the circulation system, including transit, roadways, bicycle, and pedestrian facilities. Table 2.1-1 of the TAG provides the City plans, policies, programs, ordinances, and standards relevant in determining project consistency. Attachment D of the TAG – *Plans, Policies, and Programs Consistency Worksheet* – provides a structured approach to evaluate whether a project conflicts with the City plans, programs, ordinances, or policies and streamlines the review by highlighting the most relevant plans, policies, and programs when assessing potential impacts to the City's transportation system. The *Plans, Policies, and Programs Consistency Worksheet* was completed for the Project and is provided in Attachment C.

As stated in Section 2.1.4 of the TAG, a project that generally conforms with, and does not obstruct the City's development policies and standards will generally be considered to be consistent. As summarized below, the Project is consistent with the transportation-related elements of 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 is provided below.

Mobility Plan

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

1. Safety First
2. World Class Infrastructure
3. Access for all Angelenos
4. Collaboration, Communication, and Informed Choices
5. Clean Environments and Healthy Communities

The Project location and site access is consistent with the goals of the Mobility Plan as the Project would be designed to provide safe access for all users. The Project would support the policies of the Mobility Plan as it would promote a balanced transportation system by locating affordable housing in proximity to transit, jobs, and local retail uses. The Project would meet the goals of the

Mobility Plan and would not interfere with the applicable policies of the Mobility Plan. Thus, the Project would be consistent with the Mobility Plan. The following provides further details of specific policies and programs in the Mobility Plan that were deemed most relevant to the Project.

- Policy 1.3 Safe Routes to School – Prioritize the safety of school children on all streets regardless of highway classifications. The City's Safe Routes to School program has not identified any infrastructure projects within the vicinity of the Project Site. Therefore, the Project would not conflict with Mobility Plan Policy 1.3.

- 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 (ROW) modifications to provide a safe and comfortable walking environment. Pedestrian access to the Project would be provided via commercial entrances along Vine Street and a residential lobby along Lexington Avenue. The Project includes pedestrian-friendly landscaping and design to enhance the pedestrian experience. The Project would also improve the existing sidewalks along the Project frontage in accordance with City standards. In addition, the Project's driveways would be designed to provide safe pedestrian crossings. Therefore, the Project would not conflict with Mobility Plan Policy 2.3.

- Policy 2.5 Transit Network – Improve the performance and reliability of existing and future bus service. As detailed in Tables 2A and 2B, the transit system serving the Project Site has available capacity for approximately 733 additional riders during the morning peak hour and 545 additional riders during the afternoon peak hour. Even with the increased ridership from the Project, ample transit capacity would be available to serve the Project area. As such, the Project would not cause the capacity of the transit system to be substantially exceeded and the Project would not conflict with Mobility Plan Policy 2.5.

- Policy 2.6 Bicycle Networks – Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. Class III bicycle sharrows are provided on Fountain Ave and Vine Street within the Study Area. Vine Street & Fountain Avenue (Intersection #1) also provides a Metro Bike Share station approximately 375 feet north of the Project Site. Vine Street is part of the BLN in the Mobility Plan. The Project's driveways would be designed to minimize conflicts with bicycles, and bicyclists would have the same access opportunities to the Project Site as pedestrians. In accordance with the requirements of Los Angeles Municipal Code (LAMC) Section 12.21-A, 16(a), the Project would provide 120 bicycle parking spaces, including 14 short-term and 106 long-term bicycle parking spaces. Therefore, the Project would not conflict with Mobility Plan Policy 2.6.

- Policy 2.9 Multiple Networks – Consider the role of each enhanced network (i.e., TEN, PED, and BEN) when designing a street that includes multiple modes. As discussed above, in the analyses for Policies 2.5 and 2.6, the Project would not conflict with Mobility Plan policies related to transit and bicycle networks. Vine Street adjacent to the Project Site is identified as part of the PED and BLN. The Project would upgrade the existing sidewalk on Vine Street along the Project frontage to meet Mobility Plan standards. Additionally, bicycle parking that meets LAMC requirements would be provided. Bicyclists and pedestrians would have separate entrances from vehicles and the Project's driveways would be designed in line with the Driveway Design Guidelines. Both Vine Street and

Lexington Avenue currently meet the Mobility Plan standards; therefore, the Project would not be required to provide dedications along the Project frontage, and completion of the Project would not preclude implementation of the Mobility Plan. Therefore, the Project would not conflict with Mobility Plan policies related to any of the enhanced networks in the Mobility Plan.

- Policy 2.10 Loading Area – Facilitate the provision of adequate on and off-street loading areas. The Project would provide on-site loading areas on the ground floor parking level. As such, delivery trucks would not encroach on or block the public ROW. Therefore, the Project would not conflict with Mobility Plan Policy 2.10.

- Policy 3.2 People with Disabilities – Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public ROW. Both vehicular and pedestrian access to the Project from the public ROW would be designed to meet the standards of ADA requirements. Therefore, the Project would not conflict with Mobility Plan Policy 3.2.

Plan for a Healthy Los Angeles

Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan (LADCP, 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.

The Project supports healthy lifestyles by reducing single-occupant vehicle trips by virtue of its location near to abundant high-quality and high-frequency transit options and its provision of bicycle parking per the LAMC. The Project does not interfere with any other policies recommended by the plan. Therefore, the Project is consistent with Plan for a Healthy Los Angeles.

LAMC Section 12.21-A.16

LAMC Section 12.21.A.16 details the bicycle parking requirements for new developments. In accordance with the requirements of the LAMC, the Project would provide a total 120 bicycle parking spaces, including 14 short-term and 106 long-term bicycle parking spaces.

LAMC Section 12.26-J

LAMC Section 12.26J, the adopted TDM Ordinance (1993), establishes TDM requirements for projects with at least 25,000 sf of non-residential gross floor area[3]. The Project does not include non-residential floor area in excess of 25,000 sf and, therefore, the TDM Ordinance does not apply.

[3] The TDM Ordinance is currently being updated and is progressing through the City's approval process. The updated TDM Ordinance will expand the reach and application of TDM strategies to more land uses, including residential uses.

LAMC Section 12.37

LAMC Section 12.37 pertains to development or expansion of buildings along Highways and Collector Streets and applies to streets designated Boulevard I, Boulevard II, Avenue I, Avenue II, and Avenue III in the Mobility Plan. Vine Street is a designated Avenue II in the Mobility Plan, and currently meets the ROW standards of the Mobility Plan. Therefore, the Project would not be required to provide a dedication along the Project frontage. Thus, the Project would be consistent with the requirements of LAMC Section 12.37.

Vision Zero

The primary goal of Vision Zero is to eliminate traffic deaths in the City by 2025. Vision Zero identifies the HIN, a network of streets where strategic investments will have the biggest impact in reducing death and severe injury. Annually developed Action Plans emphasize creating safe streets for all users, developing a culture of safety, adopting policy measures to promote safety, and using data to inform the most effective solutions. The information from this review comes from the City's *Vision Zero Los Angeles: 2018 Action Plan + Progress Report* (2018) and LADOT's list of active Vision Zero projects maintained at www.ladotlivablestreets.org.

Adjacent to the Project Site, Vine Street has been identified as part of the HIN but has not been identified as a Priority Corridor. Therefore, no Vision Zero improvements are currently planned adjacent to the Project Site. Nevertheless, the Project 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 (LADCP Urban Design Studio, October 2019) 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. *Citywide Design Guidelines* is organized around six design objectives. *City of Los Angeles Urban Design Principles* (LADCP, 2011) aims to improve mobility in the City through travel mode choices.

The Project would provide affordable housing in proximity to a broad range of land uses and transit options within walking distance, which would encourage pedestrian activity. The Project would be integrated within the surrounding area by providing improved sidewalks and landscaping. Pedestrian connections would be provided via separate entrances from vehicle entrances. In addition, loading activities would occur on-site. Therefore, the Project would align with *Citywide Design Guidelines* to provide a safe, comfortable, and accessible experience for all transportation modes.

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 0.50 miles of the Project Site and any transportation system improvements in the vicinity.

Each of the Related Projects considered in this cumulative analysis of consistency with programs, plans, policies, and ordinances would be separately reviewed and approved by the City, including a check for their consistency with applicable policies. Collectively, the Project and the Related Projects add higher-density development in a high-quality transit area, which would increase pedestrian activity and reduce the need for single occupancy vehicles. Therefore, the Project, together with the Related Projects identified in this study, would neither create inconsistencies nor result in cumulative impacts with respect to the identified programs, plans, policies, and ordinances.

THRESHOLD T-2.1 – CAUSING SUBSTANTIAL VMT

The VMT metric is intended to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. This encourages development that shortens the distance between housing, jobs, and services, increases the availability of affordable housing options in proximity to public transit, offers attractive non-vehicular transportation alternatives, provides strong transportation demand management programs, and promotes walking and bicycling trips.

VMT Impact Thresholds

The TAG identifies significance thresholds to apply to development projects when evaluating potential VMT impacts consistent with the California Governor's Office of Planning and Research (OPR) CEQA guidance. Threshold T-2.1 (Causing Substantial Vehicle Miles Traveled) of the TAG states that a residential project would result in a significant VMT impact if it cannot demonstrate average household VMT per capita of at least 15% below the existing standard for the Area Planning Commission (APC) in which it is located.

The Project is located in the Central APC which, according to the TAG, has an average household VMT per capita impact threshold of 6.0. Therefore, should the Project's average household VMT per capita be equal to or lower than 6.0, the Project's overall VMT impact would be less than significant.

VMT Analysis Methodology

LADOT developed the *City of Los Angeles VMT Calculator Version 1.3* (July 2020) (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: origin trips from a residential use to a workplace destination

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

- Home-Based Work Attraction: destination trips to a workplace originating from a residential use

As detailed in *City of Los Angeles VMT Calculator Documentation* (LADOT and LADCP, May 2020), 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* (OPR, December 2018).

Other types of trips in the VMT Calculator, including 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), 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 LADOT screening purposes when determining if further VMT analysis for a project would be required.

The methodology in determining VMT based on the VMT Calculator is consistent with the TAG.

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 the project address. The Project is located in an Urban (Zone 4) TBZ.

Trip Lengths. The VMT Calculator determines a project's VMT based on trip length information from the City's Travel Demand Forecasting (TDF) Model. The TDF Model considers the traffic analysis zones within 0.125 miles of a project to determine the trip lengths and trip types, 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), the San Diego Association of Governments Activity Based Model, *Trip Generation Manual, 9th Edition* (ITE, 2012), the US 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). As detailed in *Transportation Demand Management Strategies in LA VMT Calculator* (LADOT, November 2019), the effectiveness of the TDM strategies applied in the VMT Calculator is based on the research presented in *Quantifying Greenhouse Gas Mitigation Measures,* as well as localized data. To ensure that the cumulative effectiveness of the applied TDM strategies is not overstated, a multiplicative dampening formula is applied to account for potential overlaps in users of each strategy.

Project VMT Analysis

The VMT Calculator was used to evaluate Project VMT and compare it to the VMT impact criteria. Table 5 summarizes the Project VMT evaluation. The detailed worksheets from the VMT Calculator are provided in Attachment D.

Project VMT. It should be noted that as part of the Project design, measures would be implemented to reduce the number of single occupancy vehicle trips to the Project Site. For the purposes of this analysis, the VMT evaluation accounted for a reduced parking supply from baseline LAMC requirements and the inclusion of short-term and long-term bicycle parking per LAMC requirements.

As shown in Table 5, the VMT Calculator estimates that the Project would generate 1,320 total household VMT. Thus, based on the population assumptions, the Project would generate an average household VMT per capita of 3.7, which would not exceed the significance thresholds for

the Central APC (6.0 household VMT per capita). Therefore, the Project would not result in a significant household VMT impact, and no mitigation measures would be required.

Cumulative Analysis. The TAG provides that cumulative effects of development projects are determined based on the consistency with the air quality and GHG reduction goals of the SCAG 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, 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 GHG goals of the RTP/SCS. The Project would not result in a significant household or work VMT impact, as detailed 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.

Moreover, as previously detailed, the Project is located within a TPA as defined by the City and a High-Quality Transit Area as defined by the RTP/SCS. The Project's specific location in close proximity to high-quality transit and other off-site retail, restaurant, commercial, and residential areas, along with its highly walkable environment, support the conclusion that the Project would achieve a VMT reduction greater than the average for the area, as concluded in the Project VMT analysis provided above.

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. The Project would also contribute to the productivity and use of the regional transportation system by providing housing near transit and encourage active transportation by providing new bicycle parking infrastructure and active street frontages, consistent with RTP/SCS goals. Therefore, the Project would not result in a cumulative VMT impact under Threshold T-2.1, and no further evaluation or mitigation measures would be required.

THRESHOLD T-2.2: SUBSTANTIALLY INDUCING ADDITIONAL AUTOMOBILE TRAVEL ANALYSIS

Threshold T-2.2 applies to transportation projects that increase vehicular capacity that leads to additional travel on the roadway network, which can include induced vehicle travel due to factors such as increased speeds and induced growth.

The Project does not include additional through traffic lanes on existing or new highways, general purpose lanes, high-occupancy vehicle lanes, peak period lanes, auxiliary lanes, or lanes through grade-separated interchanges. Accordingly, neither the Project nor any improvements associated with it are considered a transportation project. Therefore, Threshold T-2.2 does not apply to the Project and no further evaluation is required.

THRESHOLD T-3: SUBSTANTIALLY INCREASING HAZARDS DUE TO A GEOMETRIC DESIGN FEATURE OR INCOMPATIBLE USE

Impacts regarding the potential increase of hazards due to a geometric design feature generally relate to the design of access points to and from a project site, and may include safety, operational, or capacity impacts. Impacts can be related to vehicle/vehicle, vehicle/bicycle, or vehicle/pedestrian conflicts as well as to operational delays caused by vehicles slowing and/or queuing to access a project site. These conflicts may be created by the driveway configuration or through the placement of project driveway(s) in areas of inadequate visibility, adjacent to bicycle or pedestrian facilities, or too close to busy or congested intersections.
A review of Project access points, internal circulation, and parking access was conducted to determine if the Project would substantially increase hazards due to geometric design features, including safety, operational, or capacity impacts.

Vehicles

As previously detailed, vehicular access to the Project Site would be provided via one commercial driveway on Vine Street, a designated Avenue II, with right-turn-only ingress/egress and one full access residential driveway on Lexington Avenue, a designated Local Street. Both driveways would be designed in accordance with City standards. Adequate queuing areas would also be provided at the driveways internal to the Project Site to limit any potential spillover into the public streets.

Therefore, as detailed above, the vehicular access and internal circulation plan for the Project would be designed to minimize vehicular conflicts, and safety impacts to the abutting street system are not anticipated.

Pedestrians & Bicycles

Pedestrian and bicycle access to the Project would be provided via commercial entrances along Vine Street and a residential lobby along Lexington Avenue. Vine Street has been identified as part of Vision Zero's HIN and the Mobility Plan's PED and BLN. Vine Street also has Class III bicycle sharrows. The driveways would be designed to provide safe pedestrian and bicycle crossings and, therefore, would not pose any safety hazards.

Cumulative Analysis

The TAG indicates that cumulative impacts for Threshold T-3 require a review of related projects with access points proposed along the same block(s) as a proposed project in order to determine the combined impact and the proposed project's contribution. None of the Related Projects identified in Table 3 provides access along the same block as the Project. Thus, the Project and Related Projects would not result in a cumulative impact under Threshold T-3.

Freeway Safety Analysis

The TAG guidance on identifying requirements for a CEQA safety analysis of California department of Transportation (Caltrans) facilities as part of a transportation assessment.

Methodology. *Interim Guidance for Freeway Safety Analysis* (LADOT, May 2020) (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[4].

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.

Should a significant impact be identified, mitigation measures to be considered include TDM strategies 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.

Analysis. Based on the Project's trip generation estimates and trip assignments, 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.

NON-CEQA TRANSPORTATION ANALYSIS

The non-CEQA transportation analysis of the Project includes sections related to the Project traffic, proposed access provisions, safety, and circulation operations of the Project, and pedestrian, bicycle, and transit facilities in the vicinity of the Project, as well as the Project's operational conditions and effects due to Project construction.

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

Per Section 3.1 of the TAG, any deficiencies identified based on the non-CEQA transportation analysis is "not intended to be interpreted as thresholds of significance, or significance criteria for purposes of CEQA review unless otherwise specifically identified in Section 2." Section 3 of the TAG identifies the following four non-CEQA transportation analyses for reviewing potential transportation deficiencies that may result from a development project:

- Pedestrian, Bicycle, and Transit Access Assessment
- Project Access, Safety, and Circulation Evaluation
- Residential Street Cut-Through Analysis
- Project Construction

PEDESTRIAN, BICYCLE, AND TRANSIT ASSESSMENT

The TAG indicates that the pedestrian, bicycle, and transit facilities assessment is intended to determine a project's potential effect on pedestrian, bicycle, and transit facilities in the vicinity of the proposed project. The deficiencies could be physical (through removal, modification, or degradation of facilities) or demand-based (by adding pedestrian or bicycle demand to inadequate facilities).

Project Modifications

As previously described, vehicular access to the Project would be provided via one right-turn-only ingress/egress driveway along Vine Street and one full access driveway along Lexington Avenue. Both Project driveways would improve existing curb cuts to meet City standards. In addition, the Project would remove an existing curb cut along Vine Street to reduce vehicular interruptions to pedestrian flow and safety.

The Project would improve the adjacent sidewalk facilities to meet ADA requirements for slopes and passable spaces, including ADA compliance at driveways. The Project would not remove or cause degradation of existing sidewalks, crosswalks, pedestrian refuge areas or curb extensions, nor would the Project narrow existing sidewalks, paths, crossings, or access points.

The Project would not result in the deterioration of any existing bicycle facilities or transit facilities as no dedicated bicycle facilities or transit stops are located adjacent to the Project Site.

Intensification of Use

The Project would not directly or indirectly result in a permanent removal or modification of infrastructure or degrade pedestrian or bicycle facilities. Although the Project may slightly intensify use of existing pedestrian and bicycle facilities adjacent to the Project Site, the Project would maintain the existing ROW along the Vine Street and Lexington Avenue frontages. Thus, the Project would not result in the deterioration of any existing facilities serving pedestrians or bicyclists.

Further, the Project would result in some intensification of transit activity in the vicinity of the Project Site. However, given the Project Site's location near local bus services and its proximity

to active commercial centers, it is ideally located to encourage non-automobile trips to and from those destinations and to reach additional public transit routes. Based on the trip estimates in Table 4 with application of an average vehicle occupancy factor of 1.55 for trips in Los Angeles County as identified in *SCAG Regional Travel Demand Model and 2012 Model Validation* (Southern California Association of Governments, March 2016), the Project is estimated to add approximately 19 new transit riders during the morning peak hour and 17 riders during the afternoon peak hour. The Project's transit trip estimate would account for approximately 2% of the residual peak hour transit capacity estimated in Tables 2A and 2B and, therefore, the Project would not constrain transit capacity.

As such, the amount of additional pedestrian, bicycle, and transit activity generated by the Project would not strain the capacity of facilities and operations dedicated to those modes.

PROJECT ACCESS AND CIRCULATION EVALUATION

Project access and circulation constraints relate to the provision of access to and from the Project Site, and may include safety, operational, or capacity constraints. Constraints can be related to vehicular/vehicular, vehicular/bicycle, or vehicular/pedestrian constraints as well as to operational delays. These conflicts may be created by the driveway configuration or through the placement of project driveway(s) in areas of inadequate visibility, adjacent to bicycle or pedestrian facilities, or too close to an intersection or crosswalk.

Vehicular Access & Internal Circulation

Vehicular access to the Project Site would be provided via driveways along Vine Street and Lexington Avenue. Access via Vine Street would be limited to right-turn-only ingress/egress maneuvers due to the proximity to adjacent intersections. The driveway along Lexington Avenue would provide both left- and right-turn ingress/egress access. Adequate queuing area would also be provided at the driveway internal to the Project Site to limit any potential spillover into the public ROW.

Pedestrians and Bicycles

Pedestrian and bicycle access to the Project would be provided via commercial entrances along Vine Street and a residential lobby along Lexington Avenue. The Project would also include an outdoor plaza with access along Lexington Avenue. The Project's pedestrian access locations would be designed to provide direct connections to public pedestrian sidewalks. The driveway and internal circulation system would be designed to maximize sight distance for all travel modes. The design is sensitive to not place street trees and other potential impediments in the sidewalk that would affect sight distance and visibility.

Residents, guests, and employees arriving by bicycle would have the same access opportunities as pedestrian visitors. The Project would not introduce new curb cuts and the Project driveways would be designed to limit potential vehicle/bicycle conflicts. In order to support and facilitate bicycle use to and from the Project Site, short-term and long-term bicycle parking spaces would be provided.

Operational Evaluation

Intersection operation conditions were evaluated at the two study intersections for typical weekday morning (6:00 AM to 10:00 AM) and afternoon (3:00 PM to 7:00 PM) peak periods. The following traffic conditions were developed and analyzed as part of this study:

- Existing with Project Conditions (Year 2022) – This analysis condition analyzes the potential intersection operating conditions that could be expected if the Project were built under existing conditions. In this analysis, the Project-generated traffic is added to the Existing Conditions.

- Future with Project Conditions (Year 2027) – This analysis condition analyzes the potential intersection operating conditions that could be expected if the Project were fully occupied in the projected buildout year. In this analysis, the Project-generated traffic is added to Future without Project Conditions (Year 2027).

Methodology. 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. The HCM methodology 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. Table 6 presents a description of the LOS categories, which range from excellent, nearly free-flow traffic at LOS A, to stop-and-go conditions at LOS F, for signalized and unsignalized intersections. The queue lengths were estimated using Synchro, which reports the 95th percentile queue length in feet. The reported queues are calculated using the HCM signalized intersection methodology.

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

Existing with Project Conditions. The Project-only morning and afternoon peak hour traffic volumes were added to the Existing morning and afternoon peak hour traffic volumes, resulting in the Existing with Project Conditions traffic volumes illustrated in Figure 15, representing Project operation under Existing Conditions.

Table 7 summarizes the results of the Existing Conditions and Existing with Project Conditions during the weekday morning and afternoon peak hours for the two study intersections. As shown, both study intersections are anticipated to continue to operate at LOS C or better during both the morning and afternoon peak hours under Existing with Project Conditions.

Future with Project Conditions. All future adjustments, including cumulative traffic growth (i.e., ambient growth and Related Project traffic) and transportation infrastructure improvements were incorporated into this analysis.

The Project-only morning and afternoon peak hour traffic volumes were added to the Future without Project Conditions (Year 2027) morning and afternoon peak hour traffic volumes, resulting in the Future with Project Conditions traffic volumes illustrated in Figure 16, representing conditions after development of the Project in Year 2027.

Table 8 summarizes the results of the Future without Project Conditions (Year 2027) and Future with Project Conditions during the weekday morning and afternoon peak hours for the two study intersections. As shown, both study intersections are anticipated to continue to operate at LOS D or better during both the morning and afternoon peak hours under Future with Project Conditions.

Intersection Queuing Analysis. In accordance with operational evaluation guidelines detailed in Section 3.3.3 of the TAG, the Project traffic was evaluated to determine whether the Project access would contribute to unacceptable queuing on an Avenue or Boulevard (as designated in the Mobility Plan) at Project driveways or would cause or substantially extend queuing at nearby signalized intersections. Per the TAG, unacceptable or extended queuing may be defined as follows:

- *Additional queue along through lanes and either of the following conditions are expected:*
    - *The projected peak hour intersection LOS is D and the through lane queue increases by greater than 75 feet on any approach with the directional approach LOS at E or F, or*
    - *The projected peak hour intersection LOS is E or F and the through lane queue increases by greater than 50 feet on any approach with the directional approach LOS at E or F.*
- *Spill over from turn pockets into through lanes.*
- *Block cross streets or alleys.*
- *Spill over from drive-throughs into streets.*
- *Contribute to "gridlock" congestion. For the purposes of this section, "gridlock" is defined as the condition where traffic queues between closely-spaced intersections and impedes the flow of traffic through upstream intersections.*

The queue lengths were estimated using Synchro software, which reports the 95th percentile queue length, in vehicles, for each approach lane. The queue lengths were then converted into linear distance by multiplying vehicle lengths by 25 feet. The reported queues are calculated using the HCM signalized intersection methodology.

The queuing analysis under Future Conditions (Year 2027) is provided in Table 9. As detailed, the addition of Project trips would not cause extended queuing or unacceptable conditions at either study intersection. Detailed queuing analysis worksheets are provided in Appendix E.

RESIDENTIAL STREET CUT-THROUGH ANALYSIS

The objective of the residential street cut-through analysis is to determine potential increases in average daily traffic volumes on designated Local Streets, as classified in the City's General 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 net daily trips generated by the Project are not anticipated to cause a traffic shift from Vine Street, a designated Avenue II, to alternative routes along residential Local Streets. In addition, access to the Project is provided along Vine Street, in proximity to regional connections. Furthermore, Project trips utilizing Lexington Avenue to access the Project Site would not be considered cut-through traffic. Thus, based on the location of the Project Site, it is unlikely

that local residential streets would serve as an alternative route. Therefore, the addition of Project trips would not adversely affect any residential Local Streets.

CONSTRUCTION IMPACT ANALYSIS

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, which 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.

Proposed Construction Schedule

The Project is anticipated to be constructed over a period of approximately 35 months. The construction period would include sub-phases of demolition, grading and excavation, trenching, building construction, and architectural coatings. Peak haul truck activity occurs during the grading and excavation phase, and peak worker activity occurs during construction building phase. These two sub-phases of construction were studied in greater detail.

Grading and Excavation Phase

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

Haul trucks would travel on approved truck routes designated within the City from Vine Street to US 101. The haul route will be reviewed and approved by the City. Based on projections compiled for the Project, approximately 10,000 cubic yards of material would be excavated and removed from the Project Site and would require on average 23 haul trucks per day. Thus, on average, 46 daily haul truck trips (23 inbound, 23 outbound) are forecast to occur during the grading and excavation phase, with approximately eight trips per hour (four inbound, four outbound) uniformly over a typical six-hour haul period (i.e., outside of commuter peak hours).

Transportation Research Circular No. 212, Interim Materials on Highway Capacity (Transportation Research Board, 1980) defines passenger car equivalency (PCE) for a heavy vehicle as the number of through moving passenger cars to which it is equivalent based on the heavy vehicle's headway and delay-creating effects. Table 8 of *Transportation Research Circular No. 212* and Exhibit 12-25 of the HCM suggest a PCE of 2.0 for trucks. Assuming a PCE factor of 2.0, the 46

truck trips would be equivalent to 92 daily PCE trips. The eight hourly truck trips would be equivalent to 16 PCE trips (eight inbound, eight outbound) per hour.

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 commuter peak hours. In addition, construction 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 site clearing and utility relocation phase of construction.

Building Construction Phase

According to construction projections prepared for the Project, the building construction subphase would employ the most construction workers, with an anticipated total of 100 workers per day for all components of the building after the structure is completed.

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.

Assuming minimal carpooling amongst those workers, an average vehicle occupancy of 1.135 persons per vehicle was applied, as provided in *CEQA Air Quality Handbook* (South Coast Air Quality Management District, 1993), 100 workers would result in a total of 88 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 176 (88 inbound and 88 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 would not cause a significant traffic impact at any of the study intersections.

Parking for construction workers would be secured off-site in a nearby parking facility. Restrictions against workers parking in the public ROW 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 or provided on-demand/as needed to reduce the need for storage.

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.) would be incorporated into the Construction Management Plan. The construction-related impacts associated with access to other businesses 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 would be primarily contained within the Project Site boundaries. All construction equipment will be staged entirely on-site or delivered on an as needed basis. However, temporary closures of the public ROW (e.g., travel lanes, sidewalks) adjacent to the Project Site may be required during construction. Temporary traffic controls (e.g., use of directional signage, maintaining continuous and unobstructed pedestrian paths, and/or providing overhead covering) would be provided to direct traffic and/or pedestrians safely around any closures, as required in the Construction Management Plan.

Transit. The construction activities of the Project would require the temporary relocation of the Metro Local 210 stop located along Vine Street adjacent to the Project Site. The stop relocation would be coordinated with Metro. Metro would be notified should the Project construction affect any other Metro facilities.

Parking. Parking is not permitted along Vine Street adjacent to the Project Site. It is, however, permitted along Lexington Avenue adjacent to the Project Site where construction activities may result in a temporary removal of up to five unmetered parking spaces. As such, coordination with LADOT would be included in the Construction Management Plan.

Construction Management Plan

In accordance with Section 3.4.5 of the TAG, 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.

PARKING

The Project would provide a total of 93 vehicle parking spaces within one ground level and one above-grade level and a total of 120 bicycle parking spaces on-site (106 long-term and 14 short-term).

Vehicle Parking Code Requirements

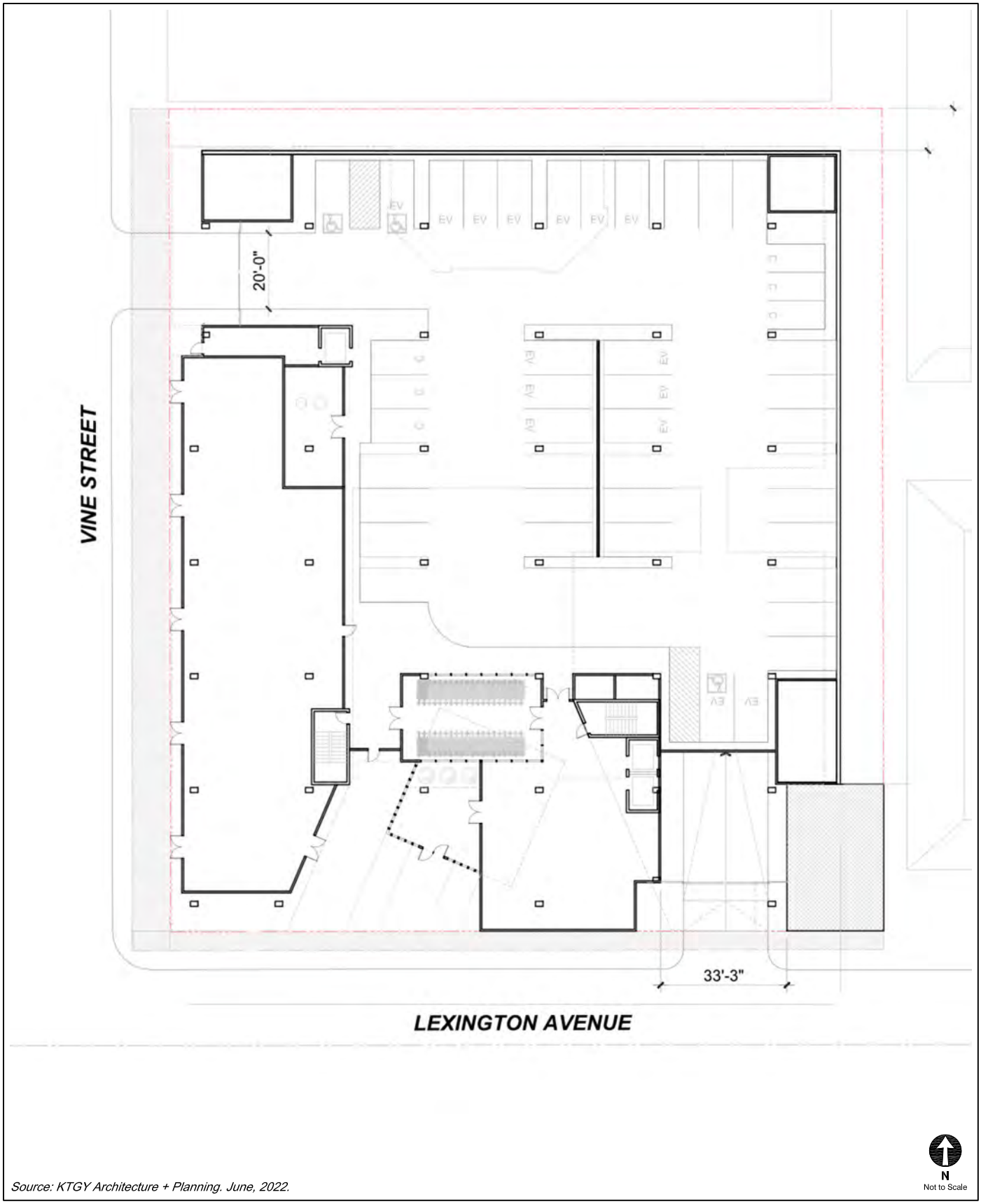
LAMC Section 12.21.A4 identifies the base code parking rates for developments in the City. However, the Project is requesting to provide vehicle parking spaces at a reduced rate in accordance with State of California Assembly Bill 2345 (Government Code Section 65915) standards, which require no more than 0.5 parking spaces per dwelling unit for residential projects that include affordable units and apply for a density bonus. Additionally, the Project is in a State Enterprise Zone, which requires a reduced parking rate of two parking spaces per 1,000 square feet of commercial space, including restaurant uses. Therefore, as shown in Table 10, based on the rates above, the Project would be required to provide a total of 91 vehicle parking spaces.

Bicycle Parking Code Requirements

LAMC Section 12.21.A.16 details the long-term and short-term bicycle parking requirements for new developments, which are summarized in Table 11. As shown, the Project would require a total of 105 long-term and 14 short-term bicycle parking spaces.

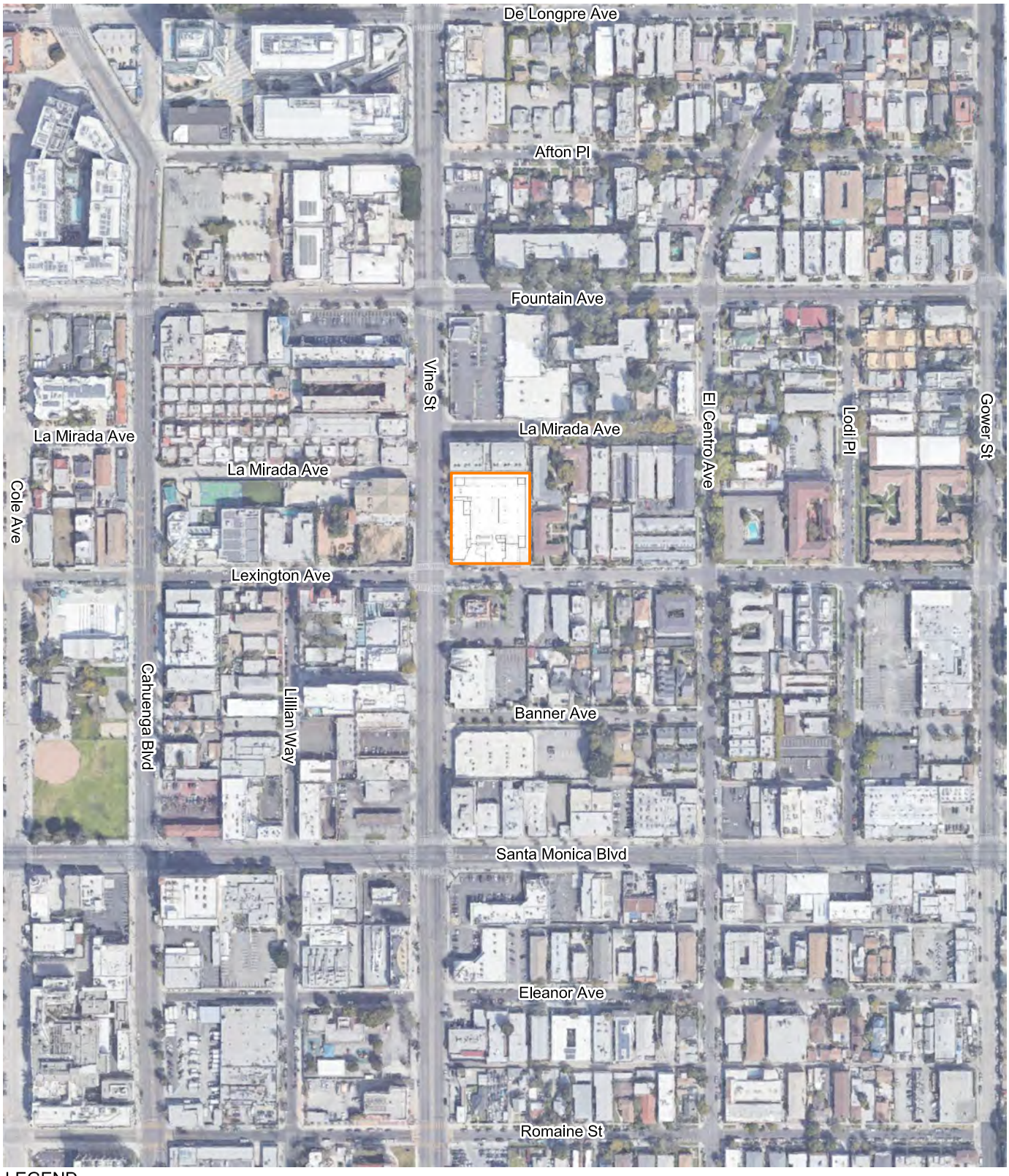
CONCLUSION

The Project is consistent with the City's plans, programs, ordinances, and policies and would not generate any VMT, geometric design hazard, or emergency access impacts. Therefore, the Project would not result in a significant and unavoidable CEQA impact. In addition, the Project would not result in a significant safety impact on any Caltrans freeway off-ramp facilities. Furthermore, the Project is not anticipated to result in any operational deficiencies on the adjacent transportation system.



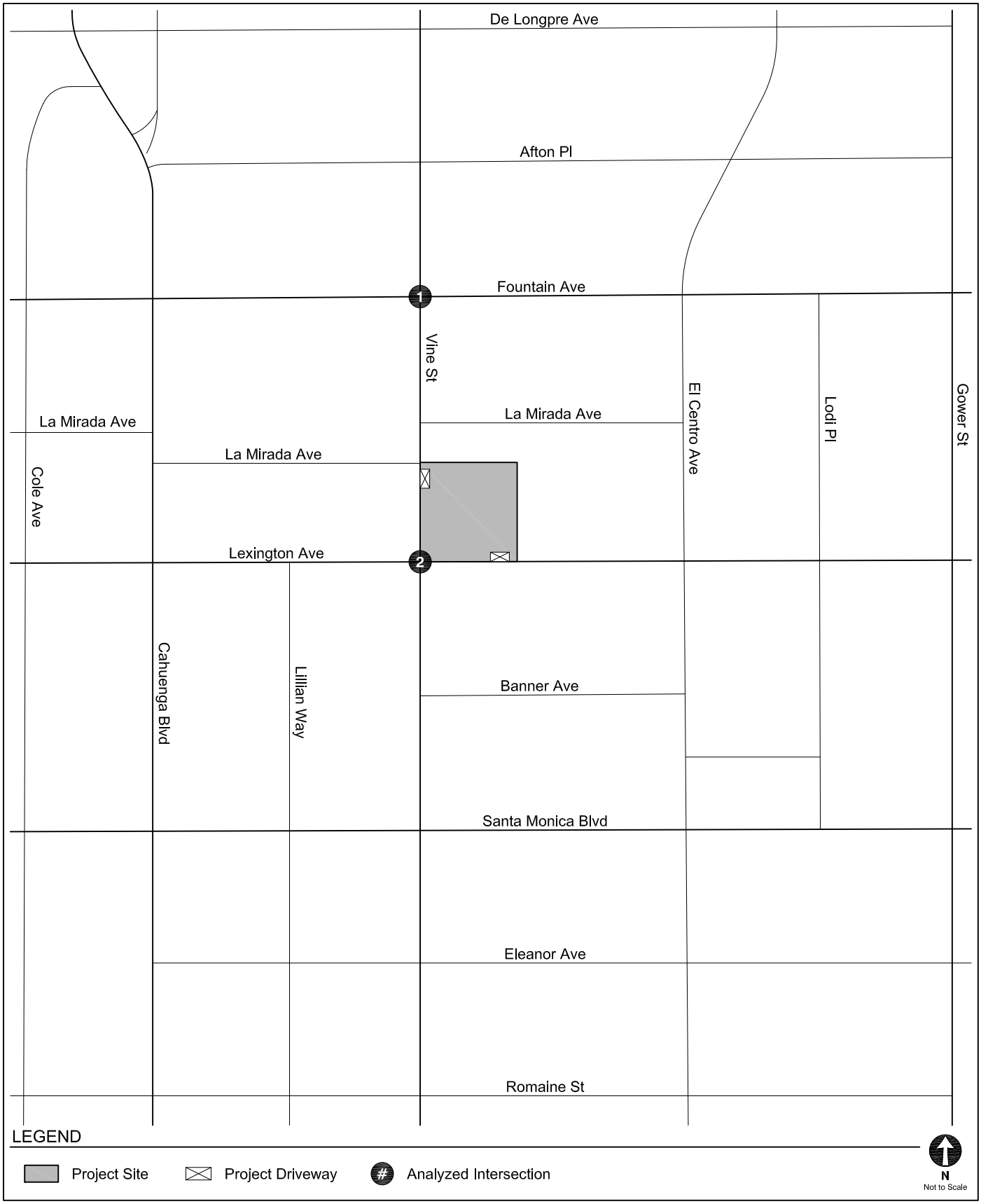
Source: KTGY Architecture + Planning. June, 2022.

PROJECT SITE PLAN	FIGURE 1



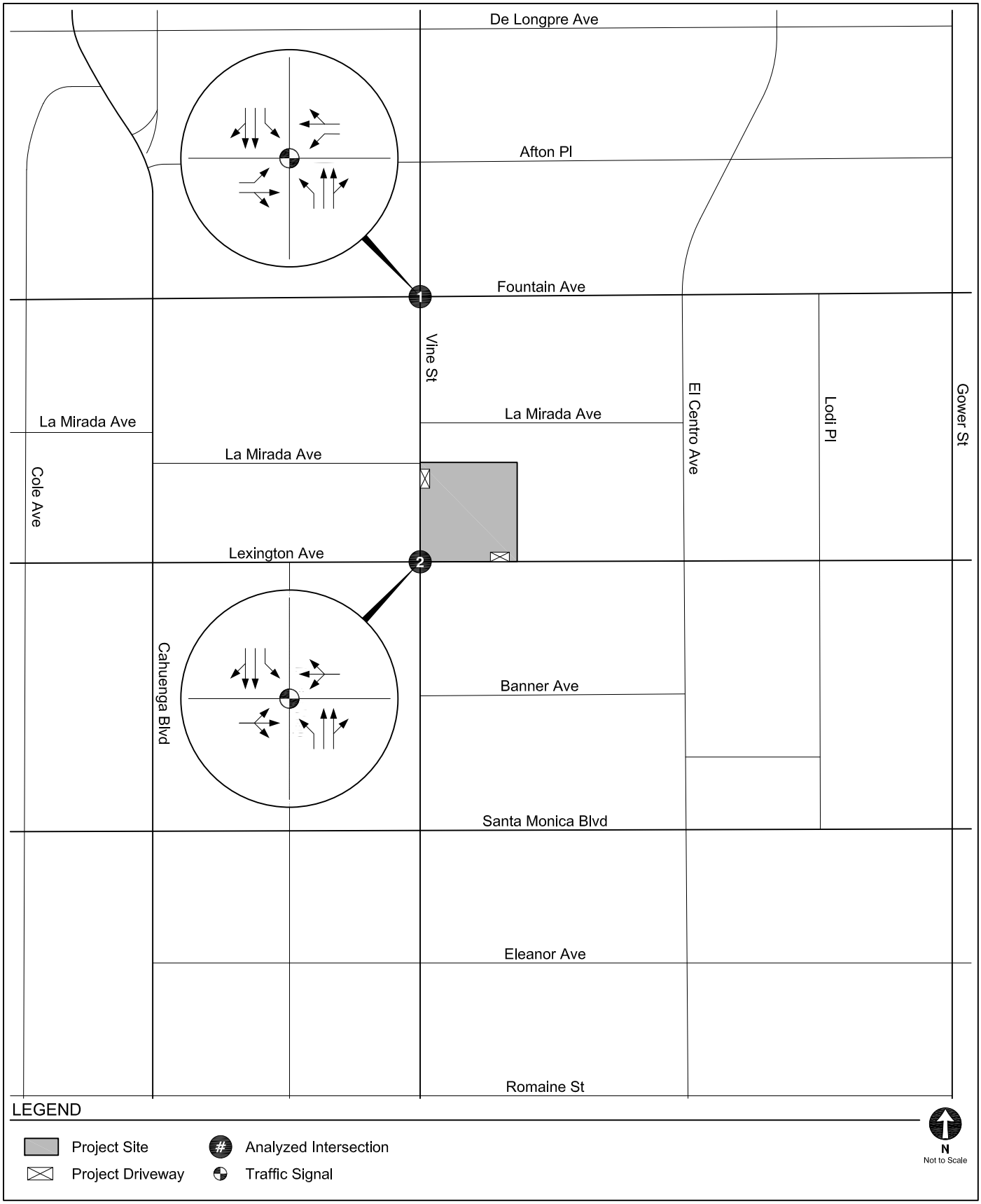
PROJECT SITE LOCATION

FIGURE 2



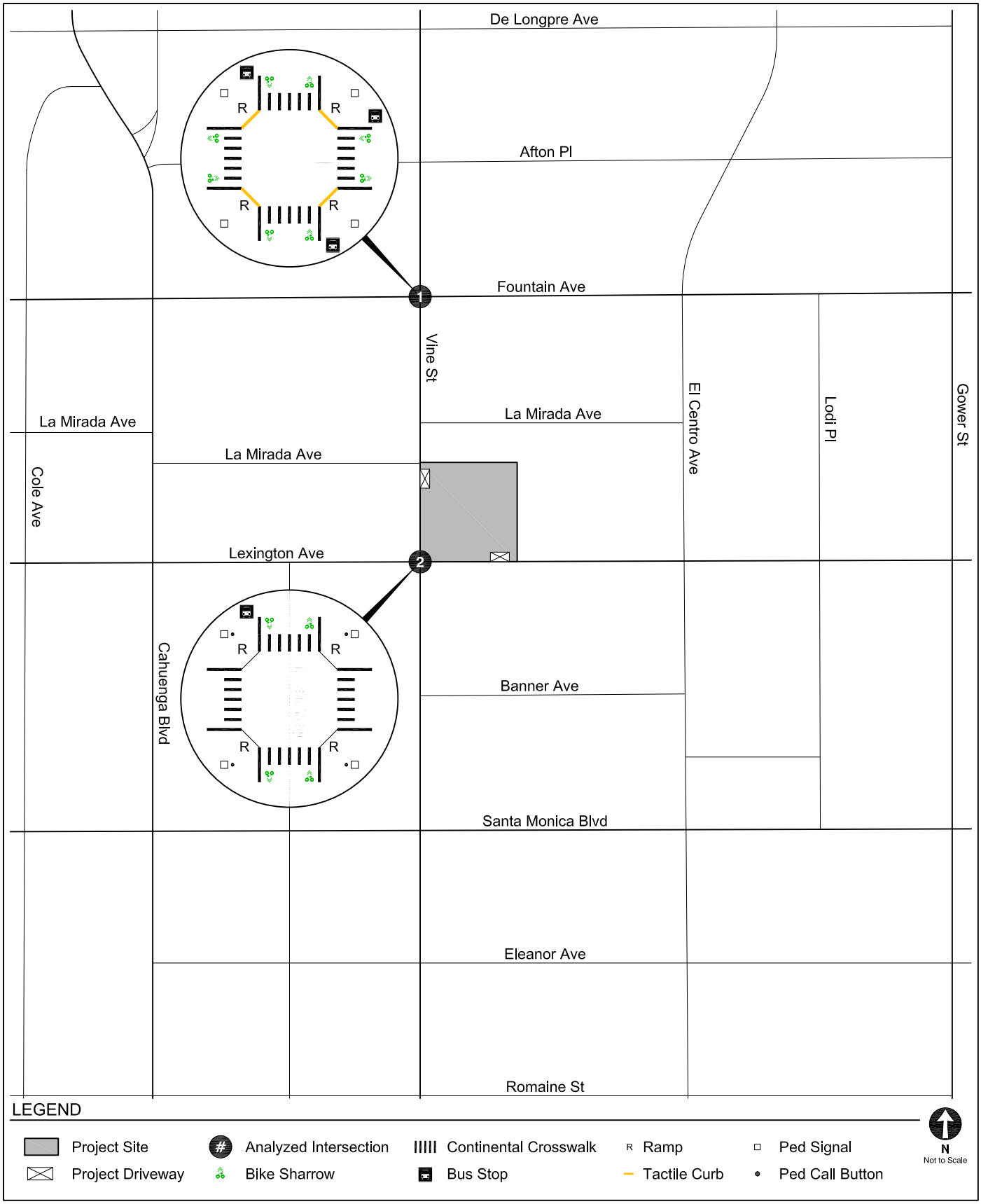
STUDY AREA AND ANALYZED INTERSECTIONS

FIGURE 3



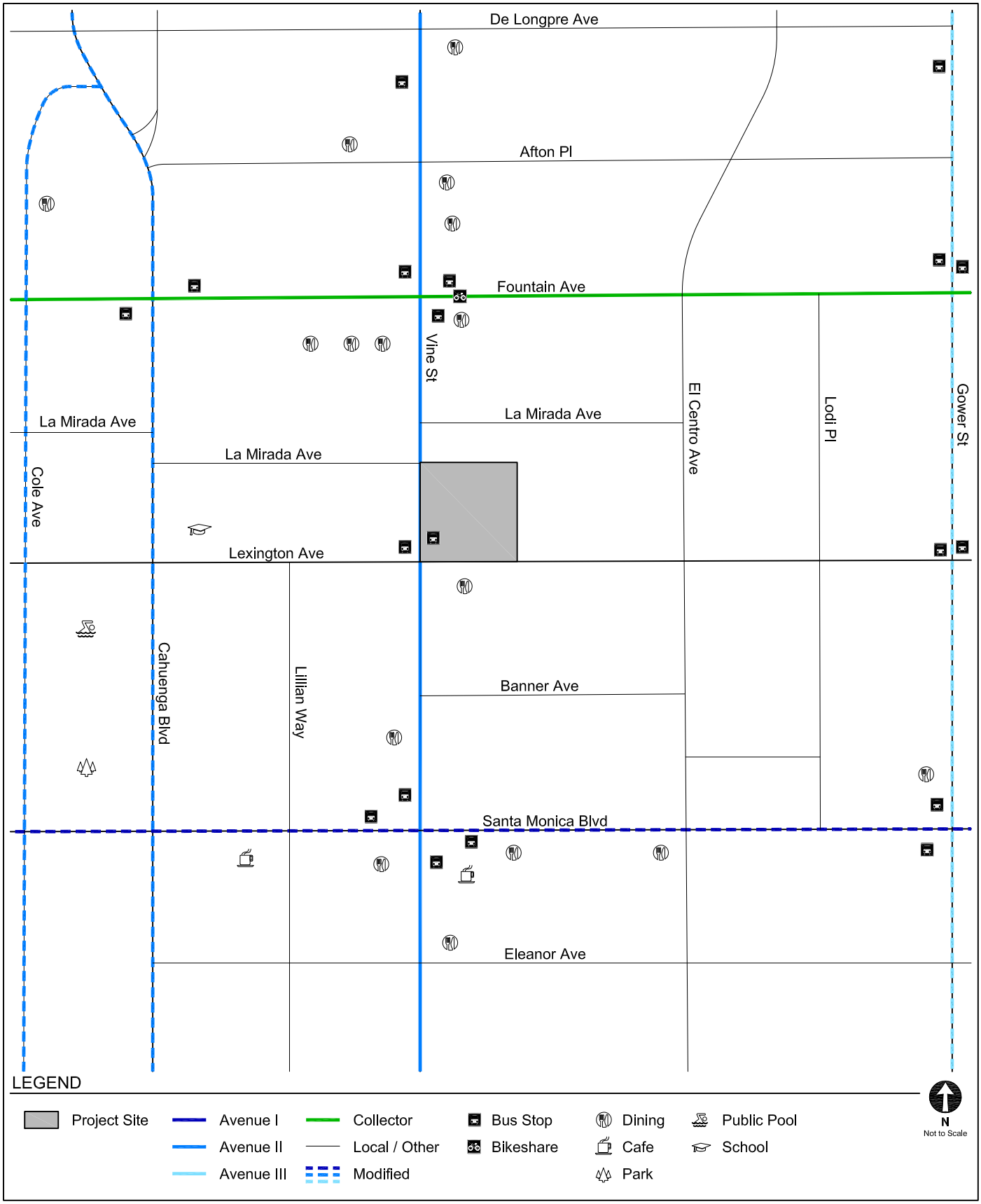
EXISTING INTERSECTION LANE CONFIGURATIONS

FIGURE 4



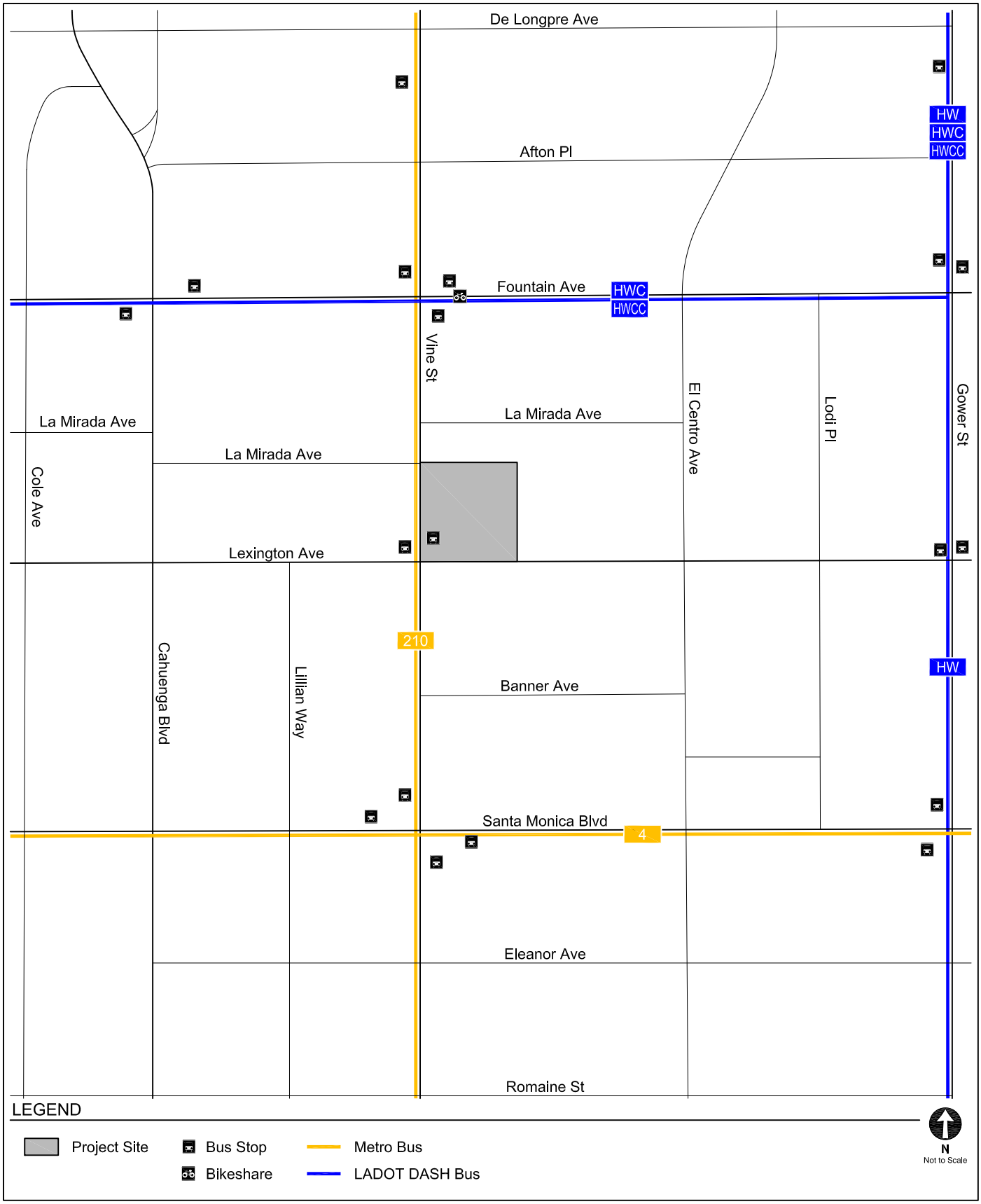
EXISTING INTERSECTION MOBILITY FACILITIES

FIGURE 5



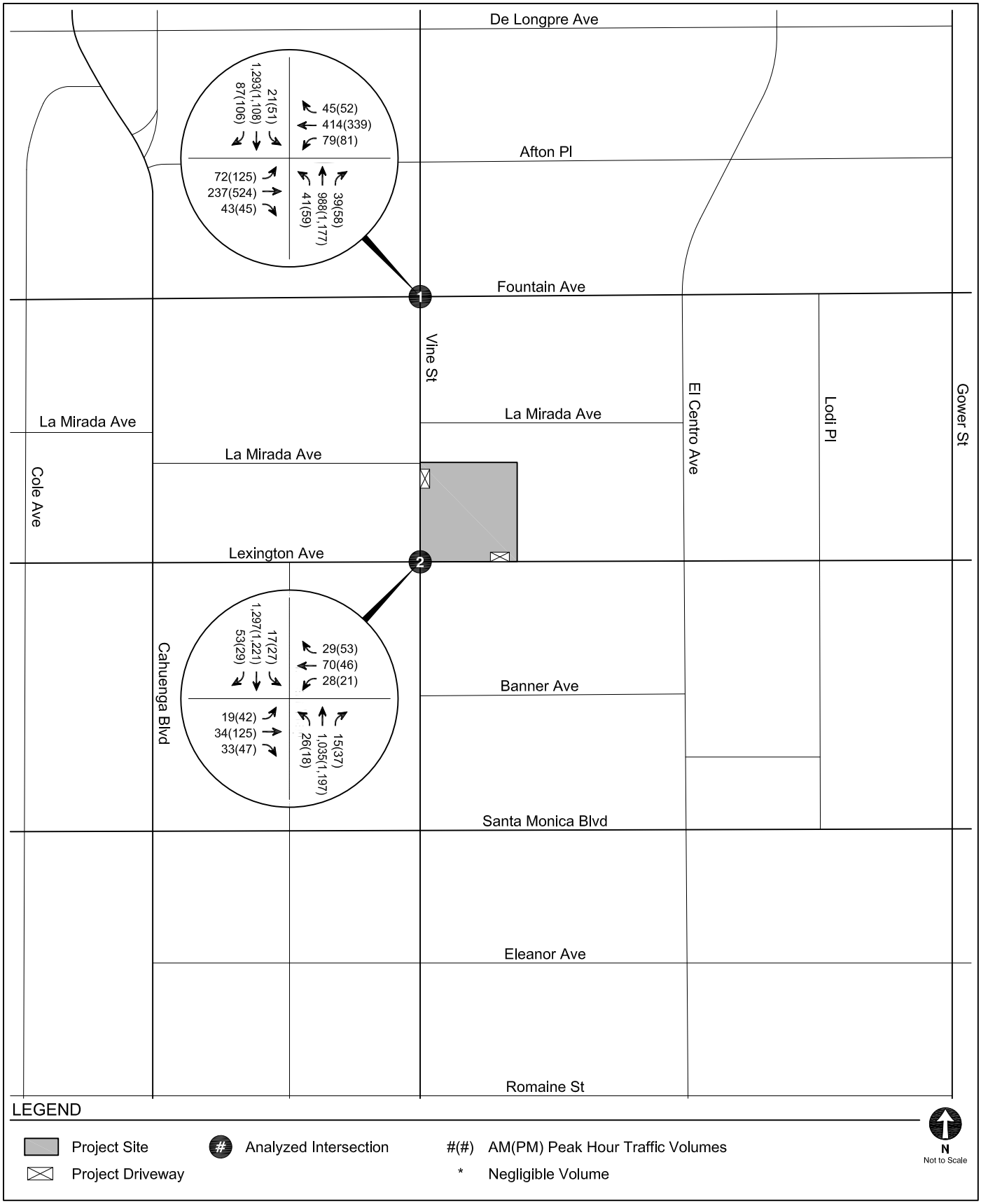
MOBILITY PLAN DESIGNATIONS AND PEDESTRIAN DESTINATIONS

FIGURE 6



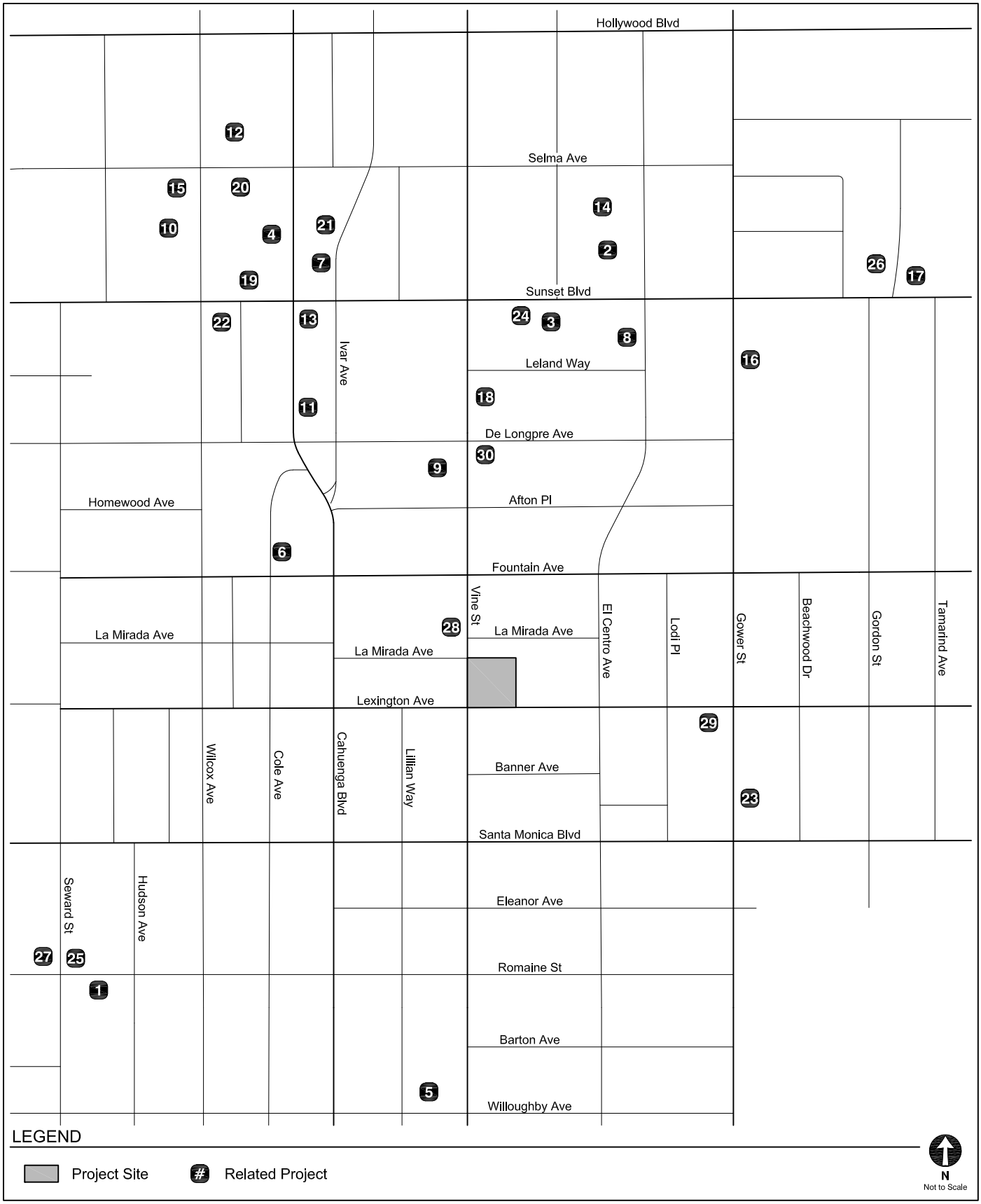
EXISTING TRANSIT SERVICE

FIGURE 7



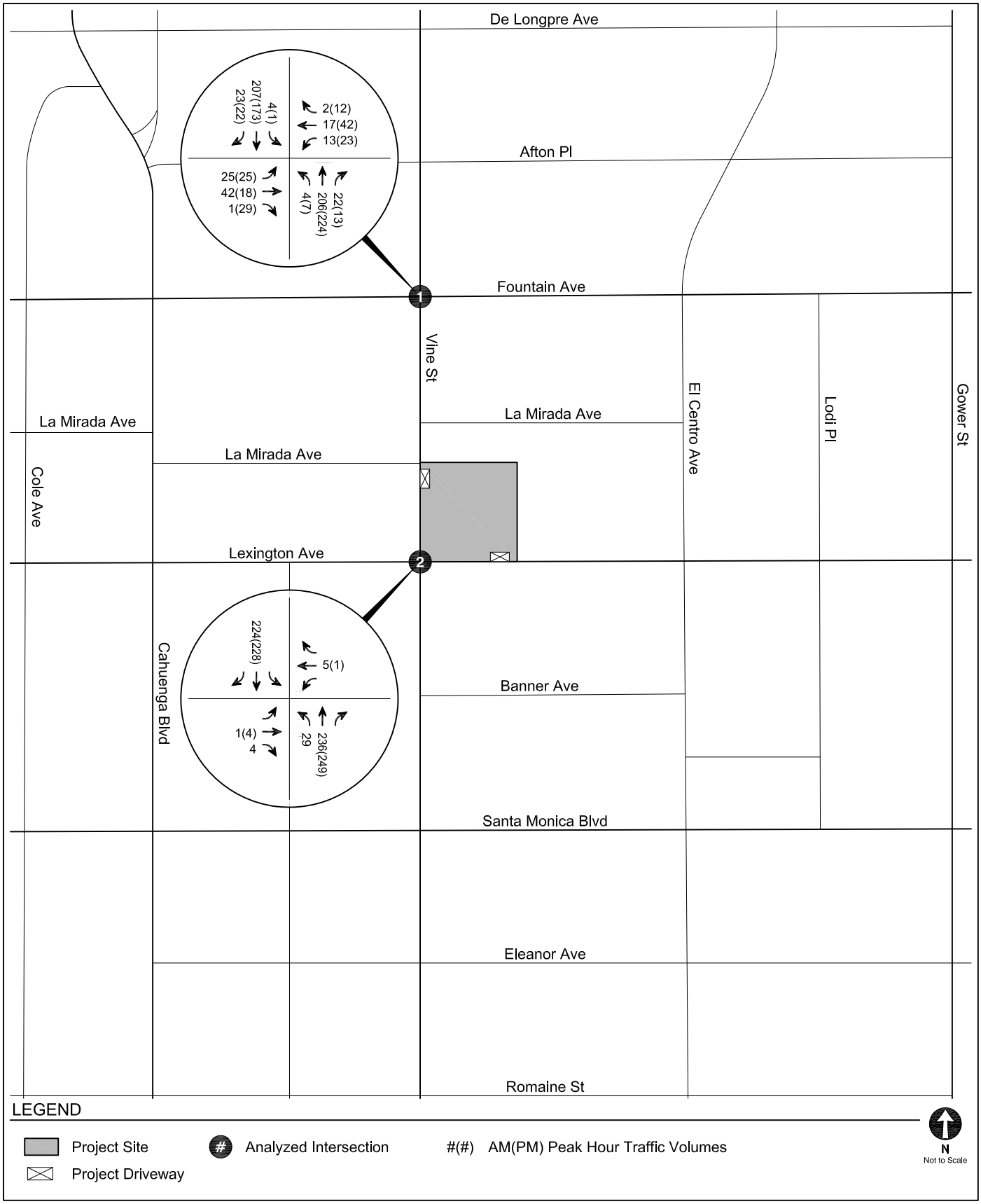
EXISTING CONDITIONS (YEAR 2022)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
8



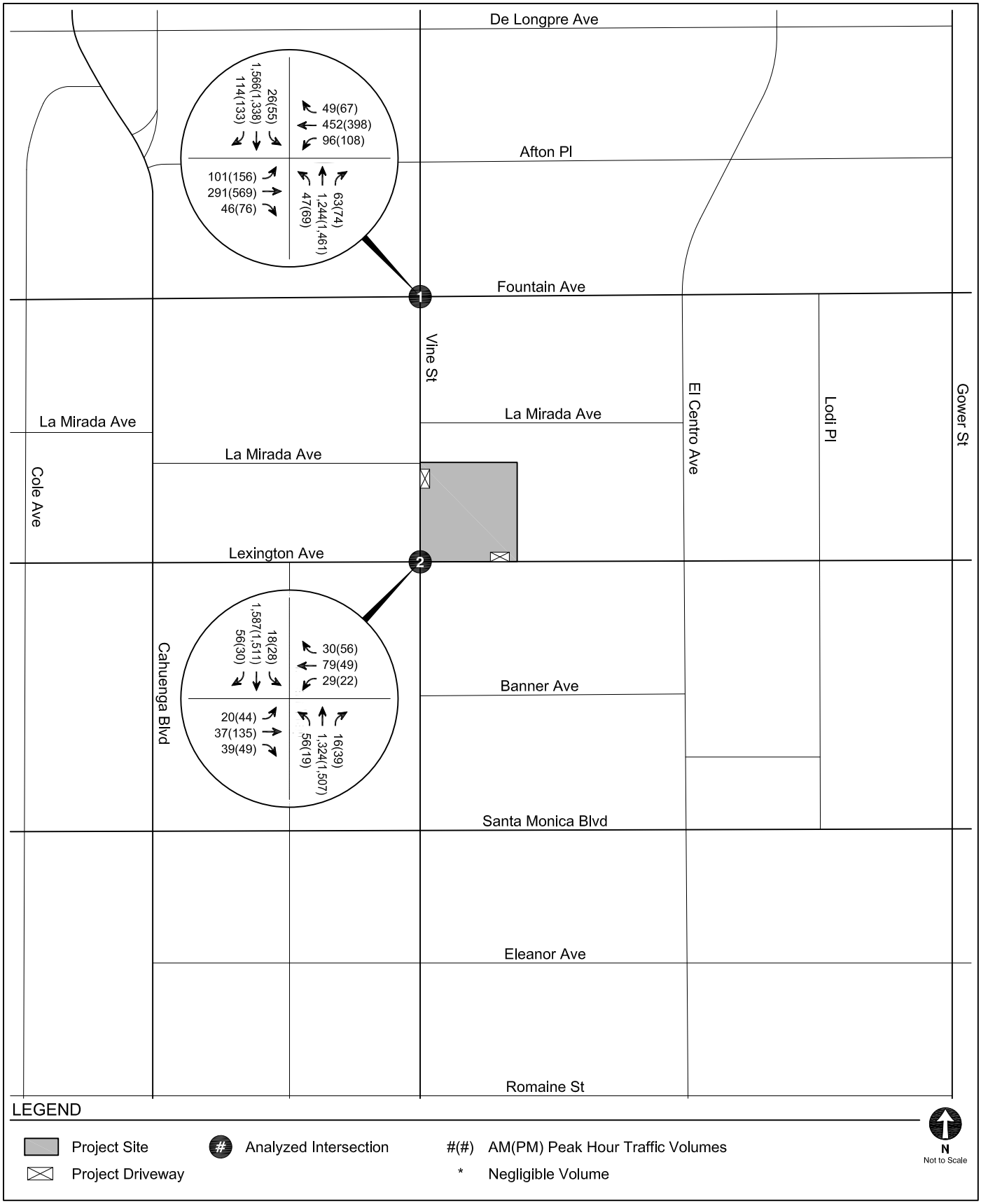
LOCATIONS OF RELATED PROJECTS

FIGURE 9



RELATED PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
10

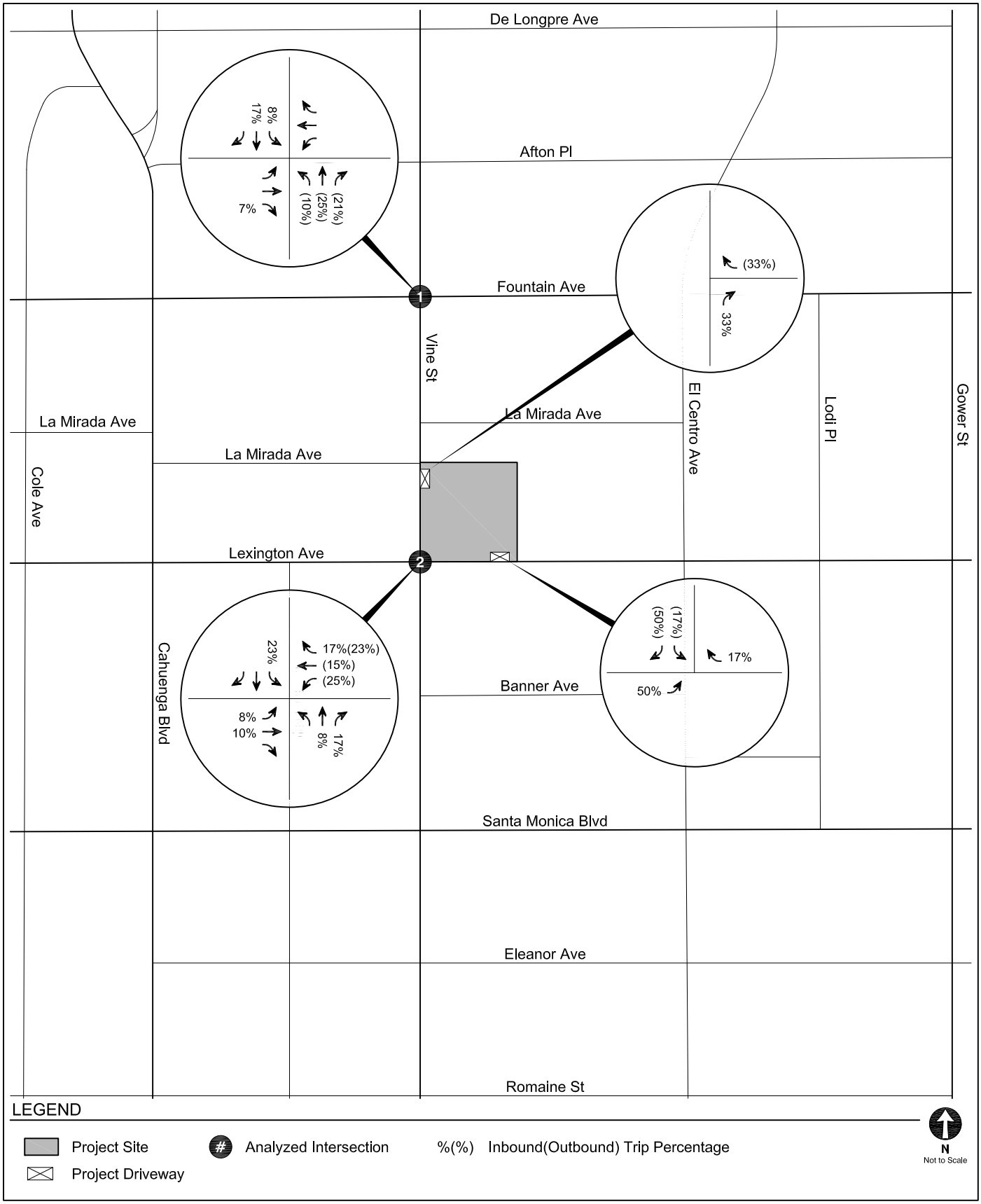


FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2027)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
11

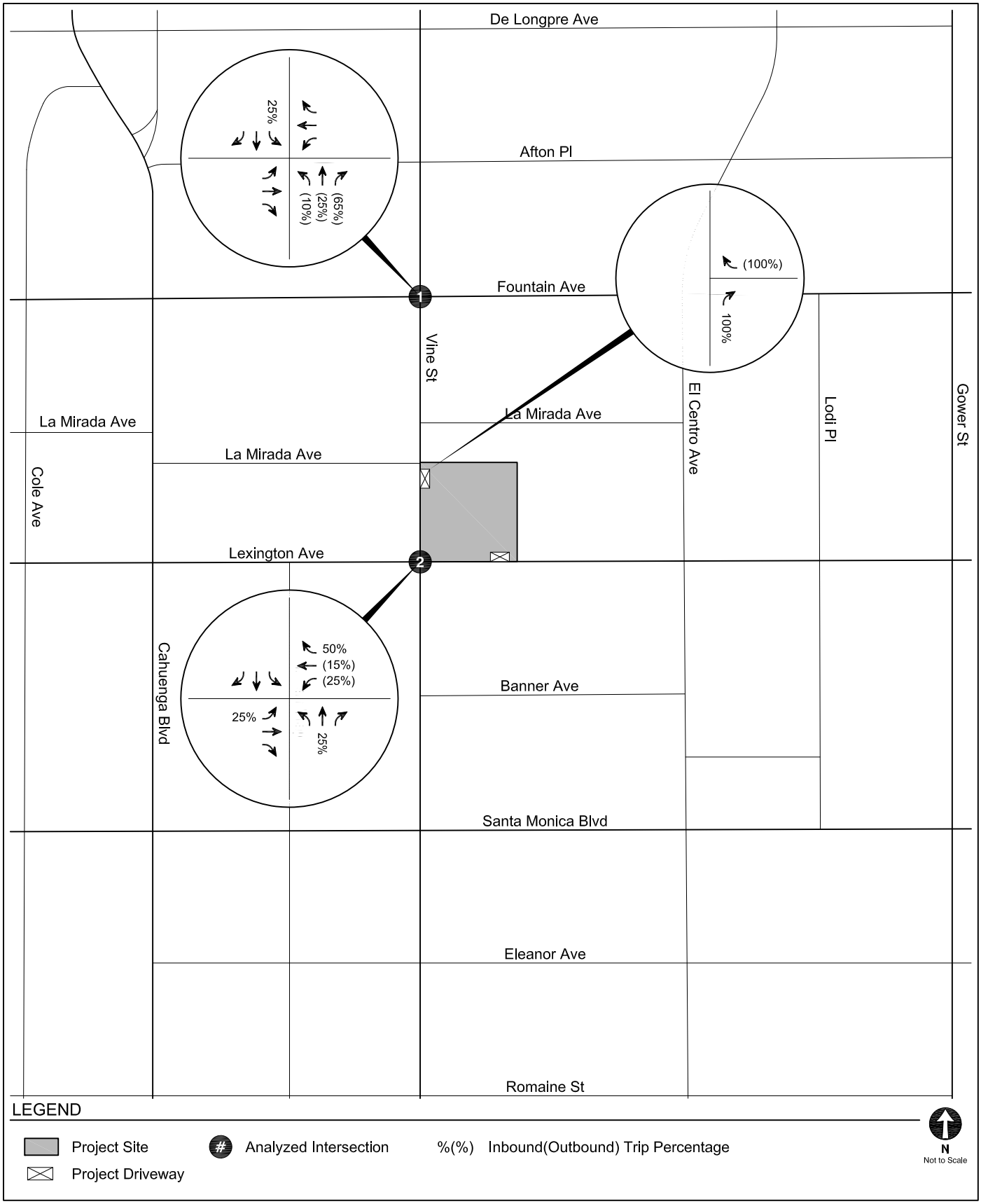
ROADWAY MODAL PRIORITIES

FIGURE 12



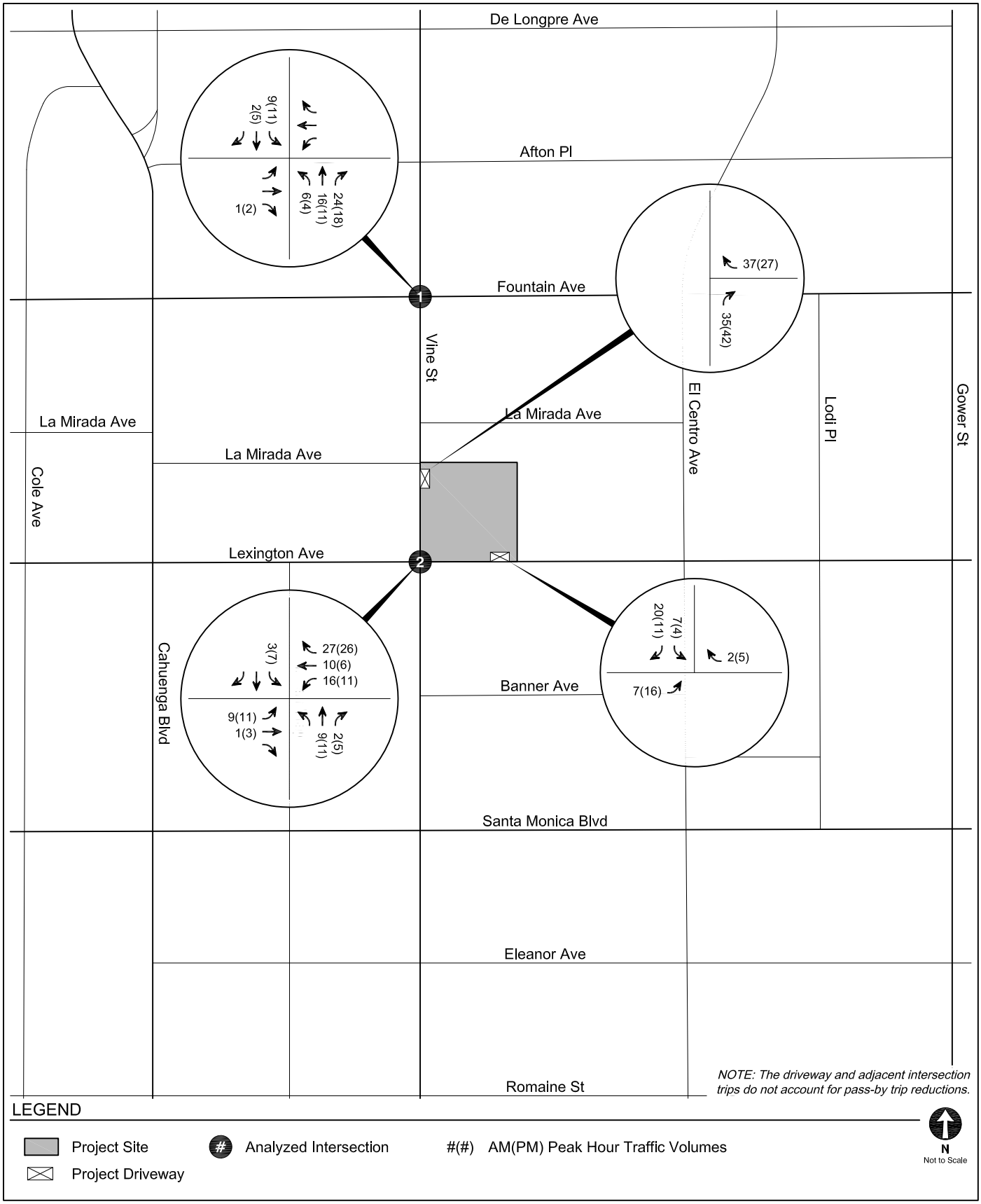
PROJECT TRIP DISTRIBUTION
RESIDENTIAL

FIGURE
13A



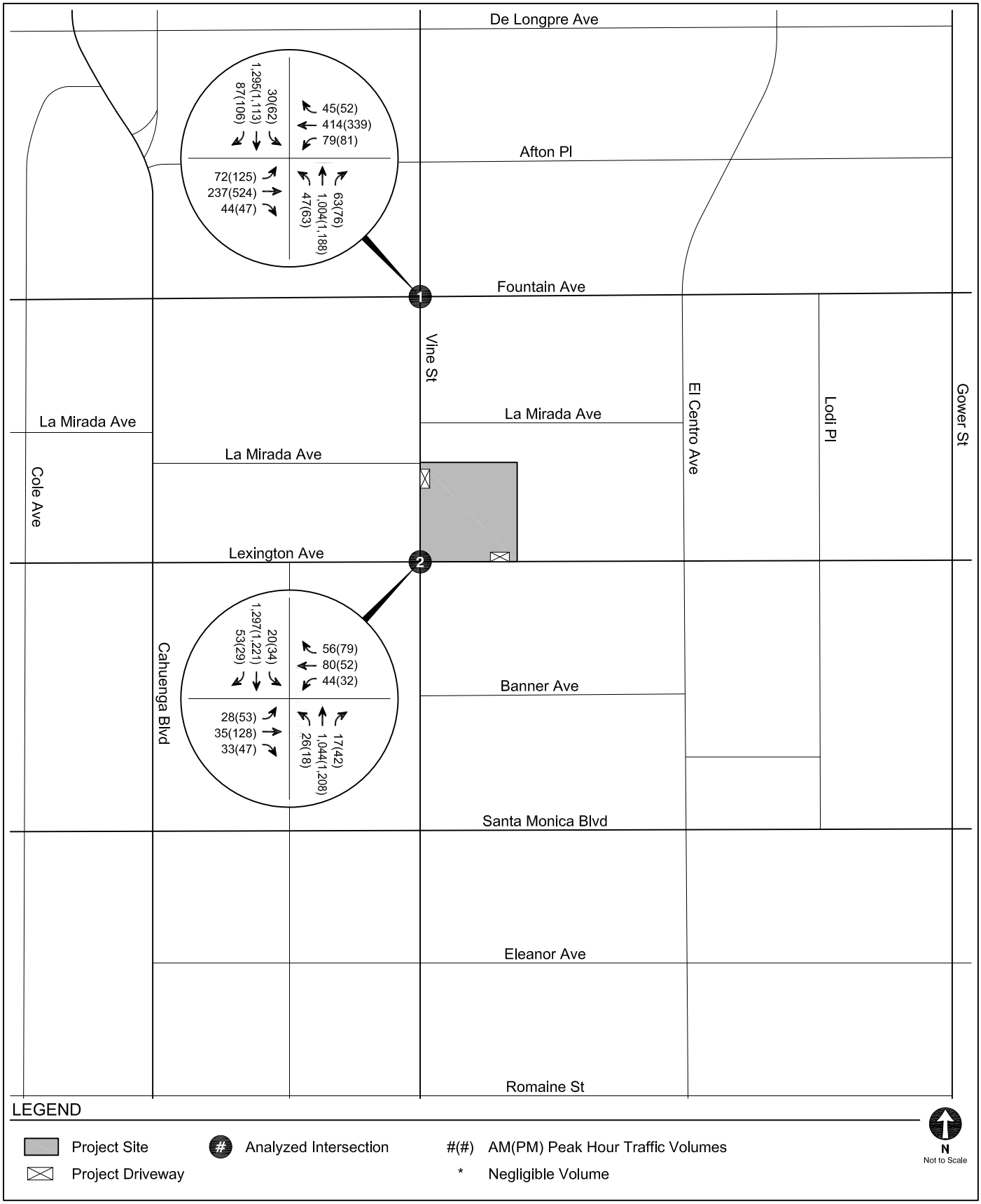
PROJECT TRIP DISTRIBUTION
COMMERCIAL

FIGURE
13B



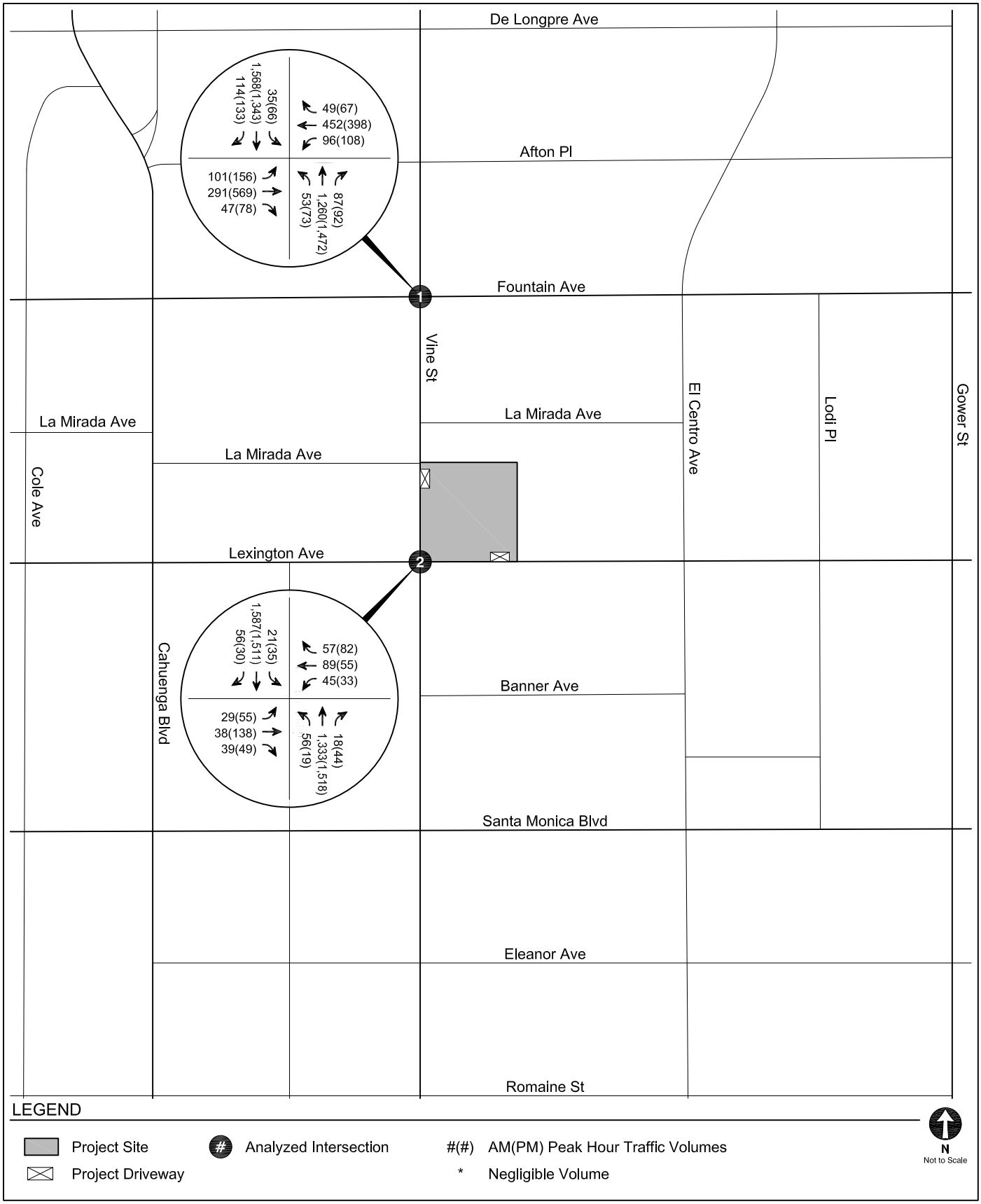
PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
14



EXISTING WITH PROJECT CONDITIONS (YEAR 2022)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
15



FUTURE WITH PROJECT CONDITIONS (YEAR 2027)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
16

TABLE 1
EXISTING TRANSIT SERVICE IN STUDY AREA

Provider, Route, and Service Area		Service Type	Hours of Operation	Nearest Stop Location		Average Headway (minutes)			
				Intersection	Distance to Project Site	Morning Peak Hour		Afternoon Peak Hour	
Metro Bus Service [a]						**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
4	Downtown Los Angeles- Santa Monica via Santa Monica Blvd	Local	24 Hours	Santa Monica at Vine	680 feet south	8	8	8	8
210	Hollywood/Vine Station- South Bay Galleria Via Vine St, Wilshire/Western Station, Crenshaw Blvd	Local	4:30 A.M. to 3 A.M.	Vine at Lexington	Adjacent west	10	10	10	10
LADOT DASH Bus Service [b]						**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
HWC	Hollywood Clockwise	Local	6 A.M. to 8 P.M.	Fountain at Vine	430 feet north	N/A	30	N/A	30
HWCC	Hollywood Counterclockwise	Local	6 A.M. to 8 P.M.	Fountain at Vine	430 feet north	30	N/A	30	N/A
HW	Hollywood/Wilshire	Local	6 A.M. to 7:15 P.M.	Gower at Lexington	1,060 feet east	30	N/A	30	N/A

Notes:
Metro - Los Angeles County Metropolitan Transportation Authority. LADOT DASH - Los Angeles Department of Transportation Downtown Area Short Hop.
NB - Northbound. EB - Eastbound. SB - Southbound. WB - Westbound.
[a] Transit routes and frequencies based on Metro schedules effective October 23, 2022.
[b] Transit routes and frequencies based on LADOT DASH schedules effective August 3, 2020 for Hollywood and July 31, 2021 for Hollywood/Wilshire.

TABLE 2A
TRANSIT SYSTEM CAPACITY IN STUDY AREA - MORNING PEAK HOUR

Provider, Route, and Stop Location		Capacity per Trip [a]	Peak Hour Ridership [b]				Average Remaining Capacity per Trip		Average Remaining Peak Hour Capacity	
			Peak Load		Average Load					
			NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
Metro Bus Service										
4	Santa Monica at Vine	50	21	43	15	29	35	21	263	164
210	Vine at Lexington	50	21	31	17	14	33	36	191	209
LADOT DASH Bus Service										
HWC	Fountain at Vine	30	N/A	2	N/A	1	N/A	29	N/A	58
HWCC	Fountain at Vine	30	3	N/A	2	N/A	28	N/A	56	N/A
HW	Gower at Lexington	30	4	N/A	2	N/A	28	N/A	56	N/A
								Total Remaining Peak Hour Transit System Capacity	**997**	

Notes:

Metro - Los Angeles County Metropolitan Transportation Authority. LADOT DASH - Los Angeles Department of Transportation Downtown Area Short Hop.
NB - Northbound. EB - Eastbound. SB - Southbound. WB - Westbound.

[a] Capacity assumptions:

Metro Bus - 40 seated / 50 standing

LADOT DASH Bus - 25 seated / 30 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.

[b] Based on ridership data provided by Metro Bus and LADOT in 2019 and Metro Rail in 2018 to reflect pre-COVID ridership conditions.

TABLE 2B
TRANSIT SYSTEM CAPACITY IN STUDY AREA - AFTERNOON PEAK HOUR

Provider, Route, and Stop Location		Capacity per Trip [a]	Peak Hour Ridership [b]				Average Remaining Capacity per Trip		Average Remaining Peak Hour Capacity	
			Peak Load		Average Load					
			NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
Metro Bus Service										
4	Santa Monica at Vine	50	44	31	32	21	18	23	144	186
210	Vine at Lexington	50	19	30	17	25	34	17	201	95
LADOT DASH Bus Service										
HWC	Fountain at Vine	30	N/A	4	N/A	2	N/A	28	N/A	56
HWCC	Fountain at Vine	30	3	N/A	1	N/A	29	N/A	46	N/A
HW	Gower at Lexington	30	10	N/A	3	N/A	27	N/A	43	N/A
								Total Remaining Peak Hour Transit System Capacity	**771**	

Notes:

Metro - Los Angeles County Metropolitan Transportation Authority. LADOT DASH - Los Angeles Department of Transportation Downtown Area Short Hop.
NB - Northbound. EB - Eastbound. SB - Southbound. WB - Westbound.

[a] Capacity assumptions:

Metro Bus - 40 seated / 50 standing

LADOT DASH Bus - 25 seated / 30 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.

[b] Based on ridership data provided by Metro Bus and LADOT in 2019 and Metro Rail in 2018 to reflect pre-COVID ridership conditions.

TABLE 3
RELATED PROJECTS

No.	Project	Address	Use	Trip Generation [a]						
				Daily	Morning Peak Hour			Afternoon Peak Hour		
					In	Out	Total	In	Out	Total
1.	Seward St Office	956 N Seward St	126,980 sf office	1,240	165	21	186	29	151	180
2.	Palladium Residences	6201 W Sunset Bl	731 apartment units, including 37 affordable units, and 24,000 sf commercial	4,913	128	228	356	234	160	403
3. [b]	6250 Sunset (Nickelodeon)	6250 W Sunset Bl	200 apartment units and 4,700 sf retail	1,473	52	80	132	71	50	121
4.	Cahuenga Boulevard Hotel	1525 N Cahuenga Bl	64 hotel rooms, 3,300 sf restaurant, 1,200 sf guest lounge, and 700 sf rooftop restaurant	469	10	12	22	20	14	34
5. [b]	Mixed-Use	901 N Vine St	70 apartment units and 3,000 sf commercial	(32)	4	26	30	(5)	1	(4)
6. [b]	Mixed-Use	1310 N Cole Ave	369 apartment units, including 12 live-work and 20 affordable housing units, and 2,570 sf office	2,226	20	139	159	139	58	197
7.	Ivar Gardens Hotel	6409 W Sunset Bl	275 hotel rooms and 1,900 sf retail	1,285	51	26	77	53	60	113
8. [b]	6200 W Sunset Boulevard	6200 W Sunset Bl	270 apartment units, 8,070 sf retail, 2,300 sf pharmacy, and 1,750 sf quality restaurant	1,778	26	97	123	100	35	135
9. [b]	Academy Square	1341 Vine St	200 apartment units and 301,854 sf restaurant/office	6,218	330	164	494	152	220	372
10. [b]	Thompson Hotel	1541 N Wilcox Ave	200 hotel rooms, 5,125 sf ground floor restaurant and 4,105 sf rooftop restaurant/bar/lounge	2,058	76	57	133	82	75	157
11. [b]	Godfrey Hotel	1400 N Cahuenga Bl	220 hotel rooms, 2,723 sf restaurant, and 1,440 sf bar	1,875	55	47	102	78	60	138
12.	Selma-Wilcox hotel	6421 W Selma Ave	114 hotel rooms and 1,993 sf restaurant	1,227	43	27	70	56	44	100
13.	6400 Sunset Mixed-Use	6400 W Sunset Bl	200 apartment units and 7,000 sf restaurant	11	14	77	91	57	(6)	51
14.	Modera Argyle	1546 N Argyle Ave	276 apartment units, including 13 affordable housing units, 15,000 sf restaurant, and 9,000 sf retail	2,013	43	127	170	128	51	179
15.	Citizen News	1545 N Wilcox Ave	16,100 sf flexible event space and 14,800 sf restaurant	2,341	36	50	86	128	47	175

Notes:

[a] Related project information provided by the Los Angeles Department of Transportation and Los Angeles Department of City Planning in June 2022 and recent traffic studies prepared in the area. This list includes known development projects within one-half mile (2,460 foot) radius of the Project Site in accordance with the TAG.

[b] Although construction of the related project may be partially complete/entirely complete, the project was not fully occupied at the time when traffic counts were conducted. Therefore, the related project was considered and listed to provide a more conservative analysis.

TABLE 3
RELATED PROJECTS (CONT.)

No.	Project	Address	Use	Trip Generation [a]						
				Daily	Morning Peak Hour			Afternoon Peak Hour		
					In	Out	Total	In	Out	Total
16.	Sunset Gower Studios	1438 N Gower St	828,339 sf office, 205,202 sf sound stage, 65,319 sf production support, and 6,516 sf restaurant	4,108	424	67	491	77	410	487
17. [b]	Sunset and Gordon Mixed-Use	5939 W Sunset Bl	299 apartment units, including 15 affordable housing units, 38,440 sf office, 3,700 sf restaurant, and 3,970 sf retail	3,731	152	191	343	182	152	334
18.	1400 Vine	1400 Vine St	198 apartment units, including 21 affordable housing units, and 16,000 sf restaurant	1,446	70	93	163	97	56	153
19.	6445 Sunset	6445 Sunset Bl	175 hotel rooms and 12,500 sf restaurant	1,409	77	58	135	80	61	141
20.	Wilcox & Selma Residential	6422 W Selma Ave	40 apartment units and 5 affordable housing units	126	(3)	10	7	9	(1)	8
21.	Artisan Hollywood	1520 N Cahuenga Bl	270 apartment units, including 27 affordable housing units and 6,805 sf restaurant	1,143	34	75	109	82	40	122
22.	Sunset + Wilcox Mixed-Use	6450 W Sunset Bl	431,032 sf office, and 12,386 sf restaurant	2,836	311	50	361	93	319	412
23.	Residential with Affordable Housing	1125 N Gower St	155 apartment units and 14 affordable housing units	667	13	35	48	32	21	53
24.	Sunset Vine 2	6266 W Sunset Bl	150 apartment units and 13,130 sf restaurant	603	11	35	46	33	22	55
25.	1000 Seward	1000 N Seward St	136,200 sf office, 12,200 sf restaurant, and 2,200 sf retail	1,669	147	48	195	58	135	193
26.	6007 Sunset Mixed-Use	6007 W Sunset Bl	110 apartment units and 14,555 sf retail	904	15	25	40	30	29	59
27. [b]	Hollywood Center Studios Office	6601 W Romaine St	106,125 sf office	808	88	4	92	12	39	51
28.	1235 Vine St	1235 Vine St	109,190 sf office and 7,960 sf restaurant	696	96	19	116	19	91	108
29.	Hollywood Production Center	1149 N Gower St	169 apartment units	735	6	23	29	23	12	35
30.	Onni Group Mixed-Use Development	1360 N Vine St	463,521 sf office, 11,914 sf restaurant and 8,998 sf additional restaurant	3,533	278	40	318	135	337	472

Notes:

[a] Related project information provided by the Los Angeles Department of Transportation and Los Angeles Department of City Planning in June 2022 and recent traffic studies prepared in the area. This list includes known development projects within one-half mile (2,460 foot) radius of the Project Site in accordance with the TAG.

[b] Although construction of the related project may be partially complete/entirely complete, the project was not fully occupied at the time when traffic counts were conducted. Therefore, the related project was considered and listed to provide a more conservative analysis.

TABLE 4
TRIP GENERATION ESTIMATES

Land Use	ITE Land Use	Rate or Size	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
TRIP GENERATION RATES [a]								
Multi-Family Housing (Mid-Rise)	221	per du	23%	77%	0.37	61%	39%	0.39
Affordable Housing	[b]	per du	37%	63%	0.49	56%	44%	0.35
High-Turnover (Sit-Down) Restaurant	932	per 1,000 sf	55%	45%	9.57	61%	39%	9.05
TRIP GENERATION ESTIMATES								
Proposed Project								
Multi-Family Housing (Mid-Rise)	221	135 du	12	38	50	32	21	53
Transit/Walk-In Reduction - 10% [c]			*(1)*	*(4)*	*(5)*	*(3)*	*(2)*	*(5)*
Affordable Housing	[b]	18 du	3	6	9	3	3	6
Restaurant	932	7,000 sf	37	30	67	38	25	63
Internal Capture Reduction - 10% [d]			*(4)*	*(3)*	*(7)*	*(4)*	*(3)*	*(7)*
Transit/Walk-In Reduction - 10% [c]			*(3)*	*(3)*	*(6)*	*(3)*	*(2)*	*(5)*
Pass-By Trip Reduction - 20% [e]			*(6)*	*(5)*	*(11)*	*(6)*	*(4)*	*(10)*
TOTAL NEW PROJECT TRIPS			**38**	**59**	**97**	**57**	**38**	**95**

Notes:

du = dwelling unit; sf = square feet

[a] Trip generation rates are for General Urban/Suburban areas from *Trip Generation Manual, 11th Edition* (Institute of Transportation Engineers, 2021), unless otherwise noted.

[b] Per LADOT's *Transportation Assessment Guidelines*, residential or mixed-use developments inside a Transit Priority Area (TPA) which include Affordable Housing Units are eligible to use a City-specific trip generation rate based on vehicle trip count data collected at affordable housing sites in the City of Los Angeles in 2016.

[c] Per LADOT's *Transportation Assessment Guidelines*, the Project Site is located within 0.25 miles from bus stops that serve Metro Local and LADOT DASH lines, thus a 10% transit reduction was applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments.

[d] Internal capture reductions account for person trips made between distinct land uses within a mixed-use development (i.e., residents visiting the commercial uses).

[e] Per Attachment H of LADOT's *Transportation Assessment Guidelines*, pass-by reductions were taken into account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.

TABLE 5
VMT ANALYSIS SUMMARY

Project Information	
Land Use	**Size**
Multi-Family Housing	135 du
Affordable Housing	18 du
High-Turnover (Sit-Down) Restaurant	7,000 sf
Project Analysis [a]	
Resident Population	361
Employee Population	28
Project Area Planning Commission	Central
Travel Behavior Zone (TBZ)	Urban
Maximum Allowable VMT Reduction [b]	75%
VMT Analysis [c] [d]	
Daily Vehicle Trips	892
Total Daily VMT	5,297
Total Home-Based Production VMT	1,320
Household VMT per Capita [e]	3.7
Impact Threshold	6.0
Significant Impact	NO

Notes:

du = dwelling units. sf = square feet.

[a] VMT results based on the *City of Los Angeles VMT Calculator Version 1.3* (July 2020).

[b] The maximum allowable VMT reduction is based on the Project's designated TBZ as determined in *Transportation Demand Management Strategies in LA VMT Calculator* (LADOT, November 2019) and *Quantifying Greenhouse Gas Mitigation Measures* (California Air Pollution Control Officers Association, 2010).

[c] Per the TAG, retail and restaurant uses totaling less than 50,000 sf would be considered local-serving and would have a negligible impact on regional VMT. Therefore, the VMT impact of the Project's commercial component would be considered less-than-significant.

[d] Reduced parking supply and the provision of bike parking per LAMC are included as Project design features.

[e] Based on home-based production trips only (see Appendix D, Report 4).

TABLE 6
INTERSECTION LEVEL OF SERVICE

Level of Service	Description	Delay [a] Signalized Intersections
A	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.	≤ 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
C	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.	> 20 and ≤ 35
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
E	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.	> 55 and ≤ 80
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

Notes:

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

[a] Measured in seconds.

TABLE 7
EXISTING CONDITIONS (YEAR 2022)
INTERSECTION LEVELS OF SERVICE

No	Intersection [a]	Peak Hour	Existing Conditions		Existing with Project Conditions	
			Delay	LOS	Delay	LOS
1.	Vine Street & Fountain Avenue	AM PM	18.2 20.3	B C	18.2 20.5	B C
2.	Vine Street & Lexington Avenue	AM PM	5.5 8.0	A A	6.7 8.8	A A

Notes:

Delay is measured in seconds per vehicle. LOS = Level of Service.

[a] Intersection analysis based on HCM 6th Edition Signalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through the intersection.

TABLE 8
FUTURE CONDITIONS (YEAR 2027)
INTERSECTION LEVELS OF SERVICE

No	Intersection [a]	Peak Hour	Future without Project Conditions		Future with Project Conditions	
			Delay	LOS	Delay	LOS
1.	Vine Street & Fountain Avenue	AM PM	32.2 36.3	C D	32.7 38.0	C D
2.	Vine Street & Lexington Avenue	AM PM	6.1 9.0	A A	7.5 9.9	A A

Notes:

Delay is measured in seconds per vehicle. LOS = Level of Service.

[a] Intersection analysis based on HCM 6th Edition Signalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through the intersection.

TABLE 9
QUEUING ANALYSIS - FUTURE CONDITIONS (YEAR 2027)

No.	Intersection [a]	Future with Project Conditions					Lane	Vehicle Storage Capacity (ft) [d]	Future without Project Conditions (Year 2027)				Future with Project Conditions (Year 2027)				Change in Vehicle Queue Length (ft)	
		Intersection LOS [b]		Approach	Approach LOS [c]				Morning Peak Hour		Afternoon Peak Hour		Morning Peak Hour		Afternoon Peak Hour			
		Morning Peak Hour	Afternoon Peak Hour		Morning Peak Hour	Afternoon Peak Hour			Vehicle Queue Length (ft) [e]	Exceeds Capacity?	Vehicle Queue Length (ft) [e]	Exceeds Capacity?	Vehicle Queue Length (ft) [e]	Exceeds Capacity?	Vehicle Queue Length (ft) [e]	Exceeds Capacity?	Morning Peak Hour [f]	Afternoon Peak Hour [f]
1.	Fountain Avenue & Vine Street	C	D	EB	-	D	Left	130	143	YES	203	YES	143	YES	203	YES	--	--
							Through	575	260	NO	655	YES	263	NO	660	YES	--	--
				WB	-	E	Left	220	95	NO	293	YES	95	NO	295	YES	--	--
							Through	565	445	NO	353	NO	445	NO	353	NO	--	--
				NB	-	C	Left	165	75	NO	110	NO	90	NO	120	NO	--	--
							Through	250	433	YES	218	NO	458	YES	248	NO	25	30
				SB	-	D	Left	170	28	NO	53	NO	40	NO	75	NO	--	--
							Through	270	743	YES	630	YES	745	YES	638	YES	--	--
2.	Lexington Avenue & Vine Street	A	A	NB	-	-	Left	100	15	NO	5	NO	20	NO	8	NO	--	--
				SB	-	-	Left	80	3	NO	10	NO	5	NO	15	NO	--	--

Notes:
LOS: Level of Service
Results per Synchro 11.
[a] Per TAG Section 3.3.3, projects must be evaluated for unacceptable queueing at turn-pockets on an Avenue or Boulevard at project driveway(s) or at nearby signalized intersections.
[b] If the projected peak hour intersection LOS is D, E, or F (See *Table 13 - Future Conditions (Year 2026) Intersection Levels of Service*), evaluation of unacceptable queueing at through lanes is also required.
[c] Directional approach LOS included for locations where through lane queue evaluation is required.
[d] Vehicle storage capacity reflects turn pocket lengths (left/right-turn lanes) and distance between the intersection and the nearest cross street or alley (through lanes).
[e] Vehicle queue lengths were converted to feet (ft) by multiplying 25-feet per reported vehicle length.
[f] Changes in vehicle queue lengths of less than 25 feet (1 vehicle length) are negligible.

TABLE 10
VEHICLE CODE PARKING REQUIREMENTS

Land Use	Size	Parking Rate	Total Spaces
Residential [a]	153 du	0.50 sp / 1 du	77
Commercial Retail/Restaurant [b]	7,000 sf	2.00 sp / 1,000 sf	14
		Total Parking Requirement	**91**

Notes:

[a] Residential parking requirement in accordance with AB 2345 standards (Government Code Section 65915) which requires no more than 0.5 parking spaces per dwelling unit.

[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 CODE PARKING REQUIREMENTS

Land Use	Size	Short-Term Bicycle Parking Rate [a]	Short-Term Spaces	Long-Term Bicycle Parking Rate [a]	Long-Term Spaces
Residential					
First 25 units	25 du	1.0 sp / 10 du	2.5 sp	1.0 sp / 1 du	25.0 sp
Next 75 units	75 du	1.0 sp / 15 du	5.0 sp	1.0 sp / 1.5 du	50.0 sp
Next 100 units	53 du	1.0 sp / 20 du	2.7 sp	1.0 sp / 2 du	26.5 sp
Commercial	7,000 sf	1.0 sp / 2,000 sf	3.5 sp	1.0 sp / 2,000 sf	3.5 sp
Total Bicycle Parking Required			**14 sp**		**105 sp**

Notes:

[a] Bicycle requirements as calculated by Section 12.21.A.16(a) of *Los Angeles Municipal Code* (City of Los Angeles, revised March 1, 2018).

Attachment A

Memorandum of Understanding

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: 1200 Vine Project

Project Address: 1200, 1204, 1214, 1218 N Vine St, 6245, 6247 W Lexington Ave, Los Angeles, CA 90038

Project Description: The Project proposes 153 multi-family residential uses, including 18 affordable units, and 7,000 sf of commercial uses.

LADOT Project Case Number: CEN22-53727 Project Site Plan attached? *(Required)* ■ Yes ☐ No

II. TRANSPORTATION DEMAND MANAGEMENT (TDM) MEASURES

Select any of the following TDM measures, which may be eligible as a Project Design Feature[1], that are being considered for this project:

✓	Reduced Parking Supply[2]	✓	Bicycle Parking and Amenities		Parking Cash Out

List any other TDM measures (e.g. bike share kiosks, unbundled parking, microtransit service, etc.) below that are also being considered and would require LADOT staff's determination of its eligibility as a TDM measure. LADOT staff will make the final determination of the TDM measure's eligibility for this project.

1 _____ 4 _____

2 _____ 5 _____

3 _____ 6 _____

III. TRIP GENERATION

Trip Generation Rate(s) Source: ITE 10th Edition / Other ITE 11th / LADOT TAG

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

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

	IN	OUT	TOTAL
AM Trips	38	59	97
PM Trips	57	38	95

NET Daily Vehicle Trips (DVT)

_____ DVT (ITE ___ ed.)

1,025 DVT (VMT Calculator ver. 1.3)

[1] At this time Project Design Features are only those measures that are also shown to be needed to comply with a local ordinance, affordable housing incentive program, or State law.

[2] Select if reduced parking supply is pursued as a result of a parking incentive as permitted by the City's Bicycle Parking Ordinance, State Density Bonus Law, or the City's Transit Oriented Community Guidelines.

IV. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2027 Ambient Growth Rate: 1.0 % Per Yr.

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

STUDY INTERSECTIONS and/or STREET SEGMENTS:
(May be subject to LADOT revision after access, safety, and circulation evaluation.)

1 Vine Street & Fountain Avenue
2 Vine Street & Lexington Avenue
3 _____
4 _____
5 _____
6 _____

Provide a separate list if more than six study intersections and/or street segments.

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

If a study intersection is located within a ¼-mile of an adjacent municipality's jurisdiction, signature approval from said municipality is required prior to MOU approval.

V. ACCESS ASSESSMENT

a. Does the project exceed 1,000 net DVT? ■ Yes ☐ No
b. 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
c. 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

VI. ACCESS ASSESSMENT CRITERIA

If Yes to any of the above questions a., b., or c., complete **Attachment C.1: Access Assessment Criteria**.

VII. SITE PLAN AND MAP OF STUDY AREA

Please note that the site plan should also be submitted to the Department of City Planning for cursory review.

Does the attached site plan and/or map of study area show	Yes	No	Not Applicable
Each study intersection and/or street segment	☑	☐	☐
*Project Vehicle Peak Hour trips at each study intersection	☑	☐	☐
*Project Vehicle Peak Hour trips at each project access point	☑	☐	☐
*Project trip distribution percentages at each study intersection	☑	☐	☐
Project driveways designed per LADOT MPP 321 (show widths and directions or lane assignment)	☑	☐	☐
Pedestrian access points and any pedestrian paths	☑	☐	☐
Pedestrian loading zones	☑	☐	☐
Delivery loading zone or area	☑	☐	☐
Bicycle parking onsite	☑	☐	☐
Bicycle parking offsite (in public right-of-way)	☐	☐	☑

*For mixed-use projects, also show the project trips and project trip distribution by land use category.

VIII. FREEWAY SAFETY ANALYSIS SCREENING

Will the project add 25 or more trips to any freeway off-ramp in either the AM or PM peak hour? ☐ YES ■ NO

Provide a brief explanation or graphic identifying the number of project trips expected to be added to the nearby freeway off-ramps serving the project site. If Yes to the question above, a freeway ramp analysis is required.

IX. CONTACT INFORMATION

	CONSULTANT	DEVELOPER
Name:	Gibson Transportation Consulting, Inc.	1200 Vine Street, Los Angeles Apartments, LLC
Address:	555 W. 5th Street, Suite 3375, Los Angeles, CA 90013	4601 Park Road, Suite 450, Charlotte, North Carolina 28209
Phone Number:	(213) 683-0088	(917) 509-5092
E-Mail:	lmullarkey-williams@gibsontrans.com	mstroyman@blackridgeventures.com

Approved by:	x [signature]	8/5/22	x [signature]	8/9/22	
	Consultant's Representative	Date	LADOT Representative	**Date	
Adjacent Municipality:		Approved by:			
		(if applicable)	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.

Access Assessment Criteria

This Criteria 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: 1200 Vine Project

Project Address: 1200, 1204, 1214, 1218 N Vine St, 6245, 6247 W Lexington Ave, Los Angeles, CA 90038

Project Description: The Project proposes 153 multi-family residential uses, including 18 affordable units, and 7,000 sf of commercial uses.

LADOT Project Case Number: CEN22-53727

II. PEDESTRIAN/ PERSON TRIP GENERATION

Source of Pedestrian/Person Trip Generation Rate(s)? ☐ VMT Calculator ☐ ITE 10th Edition ☐ Other:

	Land Use	Size/Unit	Daily Person Trips
Proposed	To be provided.		
	Total new trips:		

Pedestrian/Person trip generation table including a description of the proposed land uses, trip credits, person trip assumptions, comparison studies used for reference, etc. attached? ☐ Yes ☐ No

III. PEDESTRIAN ATTRACTORS INVENTORY

Attach Pedestrian Map for the area (1,320 foot radius from edge of the project site) depicting:

- site pedestrian entrance(s)
- Existing or proposed passenger loading zones
- pedestrian generation/distribution values
  - Geographic Distribution: N 25 % S 25 % E 25 % W 25 %
- transit boarding and alighting of transit stops (should include Metro rail stations; Metro, DASH, and

other municipal bus stops)

- Key pedestrian destinations with hours of operation:
  - schools (school times)
  - government offices with a public counter or meeting room
  - senior citizen centers
  - recreation centers or playgrounds
  - public libraries
  - medical centers or clinics
  - child care facilities
  - post offices
  - places of worship
  - grocery stores
  - other facilities that attract pedestrian trips
- pedestrian walking routes to key destinations from project site

Note: Pedestrian Count Summary, Bicycle Count Summary, Manual Traffic Count Summary will need to be attached to the Transportation Assessment

IV. FACILITIES INVENTORY

Is a High Injury Network street located within 1,320 foot radius from the edge of the project site? ☑ Yes ☐ No

If yes, list streets and include distance from the project:

Vine St at 0 (feet)

Santa Monica Blvd at 682 (feet)

Cahuenga Blvd N of Fountain Ave at 824 (feet)

_____ at _____(feet)

Attach Radius Map for the area (1,320 foot radius from edge of the project site) depicting the following existing and proposed facilities:

- transit stops
- bike facilities
- traffic control devices for controlled crossings
- uncontrolled crosswalks
- location of any missing, damaged or substandard sidewalks

For a reference of planned facilities, see the Transportation Assessment Support Map

Crossing Distances

Does the project property have frontage along an arterial street (designated as either an Avenue or Boulevard?)

☑ Yes ☐ No

If yes, provide the distance between the crossing control devices (e.g. signalized crosswalk, or controlled mid-block crossing) along any arterial within 1,320 feet of the property.

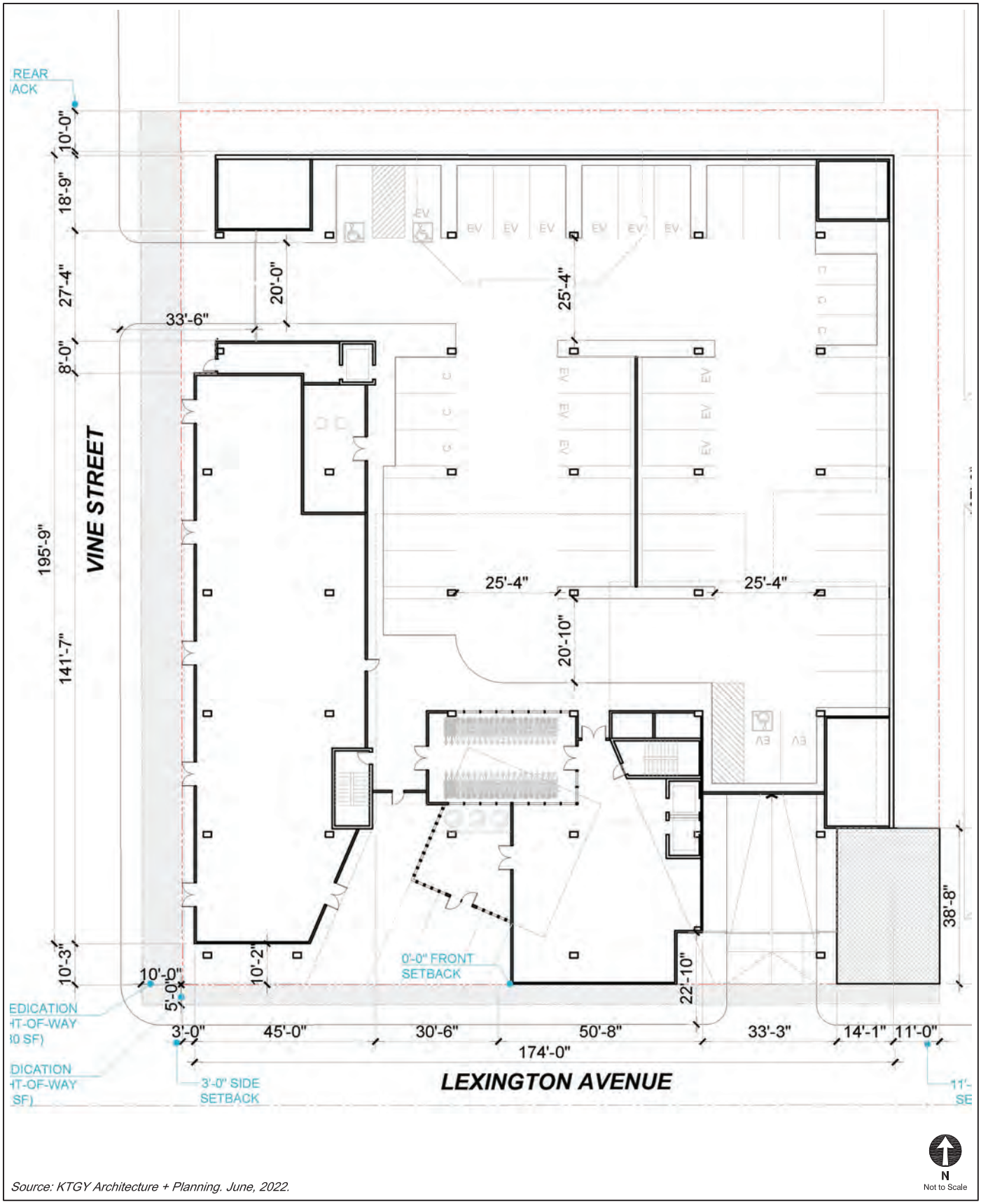
_____(feet) at See Table 4	_____(feet) at _____
_____(feet) at _____	_____(feet) at _____
_____(feet) at _____	_____(feet) at _____
_____(feet) at _____	_____(feet) at _____
_____(feet) at _____	_____(feet) at _____
_____(feet) at _____	_____(feet) at _____

V. Project Construction

Will the project require any construction activity within the city right-of-way? ☐ Yes ☑ No

If yes, will the project require temporary closure of any of the following city facilities?

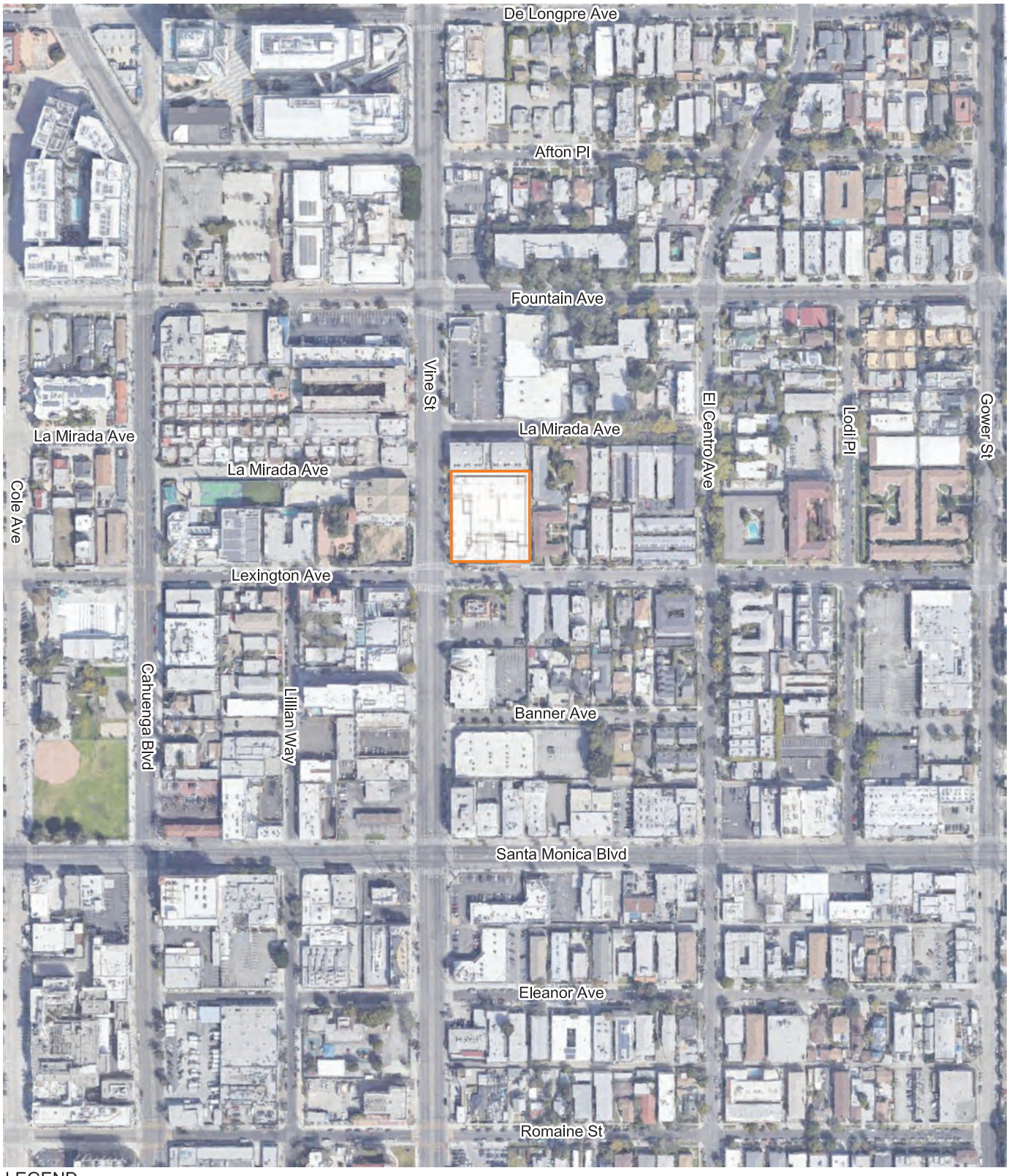
- sidewalk
- bike lane
- parking lane
- travel lane
- bus stop
- bicycle parking (racks or corrals)
- bike share or other micro-mobility station
- car share station
- parklet
- other: _____



Source: KTGY Architecture + Planning. June, 2022.

PROJECT SITE PLAN

FIGURE 1



PROJECT SITE LOCATION

FIGURE 2

STUDY AREA AND ANALYZED INTERSECTIONS

FIGURE 3

TABLE 1
1200 VINE STREET TRIP GENERATION ESTIMATES

Land Use	ITE Land Use	Rate or Size	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
TRIP GENERATION RATES [a]								
Multi-Family Housing (Mid-Rise)	221	per du	23%	77%	0.37	61%	39%	0.39
Affordable Housing	[b]	per du	37%	63%	0.49	56%	44%	0.35
High-Turnover (Sit-Down) Restaurant	932	per 1,000 sf	55%	45%	9.57	61%	39%	9.05
TRIP GENERATION ESTIMATES								
Proposed Project								
Multi-Family Housing (Mid-Rise)	221	135 du	12	38	50	32	21	53
Transit/Walk-In Reduction - 10% [c]			*(1)*	*(4)*	*(5)*	*(3)*	*(2)*	*(5)*
Affordable Housing	[b]	18 du	3	6	9	3	3	6
Restaurant	932	7,000 sf	37	30	67	38	25	63
Internal Capture Reduction - 10% [d]			*(4)*	*(3)*	*(7)*	*(4)*	*(3)*	*(7)*
Transit/Walk-In Reduction - 10% [c]			*(3)*	*(3)*	*(6)*	*(3)*	*(2)*	*(5)*
Pass-By Trip Reduction - 20% [e]			*(6)*	*(5)*	*(11)*	*(6)*	*(4)*	*(10)*
TOTAL NEW PROJECT TRIPS			**38**	**59**	**97**	**57**	**38**	**95**

Notes:

du = dwelling unit; sf = square feet

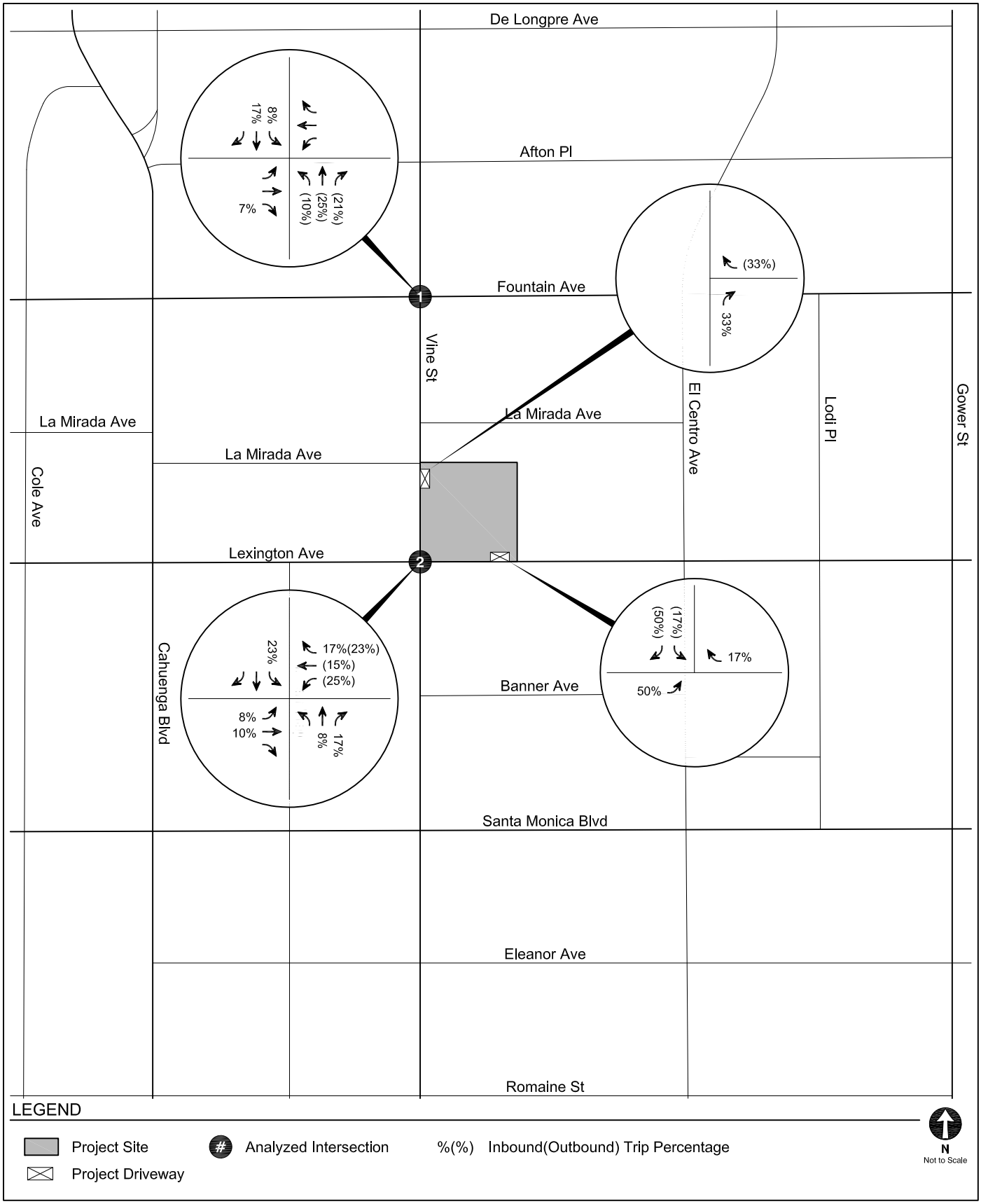
[a] Trip generation rates are for General Urban/Suburban areas from *Trip Generation Manual, 11th Edition* (Institute of Transportation Engineers, 2021), unless otherwise noted.

[b] Per LADOT's *Transportation Assessment Guidelines*, residential or mixed-use developments inside a Transit Priority Area (TPA) which include Affordable Housing Units are eligible to use a City-specific trip generation rate based on vehicle trip count data collected at affordable housing sites in the City of Los Angeles in 2016.

[c] Per LADOT's *Transportation Assessment Guidelines*, the Project Site is located within 0.25 miles from bus stops that serve Metro Local and LADOT DASH lines, thus a 10% transit reduction was applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments.

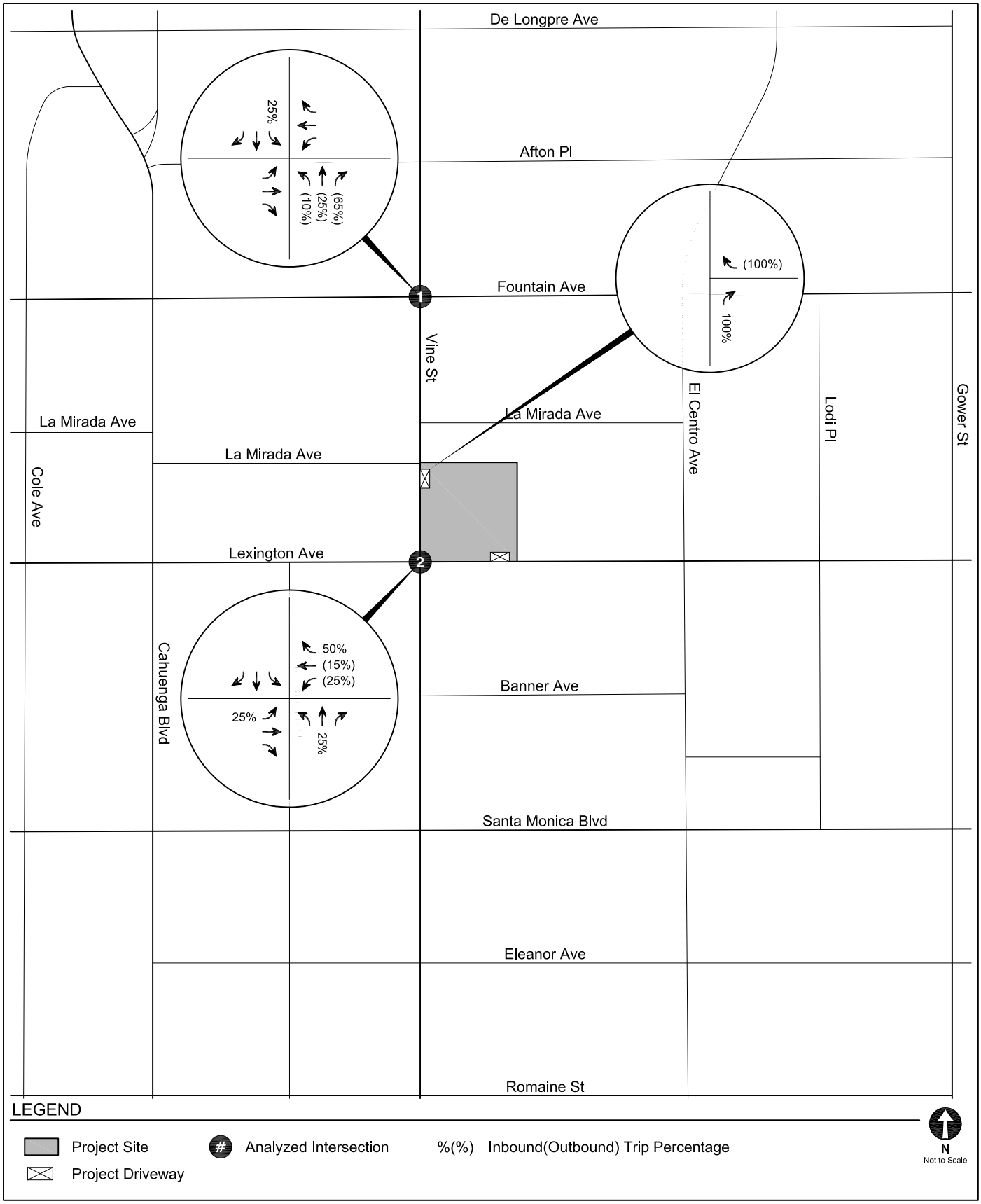
[d] Internal capture reductions account for person trips made between distinct land uses within a mixed-use development (i.e., residents visiting the commercial uses).

[e] Per Attachment H of LADOT's *Transportation Assessment Guidelines*, pass-by reductions were taken into account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.



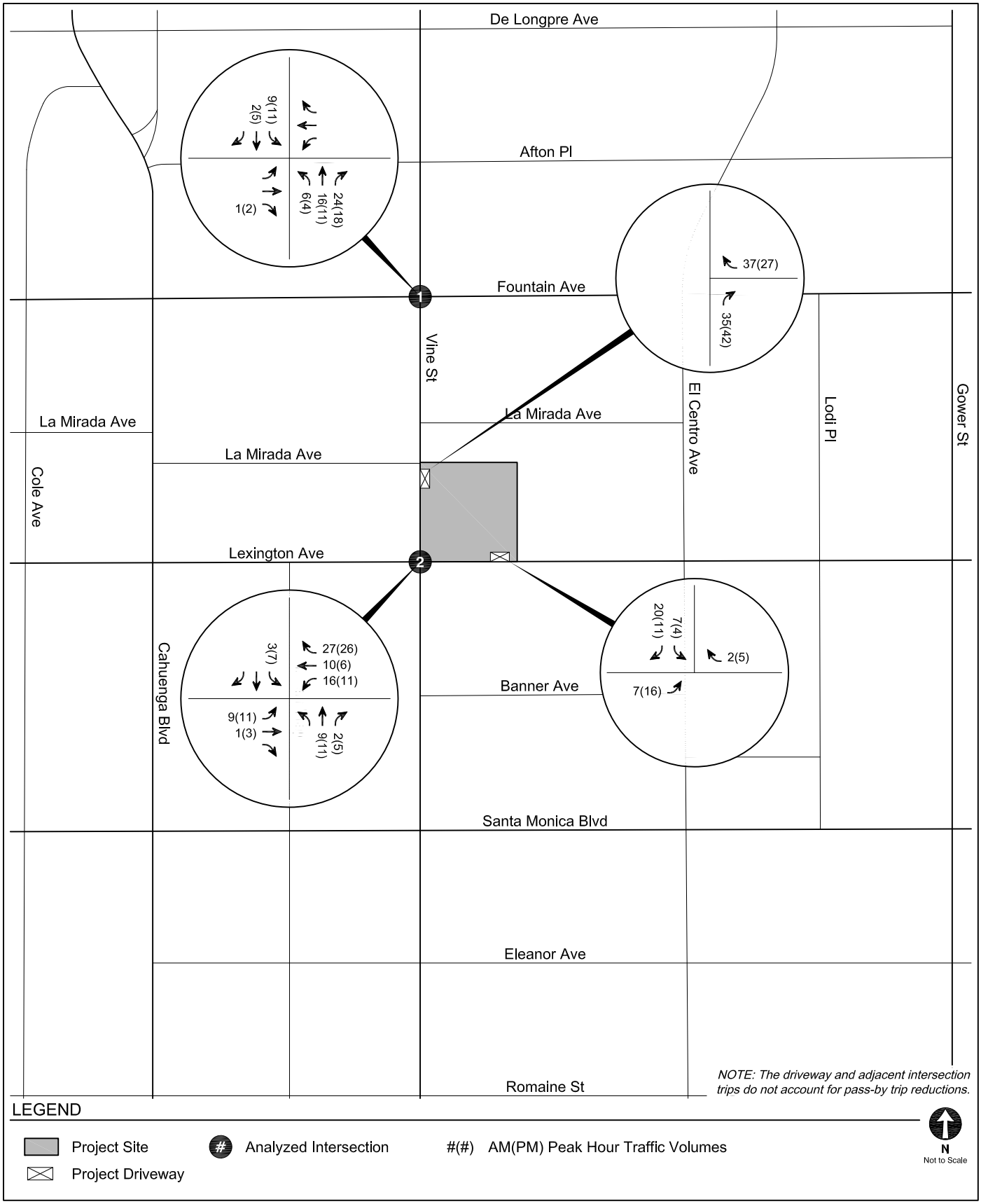
PROJECT TRIP DISTRIBUTION
RESIDENTIAL

FIGURE
4A



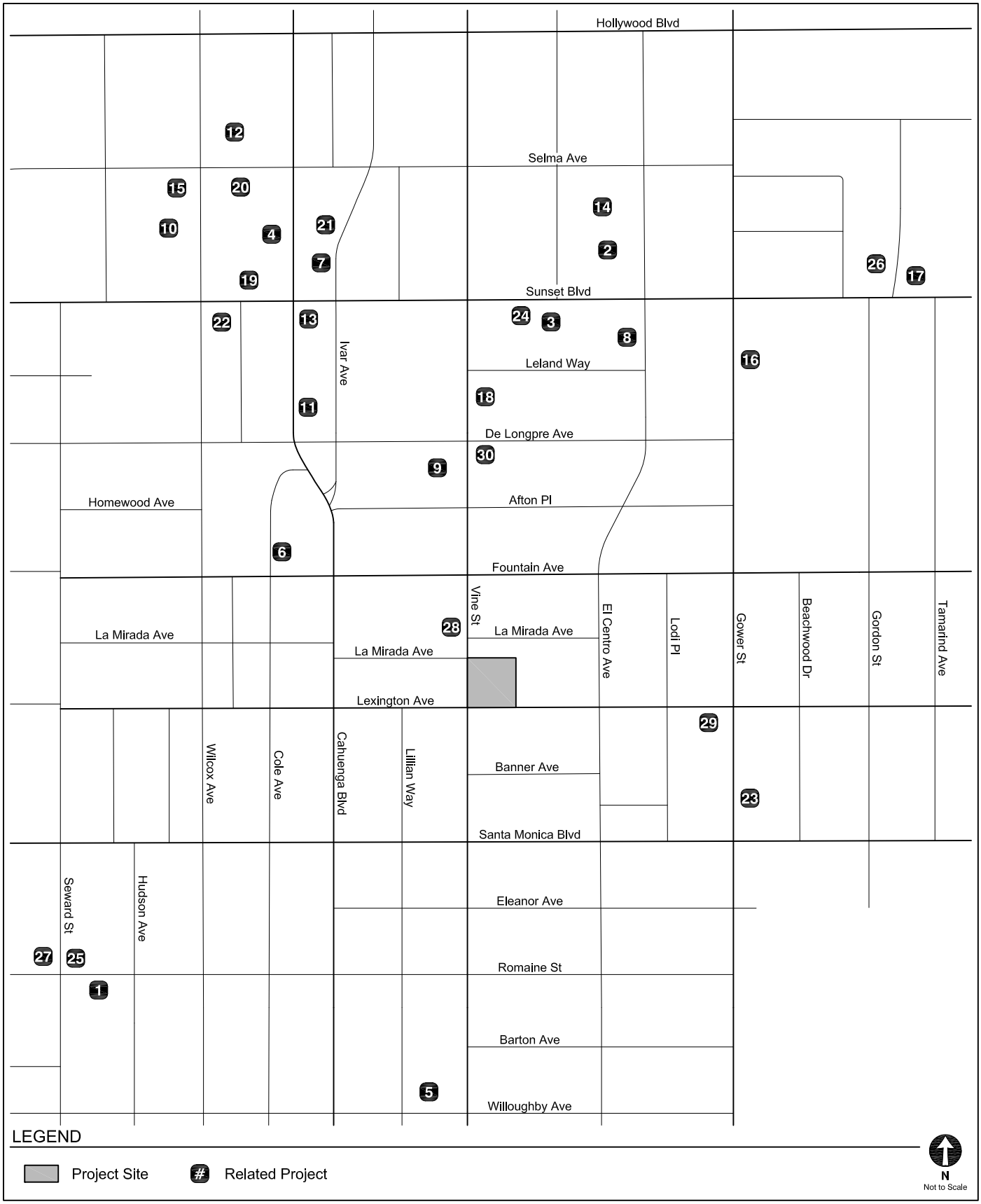
PROJECT TRIP DISTRIBUTION
COMMERCIAL

FIGURE
4B



PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
5



LOCATIONS OF RELATED PROJECTS

FIGURE 6

TABLE 2
1200 VINE RELATED PROJECTS

No.	Project	Address	Use	Trip Generation [a]						
				Daily	Morning Peak Hour			Afternoon Peak Hour		
					In	Out	Total	In	Out	Total
1.	Seward St Office	956 N Seward St	126,980 sf office	1,240	165	21	186	29	151	180
2.	Palladium Residences	6201 W Sunset Bl	731 apartment units, including 37 affordable units, and 24,000 sf commercial	4,913	128	228	356	234	160	403
3. [b]	6250 Sunset (Nickelodeon)	6250 W Sunset Bl	200 apartment units and 4,700 sf retail	1,473	52	80	132	71	50	121
4.	Cahuenga Boulevard Hotel	1525 N Cahuenga Bl	64 hotel rooms, 3,300 sf restaurant, 1,200 sf guest lounge, and 700 sf rooftop restaurant	469	10	12	22	20	14	34
5. [b]	Mixed-Use	901 N Vine St	70 apartment units and 3,000 sf commercial	(32)	4	26	30	(5)	1	(4)
6. [b]	Mixed-Use	1310 N Cole Ave	369 apartment units, including 12 live-work and 20 affordable housing units, and 2,570 sf office	2,226	20	139	159	139	58	197
7.	Ivar Gardens Hotel	6409 W Sunset Bl	275 hotel rooms and 1,900 sf retail	1,285	51	26	77	53	60	113
8. [b]	6200 W Sunset Boulevard	6200 W Sunset Bl	270 apartment units, 8,070 sf retail, 2,300 sf pharmacy, and 1,750 sf quality restaurant	1,778	26	97	123	100	35	135
9. [b]	Academy Square	1341 Vine St	200 apartment units and 301,854 sf restaurant/office	6,218	330	164	494	152	220	372
10. [b]	Thompson Hotel	1541 N Wilcox Ave	200 hotel rooms, 5,125 sf ground floor restaurant and 4,105 sf rooftop restaurant/bar/lounge	2,058	76	57	133	82	75	157
11. [b]	Godfrey Hotel	1400 N Cahuenga Bl	220 hotel rooms, 2,723 sf restaurant, and 1,440 sf bar	1,875	55	47	102	78	60	138
12.	Selma-Wilcox hotel	6421 W Selma Ave	114 hotel rooms and 1,993 sf restaurant	1,227	43	27	70	56	44	100
13.	6400 Sunset Mixed-Use	6400 W Sunset Bl	200 apartment units and 7,000 sf restaurant	11	14	77	91	57	(6)	51
14.	Modera Argyle	1546 N Argyle Ave	276 apartment units, including 13 affordable housing units, 15,000 sf restaurant, and 9,000 sf retail	2,013	43	127	170	128	51	179
15.	Citizen News	1545 N Wilcox Ave	16,100 sf flexible event space and 14,800 sf restaurant	2,341	36	50	86	128	47	175

Notes:

[a] Related project information provided by the Los Angeles Department of Transportation and Los Angeles Department of City Planning in June 2022 and recent traffic studies prepared in the area. This list includes known development projects within one-half mile (2,460 foot) radius of the Project Site.

[b] Although construction of the related project may be partially complete/entirely complete, the project was not fully occupied at the time when traffic counts were conducted. Therefore, the related project was considered and listed to provide a more conservative analysis.

TABLE 2
1200 VINE RELATED PROJECTS (CONT.)

No.	Project	Address	Use	Trip Generation [a]						
				Daily	Morning Peak Hour			Afternoon Peak Hour		
					In	Out	Total	In	Out	Total
16.	Sunset Gower Studios	1438 N Gower St	828,339 sf office, 205,202 sf sound stage, 65,319 sf production support, and 6,516 sf restaurant	4,108	424	67	491	77	410	487
17. [b]	Sunset and Gordon Mixed-Use	5939 W Sunset Bl	299 apartment units, including 15 affordable housing units, 38,440 sf office, 3,700 sf restaurant, and 3,970 sf retail	3,731	152	191	343	182	152	334
18.	1400 Vine	1400 Vine St	198 apartment units, including 21 affordable housing units, and 16,000 sf restaurant	1,446	70	93	163	97	56	153
19.	6445 Sunset	6445 Sunset Bl	175 hotel rooms and 12,500 sf restaurant	1,409	77	58	135	80	61	141
20.	Wilcox & Selma Residential	6422 W Selma Ave	40 apartment units and 5 affordable housing units	126	(3)	10	7	9	(1)	8
21.	Artisan Hollywood	1520 N Cahuenga Bl	270 apartment units, including 27 affordable housing units and 6,805 sf restaurant	1,143	34	75	109	82	40	122
22.	Sunset + Wilcox Mixed-Use	6450 W Sunset Bl	431,032 sf office, and 12,386 sf restaurant	2,836	311	50	361	93	319	412
23.	Residential with Affordable Housing	1125 N Gower St	155 apartment units and 14 affordable housing units	667	13	35	48	32	21	53
24.	Sunset Vine 2	6266 W Sunset Bl	150 apartment units and 13,130 sf restaurant	603	11	35	46	33	22	55
25.	1000 Seward	1000 N Seward St	136,200 sf office, 12,200 sf restaurant, and 2,200 sf retail	1,669	147	48	195	58	135	193
26.	6007 Sunset Mixed-Use	6007 W Sunset Bl	110 apartment units and 14,555 sf retail	904	15	25	40	30	29	59
27. [b]	Hollywood Center Studios Office	6601 W Romaine St	106,125 sf office	808	88	4	92	12	39	51
28.	1235 Vine St	1235 Vine St	109,190 sf office and 7,960 sf restaurant	696	96	19	116	19	91	108
29.	Hollywood Production Center	1149 N Gower St	169 apartment units	735	6	23	29	23	12	35
30.	Onni Group Mixed-Use Development	1360 N Vine St	463,521 sf office, 11,914 sf restaurant and 8,998 sf additional restaurant	3,533	278	40	318	135	337	472

Notes:

[a] Related project information provided by the Los Angeles Department of Transportation and Los Angeles Department of City Planning in June 2022 and recent traffic studies prepared in the area. This list includes known development projects within one-half mile (2,460 foot) radius of the Project Site.

[b] Although construction of the related project may be partially complete/entirely complete, the project was not fully occupied at the time when traffic counts were conducted. Therefore, the related project was considered and listed to provide a more conservative analysis.

TABLE 3
FREEWAY OFF-RAMP SCREENING PROCESS

Freeway Off-Ramp	Peak Hour	Project Traffic	Meets Screening Criteria? [a]
US-101 Southbound [b]			
Off-ramp to Vine Steet	AM PM	4 6	NO NO
US-101 Northbound [c]			
Off-ramp to Santa Monica Boulevard	AM PM	4 6	NO NO

Notes:

[a] Based on *Interim Guidance for Freeway Safety Analysis* (LADOT, 2020), a transportation assessment for a development project must include analysis of any freeway off-ramp where a project adds 25 or more peak hour trips.

[b] 10% of incoming trips were assumed to travel Southbound on the US-101 to the Project Site via an off-ramp to Vine Street.

[c] 10% of incoming trips were assumed to travel Northbound on the US-101 to the Project Site via an off-ramp to Santa Monica Boulevard.

TABLE 4
1200 VINE STREET CROSSING DISTANCE INVENTORY
DISTANCE BETWEEN EXISTING PEDESTRIAN CROSSINGS
WITHIN VICINITY OF PROJECT SITE

Street Segment	Distance (ft)	From	To
Vine St	647	De Longpre Ave	Fountain Ave
	600	Fountain Ave	Lexington Ave
	602	Lexington Ave	Santa Monica Blvd
	603	Santa Monica Blvd	Romaine St
Wilcox Ave	662	De Longpre Ave	Fountain Ave
	1,237	Fountain Ave	Santa Monica Blvd
Cole Ave	623	De Longpre Ave	Fountain Ave
	1,247	Fountain Ave	Santa Monica Blvd
	601	Santa Monica Blvd	Romaine St
Cahuenga Blvd	655	De Longpre Ave	Fountain Ave
	1,247	Fountain Ave	Santa Monica Blvd
	698	Santa Monica Blvd	Romaine St
Santa Monica Blvd	608	Vine St	El Centro Ave
	620	El Centro Ave	Gower St
	610	Vine St	Cahuenga Blvd
	257	Cahuenga Blvd	Cole Ave
Gower St	605	Fountain Ave	Lexington Ave
	615	Lexington Ave	Santa Monica Blvd

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

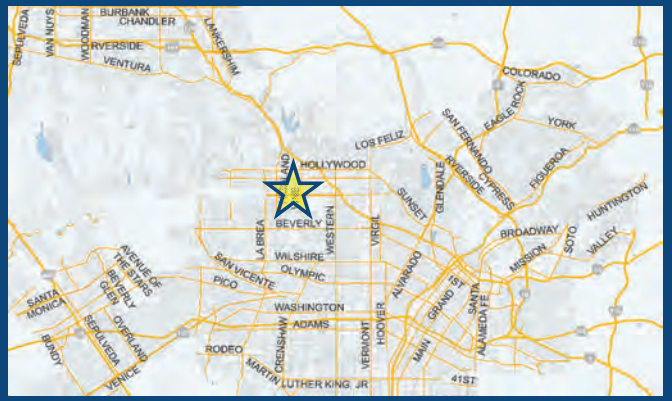
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 1200 Vine

Scenario:

Address: 1200 N VINE ST, 90038



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 station?

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Retail | General Retail	0	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
Housing | Multi-Family	135	DU
Housing | Multi-Family	135	
Retail | High-Turnover Sit-Down Restaurant	7	
Housing | Affordable Housing - Family	18	

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

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	1,025 Daily Vehicle Trips
0 Daily VMT	6,092 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	1,025 Net Daily Trips
The net increase in daily VMT ≤ 0	6,092 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	7.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

7/20/2022

VMT Calculator User Agreement

The Los Angeles Department of Transportation (LADOT), in partnership with the Department of City Planning and Fehr & Peers, has developed the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This application, the VMT Calculator, has been provided to You, the User, to assess vehicle miles traveled (VMT) outcomes of land use projects within the City of Los Angeles. The term "City" as used below shall refer to the City of Los Angeles. The terms "City" and "Fehr & Peers" as used below shall include their respective affiliates, subconsultants, employees, and representatives.

The City is pleased to be able to provide this information to the public. The City believes that the public is most effectively served when they are provided access to the technical tools that inform the public review process of private and public land use investments. However, in using the VMT Calculator, You agree to be bound by this VMT Calculator User Agreement (this Agreement).

VMT Calculator Application for the City of Los Angeles. The City's consultant calibrated the VMT Calculator's parameters in 2018 to estimate travel patterns of locations in the City, and validated those outcomes against empirical data. However, this calibration process is limited to locations within the City, and practitioners applying the VMT Calculator outside of the City boundaries should not apply these estimates without further calibration and validation of travel patterns to verify the VMT Calculator's accuracy in estimating VMT in such other locations.

Limited License to Use. This Agreement gives You a limited, non-transferrable, non-assignable, and non-exclusive license to use and execute a copy of the VMT Calculator on a computer system owned, leased or otherwise controlled by You in Your own facilities, as set out below, provided You do not use the VMT Calculator in an unauthorized manner, and that You do not republish, copy, distribute, reverse-engineer, modify, decompile, disassemble, transfer, or sell any part of the VMT Calculator, and provided that You know and follow the terms of this Agreement. Your failure to follow the terms of this Agreement shall automatically terminate this license and Your right to use the VMT Calculator.

Ownership. You understand and acknowledge that the City owns the VMT Calculator, and shall continue to own it through Your use of it, and that no transfer of ownership of any kind is intended in allowing You to use the VMT Calculator.

Warranty Disclaimer. In spite of the efforts of the City and Fehr & Peers, some information on the VMT Calculator may not be accurate. The VMT Calculator, OUTPUTS AND ASSOCIATED DATA ARE PROVIDED "as is" WITHOUT WARRANTY OF ANY KIND, whether expressed, implied, statutory, or otherwise including but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

Limitation of Liability. It is understood that the VMT Calculator is provided without charge. Neither the City nor Fehr & Peers can be responsible or liable for any information derived from its use, or for any delays, inaccuracies, incompleteness, errors or omissions arising out of your use of the VMT Calculator or with respect to the material contained in the VMT Calculator. You understand and agree that Your sole remedy against the City or Fehr & Peers for loss or damage caused by any defect or failure of the

VMT Calculator, regardless of the form of action, whether in contract, tort, including negligence, strict liability or otherwise, shall be the repair or replacement of the VMT Calculator to the extent feasible as determined solely by the City. In no event shall the City or Fehr & Peers be responsible to You or anyone else for, or have liability for any special, indirect, incidental or consequential damages (including, without limitation, damages for loss of business profits or changes to businesses costs) or lost data or downtime, however caused, and on any theory of liability from the use of, or the inability to use, the VMT Calculator, whether the data, and/or formulas contained in the VMT Calculator are provided by the City or Fehr & Peers, or another third party, even if the City or Fehr & Peers have been advised of the possibility of such damages.

This Agreement and License shall be governed by the laws of the State of California without regard to their conflicts of law provisions, and shall be effective as of the date set forth below and, unless terminated in accordance with the above or extended by written amendment to this Agreement, shall terminate on the earlier of the date that You are not making use of the VMT Calculator or one year after the beginning of Your use of the VMT Calculator.

By using the VMT Calculator, You hereby waive and release all claims, responsibilities, liabilities, actions, damages, costs, and losses, known and unknown, against the City and Fehr & Peers for Your use of the VMT Calculator.

Before making decisions using the information provided in this application, contact City LADOT staff to confirm the validity of the data provided.

Print and sign below, and submit to LADOT along with the transportation assessment Memorandum of Understanding (MOU).

You, the User	
By:	Lauren Mullarkey-Williams
Print Name:	Lauren Mullarkey-Williams
Title:	Associate
Company:	Gibson Transportation Consulting, Inc.
Address:	555 W. 5th Street, Suite 3375, Los Angeles, CA 90013
Phone:	(213) 683-0088
Email Address:	lmullarkey-williams@gibsontrans.com
Date:	8/5/22

Attachment B

Traffic Count Data

National Data & Surveying Services

Intersection Turning Movement Count

Location: Vine St & Fountain Ave
City: Hollywood
Control: Signalized

Project ID: 18-05272-056
Date: 5/16/2018

Total

NS/EW Streets:	Vine St				Vine St				Fountain Ave				Fountain Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	5	152	5	0	4	257	12	0	7	15	4	0	11	69	6	0	547
7:15 AM	5	153	9	0	5	282	14	0	7	29	3	0	10	79	5	0	601
7:30 AM	13	135	6	0	6	324	15	0	16	45	5	0	12	81	10	0	668
7:45 AM	14	164	7	0	4	300	24	0	11	51	7	0	20	115	11	0	728
8:00 AM	8	178	10	0	10	293	18	0	9	41	3	0	16	89	5	0	680
8:15 AM	8	220	9	0	10	281	30	1	16	50	6	0	10	86	9	1	737
8:30 AM	11	211	6	0	5	322	24	0	9	40	8	0	21	103	9	0	769
8:45 AM	7	265	8	0	6	330	13	0	19	48	8	0	16	101	10	0	831
9:00 AM	15	267	11	0	6	307	26	0	21	66	12	0	19	76	12	0	838
9:15 AM	6	206	12	0	3	284	21	0	20	74	13	0	20	118	12	0	789
9:30 AM	6	224	9	0	6	259	14	0	20	46	4	0	20	130	10	0	748
9:45 AM	6	260	18	0	7	298	16	0	16	48	9	0	21	99	9	0	807
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	104	2435	110	0	72	3537	227	1	171	553	82	0	196	1146	108	1	8743
APPROACH %'s :	3.93%	91.92%	4.15%	0.00%	1.88%	92.18%	5.92%	0.03%	21.22%	68.61%	10.17%	0.00%	13.51%	78.98%	7.44%	0.07%	
PEAK HR :	08:30 AM - 09:30 AM																TOTAL
PEAK HR VOL :	39	949	37	0	20	1243	84	0	69	228	41	0	76	398	43	0	3227
PEAK HR FACTOR :	0.650	0.889	0.771	0.000	0.833	0.942	0.808	0.000	0.821	0.770	0.788	0.000	0.905	0.843	0.896	0.000	0.963
	0.875				0.959				0.790				0.862				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	15	282	20	1	8	239	13	0	32	109	9	0	11	52	20	0	811
4:15 PM	12	319	13	0	5	277	11	0	21	104	16	0	17	60	14	0	869
4:30 PM	8	260	17	0	9	314	13	0	16	95	8	0	10	73	11	0	834
4:45 PM	12	251	16	0	14	267	11	0	14	110	10	0	20	71	8	0	804
5:00 PM	12	297	15	0	13	289	20	0	32	126	15	0	23	72	13	0	927
5:15 PM	15	290	10	0	6	264	21	0	21	119	19	0	19	75	13	0	872
5:30 PM	7	253	19	0	10	242	24	0	16	124	12	1	19	75	16	0	818
5:45 PM	13	260	23	0	8	292	23	0	30	105	11	0	16	68	18	0	867
6:00 PM	7	309	13	1	7	312	33	0	29	126	10	0	18	77	13	0	955
6:15 PM	27	273	17	0	12	280	25	0	30	123	9	0	24	86	13	0	919
6:30 PM	10	254	16	1	16	232	26	0	33	127	10	0	18	78	11	0	832
6:45 PM	13	295	10	0	14	241	18	0	28	128	14	0	18	85	13	0	877
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	151	3343	189	3	122	3249	238	0	302	1396	143	1	213	872	163	0	10385
APPROACH %'s :	4.10%	90.69%	5.13%	0.08%	3.38%	90.02%	6.59%	0.00%	16.40%	75.79%	7.76%	0.05%	17.07%	69.87%	13.06%	0.00%	
PEAK HR :	06:00 PM - 07:00 PM																TOTAL
PEAK HR VOL :	57	1131	56	2	49	1065	102	0	120	504	43	0	78	326	50	0	3583
PEAK HR FACTOR :	0.528	0.915	0.824	0.500	0.766	0.853	0.773	0.000	0.909	0.984	0.768	0.000	0.813	0.948	0.962	0.000	0.938
	0.944				0.864				0.981				0.923				

Prepared by National Data & Surveying Services

Vine St & Fountain Ave

Peak Hour Turning Movement Count

ID: 18-05272-056
City: Hollywood

Day: Wednesday
Date: 05/16/2018

PEAK HOURS	COUNT PERIODS
08:30 AM - 09:30 AM	07:00 AM - 10:00 AM
NONE	NONE
06:00 PM - 07:00 PM	04:00 PM - 07:00 PM

Vine St — SOUTHBOUND

AM	84	1243	20	0	1061	AM
NOON	0	0	0	0	0	NOON
PM	102	1065	49	0	1301	PM
	0	2	1	0		

EASTBOUND — Fountain Ave

AM	NOON	PM	
521	0	485	
0	0	0	0
69	0	120	1
228	0	504	1
41	0	43	0
AM	NOON	PM	

WESTBOUND — Fountain Ave

PM	NOON	AM	
50	0	43	0
326	0	398	1
78	0	76	1
0	0	0	0
609	0	285	
PM	NOON	AM	

CONTROL

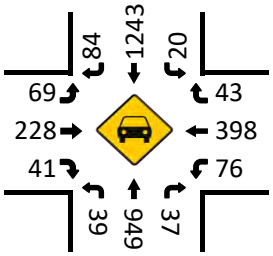
Signalized

TEV	3227 AM	0 NOON	3583 PM
PHF	0.96		0.94

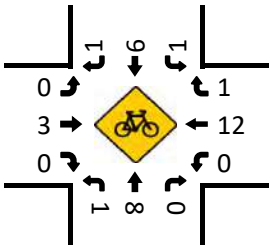
Vine St — NORTHBOUND

PM	1188	2	57	1131	56	PM
NOON	0	0	0	0	0	NOON
AM	1360	0	39	949	37	AM
		0	1	2	0	

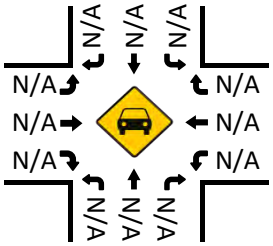
Total Vehicles (AM)



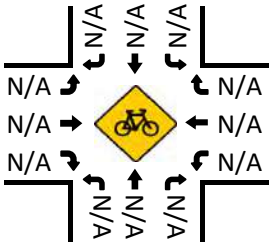
Bikes (AM)



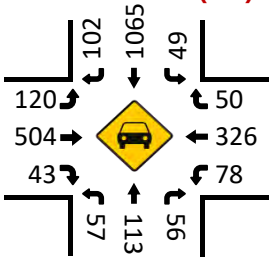
Total Vehicles (Noon)



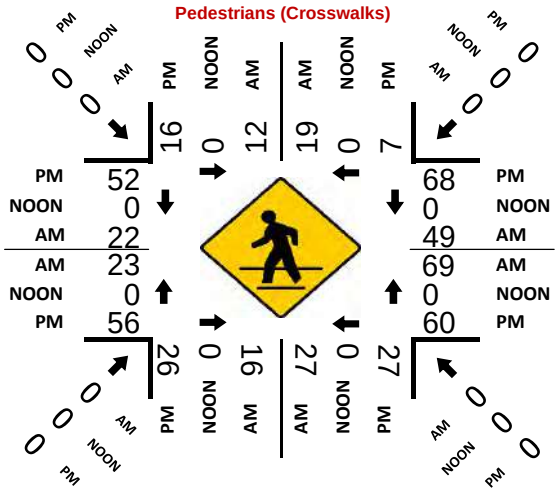
Bikes (NOON)



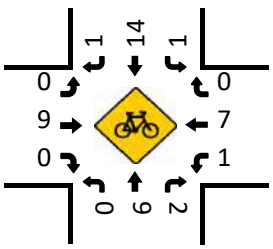
Total Vehicles (PM)



Pedestrians (Crosswalks)



Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Vine St & Lexington Ave
City: Hollywood
Control: Signalized

Project ID: 18-05272-058
Date: 5/16/2018

Total

NS/EW Streets:	Vine St				Vine St				Lexington Ave				Lexington Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	3	166	2	0	2	282	5	0	2	6	2	0	2	4	6	0	482
7:15 AM	3	149	3	1	1	283	9	0	3	2	3	0	10	15	6	0	488
7:30 AM	11	156	4	0	4	327	9	0	1	8	7	0	10	20	9	0	566
7:45 AM	6	193	4	1	3	298	12	0	1	5	8	0	13	24	6	0	574
8:00 AM	9	208	8	0	10	297	20	0	3	6	14	0	14	16	8	0	613
8:15 AM	15	246	3	0	3	279	15	0	1	10	11	0	11	24	6	0	624
8:30 AM	3	214	1	0	6	315	7	0	6	11	10	0	5	13	3	0	594
8:45 AM	5	262	3	0	4	330	14	0	3	6	6	0	3	16	14	0	666
9:00 AM	2	273	7	1	3	322	15	0	8	6	5	0	8	14	5	0	669
9:15 AM	7	228	3	0	9	292	12	0	2	5	6	0	12	19	6	0	601
9:30 AM	3	258	1	1	8	271	5	0	1	3	5	0	6	13	4	0	579
9:45 AM	7	258	3	0	5	317	6	0	6	3	3	0	4	21	10	0	643
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	74	2611	42	4	58	3613	129	0	37	71	80	0	98	199	83	0	7099
APPROACH %'s :	2.71%	95.61%	1.54%	0.15%	1.53%	95.08%	3.39%	0.00%	19.68%	37.77%	42.55%	0.00%	25.79%	52.37%	21.84%	0.00%	
PEAK HR :	08:15 AM - 09:15 AM																TOTAL
PEAK HR VOL :	25	995	14	1	16	1246	51	0	18	33	32	0	27	67	28	0	2553
PEAK HR FACTOR :	0.417	0.911	0.500	0.250	0.667	0.944	0.850	0.000	0.563	0.750	0.727	0.000	0.614	0.698	0.500	0.000	0.954
	0.914				0.943				0.769				0.744				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	323	12	0	6	246	5	0	2	15	9	0	7	6	17	0	650
4:15 PM	4	325	10	0	7	295	8	0	4	23	9	0	3	12	7	0	707
4:30 PM	1	273	8	0	8	305	4	1	6	16	8	0	3	13	7	0	653
4:45 PM	6	268	9	0	9	255	12	1	8	29	8	0	8	8	9	0	630
5:00 PM	10	295	5	0	14	279	12	0	12	32	15	0	14	6	18	0	712
5:15 PM	6	320	3	0	9	309	8	1	7	29	13	0	12	10	7	0	734
5:30 PM	5	262	5	0	5	250	5	0	5	16	11	0	5	7	15	0	591
5:45 PM	7	286	10	0	7	298	11	1	9	26	19	0	5	6	6	0	691
6:00 PM	2	290	12	0	12	305	8	0	13	26	11	0	4	11	9	0	703
6:15 PM	3	286	6	1	2	307	5	0	9	44	9	0	6	16	21	0	715
6:30 PM	5	288	8	0	5	263	4	0	9	24	6	0	5	11	15	0	643
6:45 PM	6	303	7	0	12	254	10	0	9	14	12	0	10	3	11	0	651
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	57	3519	95	1	96	3366	92	4	93	294	130	0	82	109	142	0	8080
APPROACH %'s :	1.55%	95.83%	2.59%	0.03%	2.70%	94.60%	2.59%	0.11%	17.99%	56.87%	25.15%	0.00%	24.62%	32.73%	42.64%	0.00%	
PEAK HR :	05:45 PM - 06:45 PM																TOTAL
PEAK HR VOL :	17	1150	36	1	26	1173	28	1	40	120	45	0	20	44	51	0	2752
PEAK HR FACTOR :	0.607	0.991	0.750	0.250	0.542	0.955	0.636	0.250	0.769	0.682	0.592	0.000	0.833	0.688	0.607	0.000	0.962
	0.990				0.945				0.827				0.669				

Prepared by National Data & Surveying Services

Vine St & Lexington Ave

Peak Hour Turning Movement Count

ID: 18-05272-058
City: Hollywood

Day: Wednesday
Date: 05/16/2018

PEAK HOURS	COUNT PERIODS
08:15 AM - 09:15 AM	07:00 AM - 10:00 AM
NONE	NONE
05:45 PM - 06:45 PM	04:00 PM - 07:00 PM

Vine St — SOUTHBOUND

AM	51	1246	16	0	1041	AM
NOON	0	0	0	0	0	NOON
PM	28	1173	26	1	1242	PM

EASTBOUND — Lexington Ave

AM	NOON	PM	
143	0	89	
0	0	0	0
18	0	40	0
33	0	120	1
32	0	45	0

WESTBOUND — Lexington Ave

PM	NOON	AM	
51	0	28	0
44	0	67	1
20	0	27	0
0	0	0	0
182	0	63	

CONTROL

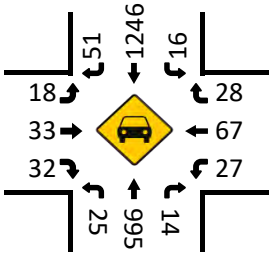
Signalized

TEV	2553	0	2752
	AM	NOON	PM
PHF	0.95		0.96

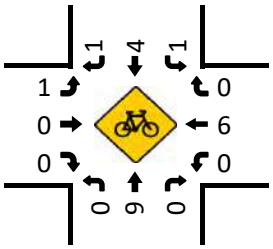
Vine St — NORTHBOUND

PM	1239	1	17	1150	36	PM
NOON	0	0	0	0	0	NOON
AM	1306	1	25	995	14	AM

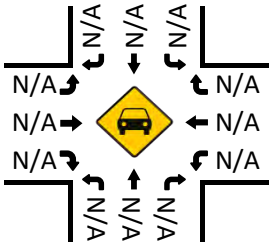
Total Vehicles (AM)



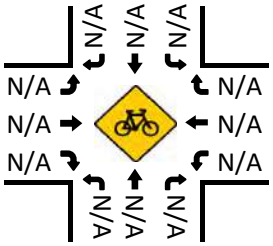
Bikes (AM)



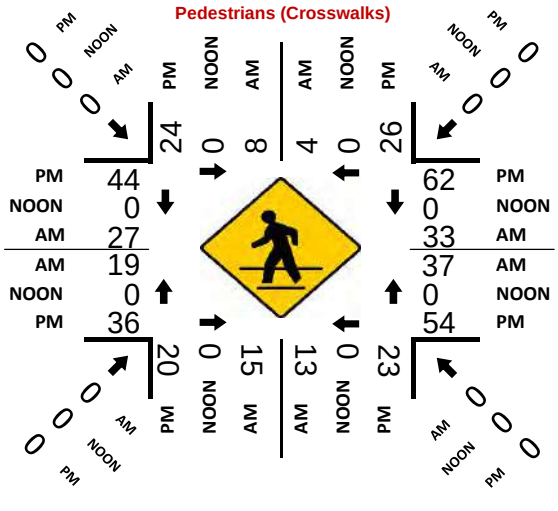
Total Vehicles (Noon)



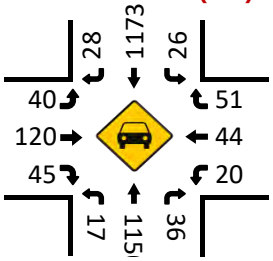
Bikes (NOON)



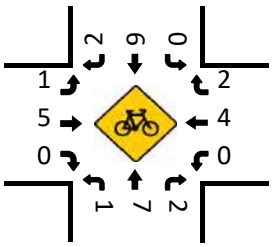
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



Attachment C

Plans, Policies, and Programs Consistency Worksheet

LADOT

Attachment D: Plan, Policy, and Program Consistency Worksheet

Plans, Policies and Programs Consistency Worksheet

The worksheet provides a structured approach to evaluate the threshold T-1 question below, that asks whether a project conflicts with a program, plan, ordinance or policy addressing the circulation system. The intention of the worksheet is to streamline the project review by highlighting the most relevant plans, policies and programs when assessing potential impacts to the City's circulation system.

> ***Threshold T-1***: Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?

This worksheet does not include an exhaustive list of City policies, and does not include community plans, specific plans, or any area-specific regulatory overlays. The Department of City Planning project planner will need to be consulted to determine if the project would obstruct the City from carrying out a policy or program in a community plan, specific plan, streetscape plan, or regulatory overlay that was adopted to support multimodal transportation options or public safety. LADOT staff should be consulted if a project would lead to a conflict with a mobility investment in the Public Right of Way (PROW) that is currently undergoing planning, design, or delivery. This worksheet must be completed for all projects that meet the Section I. Screening Criteria. For description of the relevant planning documents, **see Attachment D.1.**

For any response to the following questions that checks the box in **bold text** ((i.e.□ **Yes** or □ **No**), further analysis is needed to demonstrate that the project does not conflict with a plan, policy, or program.

I. SCREENING CRITERIA FOR POLICY ANALYSIS

If the answer is 'yes' to any of the following questions, further analysis will be required:

Does the project require a discretionary action that requires the decision maker to find that the project would substantially conform to the purpose, intent and provisions of the General Plan?

☑ Yes □ No

Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?

□ Yes ☑ No

Is the project required to or proposing to make any voluntary modifications to the public right-of-way (i.e., dedications and/or improvements in the right-of-way, reconfigurations of curb line, etc.)?

□ Yes ☑ No

II. PLAN CONSISTENCY ANALYSIS

A. Mobility Plan 2035 PROW Classification Standards for Dedications and Improvements

These questions address potential conflict with:

LADOT

Plan, Policy, and Program Consistency Worksheet

Mobility Plan 2035 Policy 2.1 *– Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.*

Mobility Plan 2035 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.*

Mobility Plan 2035 Policy 3.2 – *People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.*

Mobility Plan 2035 Street Designations and Standard Roadway Dimensions

A.1 Does the project include additions or new construction along a street designated as a Boulevard I, and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone? ☑ Yes ☐ No

A.2 If **A.1 is yes**, is the project required to make additional dedications or improvements to the Public Right of Way as demonstrated by the street designation. ☐ Yes ☑ No ☐ N/A

A.3 If **A.2 is yes**, is the project making the dedications and improvements as necessary to meet the designated dimensions of the fronting street (Boulevard I, and II, or Avenue I, II, or III)?

☐ Yes ☐ No ☑ N/A

If the answer is to **A.1 or A.2 is NO, or to A.1, A.2 and A.3. is YES**, then the project does not conflict with the dedication and improvement requirements that are needed to comply with the Mobility Plan 2035 Street Designations and Standard Roadway Dimensions.

A.4 If the answer to **A.3. is NO**, is the project applicant asking to waive from the dedication standards?

☐ **Yes** ☐ **No** ☑ N/A

Lists any streets subject to dedications or voluntary dedications and include existing roadway and sidewalk widths, required roadway and sidewalk widths, and proposed roadway and sidewalk width or waivers.

Vine

Lexington

Frontage 1 Existing PROW'/Curb' : Existing 68'/90' Required 56'/86' Proposed 68'/90'

Frontage 2 Existing PROW'/Curb' : Existing 40'/60' Required 36'/60' Proposed 40'/60'

Frontage 3 Existing PROW'/Curb' : Existing _____ Required _____ Proposed _____

Frontage 4 Existing PROW'/Curb' : Existing _____ Required _____ Proposed _____

If the answer to **A.4 is NO**, the project is inconsistent with Mobility Plan 2035 street designations and must file for a waiver of street dedication and improvement.

If the answer to **A.4 is YES**, additional analysis is necessary to determine if the dedication and/or improvements are necessary to meet the City's mobility needs for the next 20 years. The following factors may contribute to determine if the dedication or improvement is necessary:

Is the project site along any of the following networks identified in the City's Mobility Plan?

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network

To see the location of the above networks, see **Transportation Assessment Support Map**.[1]

Is the project within the service area of Metro Bike Share, or is there demonstrated demand for micro-mobility services?

If the project dedications and improvements asking to be waived are necessary to meet the City's mobility needs, the project may be found to conflict with a plan that is adopted to protect the environment.

B. Mobility Plan 2035 PROW Policy Alignment with Project-Initiated Changes

B.1 Project-Initiated Changes to the PROW Dimensions

These questions address potential conflict with:

> ***Mobility Plan 2035 Policy 2.1*** *– Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.*
>
> ***Mobility Plan 2035 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.*
>
> ***Mobility Plan 2035 Policy 3.2 –*** *People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.*
>
> ***Mobility Plan 2035 Policy 2.10*** *– Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.*
>
> **Mobility Plan 2035 Street Designations and Standard Roadway Dimensions**

B.1 Does the project propose, above and beyond any PROW changes needed to comply with Section 12.37 of the LAMC as discussed in Section II.A, physically modify the curb placement or turning radius and/or physically alter the sidewalk and parkways space that changes how people access a property?

Examples of developer-initiated physical changes to the public right-of-way include:

- widening the roadway,
- narrowing the sidewalk,
- adding space for vehicle turn outs or loading areas,
- removing bicycle lanes, bike share stations, or bicycle parking

[1] LADOT Transportation Assessment Support Map https://arcg.is/fubbD

- modifying existing bus stop, transit shelter, or other street furniture
- paving, narrowing, shifting or removing an existing parkway or tree well

☑ Yes □ No

B.2 Driveway Access

These questions address potential conflict with:

Mobility Plan 2035 Policy 2.10 *– Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.*

Mobility Plan 2035 Program PL.1. Driveway Access. *Require driveway access to buildings from non-arterial streets or alleys (where feasible) in order to minimize interference with pedestrian access and vehicular movement.*

Citywide Design Guidelines - Guideline 2*: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.*

Site Planning Best Practices:

- *Prioritize pedestrian access first and automobile access second. Orient parking and driveways toward the rear or side of buildings and away from the public right-of-way. On corner lots, parking should be oriented as far from the corner as possible.*
- *Minimize both the number of driveway entrances and overall driveway widths.*
- *Do not locate drop-off/pick-up areas between principal building entrances and the adjoining sidewalks.*
- *Orient vehicular access as far from street intersections as possible.*
- *Place drive-thru elements away from intersections and avoid placing them so that they create a barrier between the sidewalk and building entrance(s).*
- *Ensure that loading areas do not interfere with on-site pedestrian and vehicular circulation by separating loading areas and larger commercial vehicles from areas that are used for public parking and public entrances.*

B.2 Does the project add new driveways along a street designated as an Avenue or a Boulevard that conflict with LADOT's Driveway Design Guidelines (See Sec. 321 in the Manual of Policies and Procedures) by any of the following:

- locating new driveways for residential properties on an Avenue or Boulevard, and access is otherwise possible using an alley or a collector/local street, or
- locating new driveways for industrial or commercial properties on an Avenue or Boulevard and access is possible along a collector/local street, or
- the total number of new driveways exceeds 1 driveway per every 200 feet[2] along on the Avenue or Boulevard frontage, or
- locating new driveways on an Avenue or Boulevard within 150 feet from the intersecting street, or
- locating new driveways on a collector or local street within 75 feet from the intersecting street, or

[2] for a project frontage that exceeds 400 feet along an Avenue or Boulevard, the incremental additional driveway above 2 is more than 1 driveway for every 400 additional feet.

- locating new driveways near mid-block crosswalks, requiring relocation of the mid-block crosswalk

□ **Yes** ☑ No

If the answer to **B.1 and B.2 are both NO**, then the project would not conflict with a plan or policies that govern the PROW as a result of the project-initiated changes to the PROW.

Impact Analysis

If the answer to either **B.1 or B.2 are YES**, City plans and policies should be reviewed in light of the proposed physical changes to determine if the City would be obstructed from carrying out the plans and policies. The analysis should pay special consideration to substantial changes to the Public Right of Way that may either degrade existing facilities for people walking and bicycling (e.g., removing a bicycle lane), or preclude the City from completing complete street infrastructure as identified in the Mobility Plan 2035, especially if the physical changes are along streets that are on the High Injury Network (HIN). The analysis should also consider if the project is in a Transit Oriented Community (TOC) area, and would degrade or inhibit trips made by biking, walking and/ or transit ridership. The streets that need special consideration are those that are included on the following networks identified in the Mobility Plan 2035, or the HIN:

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network
- High Injury Network

To see the location of the above networks, see **Transportation Assessment Support Map**.[3]

Once the project is reviewed relevant to plans and policies, and existing facilities that may be impacted by the project, the analysis will need to answer the following two questions in concluding if there is an impact due to plan inconsistency.

B.2.1 Would the physical changes in the public right of way or new driveways that conflict with LADOT's Driveway Design Guidelines degrade the experience of vulnerable roadway users such as modify, remove, or otherwise negatively impact existing bicycle, transit, and/or pedestrian infrastructure?

□ **Yes** ☑ No □ N/A

B.2.2 Would the physical modifications or new driveways that conflict with LADOT's Driveway Design Guidelines preclude the City from advancing the safety of vulnerable roadway users?

□ **Yes** ☑ No □ N/A

If either of the answers to either **B.2.1 or B.2.2 are YES**, the project may conflict with the Mobility Plan 2035, and therefore conflict with a plan that is adopted to protect the

[3] LADOT Transportation Assessment Support Map https://arcg.is/fubbD

environment. If either of the answers to both **B.2.1. or B.2.2. are NO**, then the project would not be shown to conflict with plans or policies that govern the Public Right-of-Way.

C. Network Access

C. 1 Alley, Street and Stairway Access

These questions address potential conflict with:

Mobility Plan Policy 3.9 *Increased Network Access: Discourage the vacation of public rights-of-way.*

C.1.1 Does the project propose to vacate or otherwise restrict public access to a street, alley, or public stairway?

□ Yes ☑ No

C.1.2 If the answer to C.1.1 is Yes, will the project provide or maintain public access to people walking and biking on the street, alley or stairway?

□ Yes □ **No** ☑ N/A

C.2 New Cul-de-sacs

These questions address potential conflict with:

Mobility Plan 2035 Policy 3.10 *Cul-de-sacs: Discourage the use of cul-de-sacs that do not provide access for active transportation options.*

C.2.1 Does the project create a cul-de-sac or is the project located adjacent to an existing cul-de-sac?

□ Yes ☑ No

C.2.2 If yes, will the cul-de-sac maintain convenient and direct public access to people walking and biking to the adjoining street network?

□ Yes □ **No** ☑ N/A

If the answers to either C.1.2 or C.2.2 are YES, then the project would not conflict with a plan or policies that ensures access for all modes of travel. If the answer to either **C.1.2 or C.2.2 are NO**, the project may conflict with a plan or policies that governs multimodal access to a property. Further analysis must assess to the degree that pedestrians and bicyclists have sufficient public access to the transportation network.

D. Parking Supply and Transportation Demand Management

These questions address potential conflict with:

Mobility Plan 2035 Policy 3.8 *– Bicycle Parking, Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.*

Mobility Plan 2035 Policy 4.8 – *Transportation Demand Management Strategies. Encourage greater utilization of Transportation Demand Management Strategies to reduce dependence on single-occupancy vehicles.*

LADOT

Plan, Policy, and Program Consistency Worksheet

Mobility Plan 2035 Policy 4.13 *– Parking and Land Use Management: Balance on-street and off-street parking supply with other transportation and land use objectives.*

D.1 Would the project propose a supply of onsite parking that exceeds the baseline amount[4] as required in the Los Angeles Municipal Code or a Specific plan, whichever requirement prevails?

□ Yes ☑ No

D.2 If the answer to D.1. is YES, would the project propose to actively manage the demand of parking by independently pricing the supply to all users (e.g. parking cash-out), or for residential properties, unbundle the supply from the lease or sale of residential units?

☑ Yes ☑ **No** ☑ N/A

If the answer to **D.2. is NO** the project may conflict with parking management policies. Further analysis is needed to demonstrate how the supply of parking above city requirements will not result in additional (induced) drive-alone trips as compared to an alternative that provided no more parking than the baseline required by the LAMC or Specific Plan. If there is potential for the supply of parking to result in induced demand for drive-alone trips, the project should further explore transportation demand management (TDM) measures to further off-set the induced demands of driving and vehicle miles travelled (VMT) that may result from higher amounts of on-site parking. The TDM measures should specifically focus on strategies that encourage dynamic and context-sensitive pricing solutions and ensure the parking is efficiently allocated, such as providing real time information. Research has demonstrated that charging a user cost for parking or providing a 'cash-out' option in return for not using it is the most effective strategy to reduce the instances of drive-alone trips and increase non-auto mode share to further reduce VMT. To ensure the parking is efficiently managed and reduce the need to build parking for future uses, further strategies should include sharing parking with other properties and/or the general public.

D.3. Would the project provide the minimum on and off-site bicycle parking spaces as required by Section 12.21 A.16 of the LAMC?

☑ Yes □ **No**

D.4. Does the Project include more than 25,000 square feet of gross floor area construction of new non-residential gross floor?

□ Yes ☑ No

D.5 If the answer to D.4. is YES, does the project comply with the City's TDM Ordinance in Section 12.26 J of the LAMC?

□ Yes □ **No** ☑ N/A

If the answer to **D.3. or D.5. is NO** the project conflicts with LAMC code requirements of bicycle parking and TDM measures. If the project includes uses that require bicycle parking (Section 12.21 A.16) or TDM (Section 12.26 J), and the project does not comply with those Sections of the LAMC, further analysis is required to ensure that the project supports the intent of the two LAMC sections. To meet the intent of

[4] The baseline parking is defined here as the default parking requirements in section 12.21 A.4 of the Los Angeles Municipal Code or any applicable Specific Plan, whichever prevails, for each applicable use not taking into consideration other parking incentives to reduce the amount of required parking.

bicycle parking requirements, the analysis should identify how the project commits to providing safe access to those traveling by bicycle and accommodates storing their bicycle in locations that demonstrates priority over vehicle access.

Similarly, to meet the intent of the TDM requirements of Section 12.26 J of the LAMC, the analysis should identify how the project commits to providing effective strategies in either physical facilities or programs that encourage non-drive alone trips to and from the project site and changes in work schedule that move trips out of the peak period or eliminate them altogether (as in the case in telecommuting or compressed work weeks).

E. Consistency with Regional Plans

This section addresses potential inconsistencies with greenhouse gas (GHG) reduction targets forecasted in the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS).

E.1 Does the Project or Plan apply one the City's efficiency-based impact thresholds (i.e. VMT per capita, VMT per employee, or VMT per service population) as discussed in **Section 2.2.3** of the TAG?

☑ Yes ☐ No

E.2 If the Answer to **E.1 is YES**, does the Project or Plan result in a significant VMT impact?

☐ **Yes** ☑ No ☐ N/A

E.3 If the Answer to **E.1 is NO**, does the Project result in a net increase in VMT?

☑ **Yes** ☐ No ☐ N/A

If the Answer to **E.2 or E.3 is NO**, then the Project or Plan is shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS.

E.4 If the Answer to **E.2 or E.3 is YES**, then further evaluation would be necessary to determine whether such a project or land use plan would be shown to be consistent with VMT and GHG reduction goals of the SCAG RTP/SCS. For the purpose of making a finding that a project is consistent with the GHG reduction targets forecasted in the SCAG RTP/SCS, the project analyst should consult **Section 2.2.4** of the Transportation Assessment Guidelines (TAG). **Section 2.2.4** provides the methodology for evaluating a land use project's cumulative impacts to VMT, and the appropriate reliance on SCAG's most recently adopted RTP/SCS in reaching that conclusion.

The analysis methods therein can further support findings that the project is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy for which the State Air Resources Board, pursuant to Section 65080(b)(2)(H) of the Government Code, has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets.

References

BOE Street Standard Dimensions S-470-1
http://eng2.lacity.org/techdocs/stdplans/s-400/S-470-1_20151021_150849.pdf

LADCP Citywide Design Guidelines.
https://planning.lacity.org/odocument/f6608be7-d5fe-4187-bea6-20618eec5049/Citywide_Design_Guidelines.pdf

LADOT Transportation Assessment Support Map https://arcg.is/fubbD

Mobility Plan 2035
https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf

SCAG. Connect SoCal, 2020-2045 RTP/SCS, https://www.connectsocal.org/Pages/default.aspx

ATTACHMENT D.1: CITY PLAN, POLICIES AND GUIDELINES

The Transportation Element of the City's General Plan, Mobility Plan 2035, established the "Complete Streets Design Guide" as the City's document to guide the operations and design of streets and other public rights-of-way. It lays out a vision for designing safer, more vibrant streets that are accessible to people, no matter what their mode choice. As a living document, it is intended to be frequently updated as City departments identify and implement street standards and experiment with different configurations to promote complete streets. The guide is meant to be a toolkit that provides numerous examples of what is possible in the public right-of-way and that provides guidance on context-sensitive design.

The Plan for A Healthy Los Angeles (March 2015) includes policies directing several City departments to develop plans that promote active transportation and safety.

The City of Los Angeles Community Plans, which make up the Land Use Element of the City's General Plan, guide the physical development of neighborhoods by establishing the goals and policies for land use. The 35 Community Plans provide specific, neighborhood-level detail for land uses and the transportation network, relevant policies, and implementation strategies necessary to achieve General Plan and community-specific objectives.

The stated goal of Vision Zero is to eliminate traffic-related deaths in Los Angeles by 2025 through a number of strategies, including modifying the design of streets to increase the safety of vulnerable road users. Extensive crash data analysis is conducted on an ongoing basis to prioritize intersections and corridors for implementation of projects that will have the greatest effect on overall fatality reduction. The City designs and deploys Vision Zero Corridor Plans as part of the implementation of Vision Zero. If a project is proposed whose site lies on the High Injury Network (HIN), the applicant should consult with LADOT to inform the project's site plan and to determine appropriate improvements, whether by funding their implementation in full or by making a contribution toward their implementation.

The Citywide Design Guidelines (October 24, 2019) includes sections relevant to development projects where improvements are proposed within the public realm. Specifically, Guidelines one through three provide building design strategies that support the pedestrian experience. The Guidelines provide best practices in designing that apply in three spatial categories of site planning, building design and public right of way. The Guidelines should be followed to ensure that the project design supports pedestrian safety, access and comfort as they access to and from the building and the immediate public right of way.

The City's Transportation Demand Management (TDM) Ordinance (LA Municipal Code 12.26.J) requires certain projects to incorporate strategies that reduce drive-alone vehicle trips and improve access to destinations and services. The ordinance is revised and updated periodically and should be reviewed for application to specific projects as they are reviewed.

The City's LAMC Section 12.37 (Waivers of Dedication and Improvement) requires certain projects to dedicate and/or implement improvements within the public right-of-way to meet the street designation standards of the Mobility Plan 2035.

The Bureau of Engineering (BOE) Street Standard Dimensions S-470-1 provides the specific street widths and public right of way dimensions associated with the City's street standards.

Attachment D

VMT 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: 1200 Vine Street

Scenario:

Address: 1200 N VINE ST, 90038

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
Housing | Single Family		DU

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

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restaurant	7	ksf
Housing | Multi-Family	135	DU
Housing | Affordable Housing - Family	18	DU
Retail | High-Turnover Sit-Down Restaurant	7	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
0 Daily Vehicle Trips	1,025 Daily Vehicle Trips
0 Daily VMT	6,092 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	1,025 Net Daily Trips
The net increase in daily VMT ≤ 0	6,092 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	7.000 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: 1200 Vine Street
Scenario:
Address: 1200 N VINE ST, 90038

Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	135	DU
Housing | Affordable Housing - Family	18	DU
Retail | High-Turnover Sit-Down Restaurant	7	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

Implement/Improve On-street Bicycle Facility — Select Proposed Prj or Mitigation to include this strategy
☐ Proposed Prj ☐ Mitigation

Include Bike Parking Per LAMC — Select Proposed Prj or Mitigation to include this strategy
☑ Proposed Prj ☐ Mitigation

Include Secure Bike Parking and Showers — Select Proposed Prj or Mitigation to include this strategy
☐ Proposed Prj ☐ Mitigation

- **G** Neighborhood Enhancement

Analysis Results

Proposed Project	With
892 Daily Vehicle Trips	**892** Daily Vehicle Trips
5,297 Daily VMT	**5,297** Daily VMT
3.7 Household VMT per Capita	**3.7** Household VMT
N/A Work VMT per Employee	**N/A** 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: N/A Threshold = 7.6 15% Below APC	**Work: N/A** Threshold = 7.6 15% Below APC

Measuring the Miles

9/13/2022

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: September 13, 2022
Project Name: 1200 Vine Street
Project Scenario:
Project Address: 1200 N VINE ST, 90038

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	135	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	18	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	7.000	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

Analysis Results

Total Employees: 28
Total Population: 361

Proposed Project		*With Mitigation*	
892	**Daily Vehicle Trips**	**892**	**Daily Vehicle Trips**
5,297	**Daily VMT**	**5,297**	**Daily VMT**
3.7	**Household VMT per Capita**	**3.7**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**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	N/A	Work > 7.6	N/A

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	311	311
		Actual parking provision (spaces)	93	93
	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: September 13, 2022
Project Name: 1200 Vine Street
Project Scenario:
Project Address: 1200 N VINE ST, 90038

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	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	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	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*
MAX. TDM EFFECT	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*

= 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: September 13, 2022
Project Name: 1200 Vine Street
Project Scenario:
Project Address: 1200 N VINE ST, 90038

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	136	-31.6%	93	7.1	966	660
Home Based Other Production	377	-48.3%	195	4.4	1,659	858
Non-Home Based Other Production	306	-6.9%	285	6.9	2,111	1,967
Home-Based Work Attraction	41	-48.8%	21	8.5	349	179
Home-Based Other Attraction	477	-43.0%	272	5.3	2,528	1,442
Non-Home Based Other Attraction	172	-7.6%	159	6.2	1,066	986

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	-13.0%	81	574	-13.0%	81	574
Home Based Other Production	-13.0%	170	746	-13.0%	170	746
Non-Home Based Other Production	-13.0%	248	1,710	-13.0%	248	1,710
Home-Based Work Attraction	-13.0%	18	156	-13.0%	18	156
Home-Based Other Attraction	-13.0%	237	1,254	-13.0%	237	1,254
Non-Home Based Other Attraction	-13.0%	138	857	-13.0%	138	857

MXD VMT Methodology Per Capita & Per Employee

Total Population: 361
Total Employees: 28
APC: Central

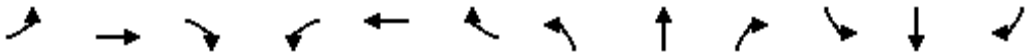
	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**1,320**	**1,320**
Total Home Based Work Attraction VMT	**156**	**156**
Total Home Based VMT Per Capita	**3.7**	**3.7**
Total Work Based VMT Per Employee	**N/A**	**N/A**

Attachment E

HCM Worksheets

HCM 6th Signalized Intersection Summary
1: Vine St & Fountain Ave

10/14/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	237	43	79	414	45	41	988	39	21	1293	87
Future Volume (veh/h)	72	237	43	79	414	45	41	988	39	21	1293	87
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	78	258	47	86	450	49	45	1074	42	23	1405	95
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	177	538	98	315	580	63	152	1872	73	351	1814	122
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35	1.00	1.00	1.00	0.54	0.54	0.54
Sat Flow, veh/h	899	1539	280	1074	1657	180	350	3486	136	505	3379	228
Grp Volume(v), veh/h	78	0	305	86	0	499	45	547	569	23	737	763
Grp Sat Flow(s),veh/h/ln	899	0	1820	1074	0	1838	350	1777	1846	505	1777	1829
Q Serve(g_s), s	7.6	0.0	11.8	6.1	0.0	21.8	9.4	0.0	0.0	2.0	29.5	29.8
Cycle Q Clear(g_c), s	29.4	0.0	11.8	17.9	0.0	21.8	39.2	0.0	0.0	2.0	29.5	29.8
Prop In Lane	1.00		0.15	1.00		0.10	1.00		0.07	1.00		0.12
Lane Grp Cap(c), veh/h	177	0	637	315	0	643	152	954	991	351	954	982
V/C Ratio(X)	0.44	0.00	0.48	0.27	0.00	0.78	0.30	0.57	0.57	0.07	0.77	0.78
Avail Cap(c_a), veh/h	178	0	639	317	0	645	152	954	991	351	954	982
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.3	0.0	22.9	29.8	0.0	26.1	12.1	0.0	0.0	10.1	16.5	16.6
Incr Delay (d2), s/veh	1.7	0.0	0.6	0.5	0.0	5.9	4.9	2.5	2.4	0.4	6.0	6.0
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(95%),veh/ln	3.1	0.0	8.7	2.9	0.0	15.5	1.4	1.2	1.2	0.4	18.3	19.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.0	0.0	23.4	30.3	0.0	32.0	17.0	2.5	2.4	10.5	22.5	22.6
LnGrp LOS	D	A	C	C	A	C	B	A	A	B	C	C
Approach Vol, veh/h		383			585			1161			1523	
Approach Delay, s/veh		27.0			31.8			3.0			22.4	
Approach LOS		C			C			A			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		53.1		36.9		53.1		36.9				
Change Period (Y+Rc), s		* 4.8		* 5.4		* 4.8		* 5.4				
Max Green Setting (Gmax), s		* 48		* 32		* 48		* 32				
Max Q Clear Time (g_c+I1), s		41.2		31.4		31.8		23.8				
Green Ext Time (p_c), s		4.2		0.0		10.0		2.2				

Intersection Summary												
HCM 6th Ctrl Delay			18.2									
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)	19	34	33	28	70	29	26	1035	15	17	1297	53
Future Volume (veh/h)	19	34	33	28	70	29	26	1035	15	17	1297	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	21	37	36	30	76	32	28	1125	16	18	1410	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	75	86	70	77	111	42	363	2814	40	418	2729	112
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	0.78	0.78	0.78	1.00	1.00	1.00
Sat Flow, veh/h	253	824	669	269	1062	402	361	3587	51	493	3479	143
Grp Volume(v), veh/h	94	0	0	138	0	0	28	557	584	18	719	749
Grp Sat Flow(s),veh/h/ln	1746	0	0	1733	0	0	361	1777	1861	493	1777	1845
Q Serve(g_s), s	0.0	0.0	0.0	2.3	0.0	0.0	1.6	8.9	8.9	0.4	0.0	0.0
Cycle Q Clear(g_c), s	4.5	0.0	0.0	6.8	0.0	0.0	1.6	8.9	8.9	9.3	0.0	0.0
Prop In Lane	0.22		0.38	0.22		0.23	1.00		0.03	1.00		0.08
Lane Grp Cap(c), veh/h	231	0	0	230	0	0	363	1394	1460	418	1394	1447
V/C Ratio(X)	0.41	0.00	0.00	0.60	0.00	0.00	0.08	0.40	0.40	0.04	0.52	0.52
Avail Cap(c_a), veh/h	483	0	0	491	0	0	363	1394	1460	418	1394	1447
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.1	0.0	0.0	39.1	0.0	0.0	2.3	3.0	3.0	0.6	0.0	0.0
Incr Delay (d2), s/veh	1.1	0.0	0.0	2.5	0.0	0.0	0.4	0.9	0.8	0.2	1.4	1.3
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(95%),veh/ln	3.6	0.0	0.0	5.5	0.0	0.0	0.2	4.2	4.4	0.0	1.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.3	0.0	0.0	41.6	0.0	0.0	2.7	3.9	3.9	0.8	1.4	1.3
LnGrp LOS	D	A	A	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h		94			138			1169			1486	
Approach Delay, s/veh		39.3			41.6			3.9			1.3	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	2		4		6		8	
Phs Duration (G+Y+Rc), s	75.2		14.8		75.2		14.8	
Change Period (Y+Rc), s	4.6		* 5.4		4.6		* 5.4	
Max Green Setting (Gmax), s	56.4		* 24		56.4		* 24	
Max Q Clear Time (g_c+I1), s	10.9		6.5		11.3		8.8	
Green Ext Time (p_c), s	23.7		0.4		31.5		0.6	

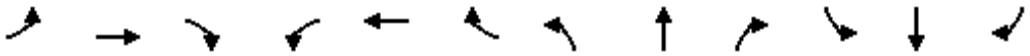
Intersection Summary		
HCM 6th Ctrl Delay		5.5
HCM 6th LOS		A

Notes

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

HCM 6th Signalized Intersection Summary
1: Vine St & Fountain Ave

10/14/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	524	45	81	339	52	59	1177	58	51	1108	106
Future Volume (veh/h)	125	524	45	81	339	52	59	1177	58	51	1108	106
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	136	570	49	88	368	57	64	1279	63	55	1204	115
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	284	672	58	153	626	97	161	1693	83	270	1610	153
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.98	0.98	0.98	0.49	0.49	0.49
Sat Flow, veh/h	962	1698	146	804	1581	245	416	3447	170	407	3278	312
Grp Volume(v), veh/h	136	0	619	88	0	425	64	659	683	55	651	668
Grp Sat Flow(s),veh/h/ln	962	0	1844	804	0	1826	416	1777	1840	407	1777	1814
Q Serve(g_s), s	11.7	0.0	27.5	8.1	0.0	16.5	12.2	2.3	2.3	7.5	26.5	26.7
Cycle Q Clear(g_c), s	28.2	0.0	27.5	35.6	0.0	16.5	38.9	2.3	2.3	9.8	26.5	26.7
Prop In Lane	1.00		0.08	1.00		0.13	1.00		0.09	1.00		0.17
Lane Grp Cap(c), veh/h	284	0	729	153	0	722	161	873	904	270	873	891
V/C Ratio(X)	0.48	0.00	0.85	0.58	0.00	0.59	0.40	0.75	0.76	0.20	0.75	0.75
Avail Cap(c_a), veh/h	284	0	729	153	0	722	161	873	904	270	873	891
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.5	0.0	24.7	41.7	0.0	21.4	12.5	0.4	0.4	14.9	18.4	18.4
Incr Delay (d2), s/veh	1.2	0.0	9.3	5.3	0.0	1.3	7.2	6.0	5.9	1.7	5.8	5.7
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(95%),veh/ln	5.0	0.0	19.2	3.9	0.0	11.4	2.2	3.0	3.1	1.4	17.1	17.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.8	0.0	34.0	46.9	0.0	22.7	19.7	6.4	6.3	16.6	24.2	24.2
LnGrp LOS	C	A	C	D	A	C	B	A	A	B	C	C
Approach Vol, veh/h		755			513			1406			1374	
Approach Delay, s/veh		34.0			26.8			7.0			23.9	
Approach LOS		C			C			A			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		49.0		41.0		49.0		41.0				
Change Period (Y+Rc), s		* 4.8		* 5.4		* 4.8		* 5.4				
Max Green Setting (Gmax), s		* 44		* 36		* 44		* 36				
Max Q Clear Time (g_c+I1), s		40.9		30.2		28.7		37.6				
Green Ext Time (p_c), s		2.6		2.3		8.8		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			20.3									
HCM 6th LOS			C									

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)	42	125	47	21	46	53	18	1197	37	27	1221	29
Future Volume (veh/h)	42	125	47	21	46	53	18	1197	37	27	1221	29
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	46	136	51	23	50	58	20	1301	40	29	1327	32
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	89	178	61	75	126	122	371	2556	79	311	2576	62
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.73	0.73	0.73	1.00	1.00	1.00
Sat Flow, veh/h	250	1097	378	174	773	753	401	3520	108	408	3546	85
Grp Volume(v), veh/h	233	0	0	131	0	0	20	656	685	29	664	695
Grp Sat Flow(s),veh/h/ln	1725	0	0	1700	0	0	401	1777	1851	408	1777	1855
Q Serve(g_s), s	5.5	0.0	0.0	0.0	0.0	0.0	1.3	14.4	14.5	1.6	0.0	0.0
Cycle Q Clear(g_c), s	11.6	0.0	0.0	6.2	0.0	0.0	1.3	14.4	14.5	16.0	0.0	0.0
Prop In Lane	0.20		0.22	0.18		0.44	1.00		0.06	1.00		0.05
Lane Grp Cap(c), veh/h	328	0	0	323	0	0	371	1290	1344	311	1290	1347
V/C Ratio(X)	0.71	0.00	0.00	0.41	0.00	0.00	0.05	0.51	0.51	0.09	0.51	0.52
Avail Cap(c_a), veh/h	530	0	0	517	0	0	371	1290	1344	311	1290	1347
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.3	0.0	0.0	34.1	0.0	0.0	3.5	5.3	5.4	1.8	0.0	0.0
Incr Delay (d2), s/veh	2.8	0.0	0.0	0.8	0.0	0.0	0.3	1.4	1.4	0.6	1.5	1.4
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(95%),veh/ln	8.8	0.0	0.0	4.7	0.0	0.0	0.2	8.2	8.4	0.2	0.9	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.1	0.0	0.0	35.0	0.0	0.0	3.8	6.8	6.7	2.4	1.5	1.4
LnGrp LOS	D	A	A	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		233			131			1361			1388	
Approach Delay, s/veh		39.1			35.0			6.7			1.5	
Approach LOS		D			C			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	70.0	20.0	70.0	20.0
Change Period (Y+Rc), s	4.6	* 5.4	4.6	* 5.4
Max Green Setting (Gmax), s	54.4	* 26	54.4	* 26
Max Q Clear Time (g_c+I1), s	16.5	13.6	18.0	8.2
Green Ext Time (p_c), s	25.4	1.0	25.2	0.6

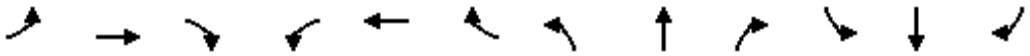
Intersection Summary	
HCM 6th Ctrl Delay	8.0
HCM 6th LOS	A

Notes

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

HCM 6th Signalized Intersection Summary
1: Vine St & Fountain Ave

10/14/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	237	44	79	414	45	47	1004	63	30	1295	87
Future Volume (veh/h)	72	237	44	79	414	45	47	1004	63	30	1295	87
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	78	258	48	86	450	49	51	1091	68	33	1408	95
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	177	536	100	314	580	63	151	1824	114	340	1814	122
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35	1.00	1.00	1.00	0.54	0.54	0.54
Sat Flow, veh/h	899	1534	285	1073	1657	180	349	3397	212	485	3379	227
Grp Volume(v), veh/h	78	0	306	86	0	499	51	570	589	33	738	765
Grp Sat Flow(s),veh/h/ln	899	0	1819	1073	0	1838	349	1777	1832	485	1777	1829
Q Serve(g_s), s	7.6	0.0	11.8	6.1	0.0	21.8	11.2	0.0	0.0	3.0	29.6	29.9
Cycle Q Clear(g_c), s	29.4	0.0	11.8	18.0	0.0	21.8	41.2	0.0	0.0	3.0	29.6	29.9
Prop In Lane	1.00		0.16	1.00		0.10	1.00		0.12	1.00		0.12
Lane Grp Cap(c), veh/h	177	0	636	314	0	643	151	954	984	340	954	982
V/C Ratio(X)	0.44	0.00	0.48	0.27	0.00	0.78	0.34	0.60	0.60	0.10	0.77	0.78
Avail Cap(c_a), veh/h	178	0	639	316	0	645	151	954	984	340	954	982
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.3	0.0	22.9	29.9	0.0	26.1	12.8	0.0	0.0	10.4	16.5	16.6
Incr Delay (d2), s/veh	1.7	0.0	0.6	0.5	0.0	5.9	5.9	2.8	2.7	0.6	6.1	6.1
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(95%),veh/ln	3.1	0.0	8.7	2.9	0.0	15.5	1.7	1.3	1.3	0.6	18.4	19.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.0	0.0	23.4	30.4	0.0	32.0	18.7	2.8	2.7	10.9	22.6	22.7
LnGrp LOS	D	A	C	C	A	C	B	A	A	B	C	C
Approach Vol, veh/h		384			585			1210			1536	
Approach Delay, s/veh		27.0			31.8			3.4			22.4	
Approach LOS		C			C			A			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		53.1		36.9		53.1		36.9				
Change Period (Y+Rc), s		* 4.8		* 5.4		* 4.8		* 5.4				
Max Green Setting (Gmax), s		* 48		* 32		* 48		* 32				
Max Q Clear Time (g_c+I1), s		43.2		31.4		31.9		23.8				
Green Ext Time (p_c), s		3.4		0.0		10.0		2.2				

Intersection Summary		
HCM 6th Ctrl Delay		18.2
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)	28	35	33	44	80	56	26	1044	17	20	1297	53
Future Volume (veh/h)	28	35	33	44	80	56	26	1044	17	20	1297	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	30	38	36	48	87	61	28	1135	18	22	1410	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	96	110	82	95	120	75	349	2673	42	387	2597	107
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.75	0.75	0.75	1.00	1.00	1.00
Sat Flow, veh/h	311	775	575	316	847	525	361	3580	57	487	3479	143
Grp Volume(v), veh/h	104	0	0	196	0	0	28	563	590	22	719	749
Grp Sat Flow(s),veh/h/ln	1661	0	0	1688	0	0	361	1777	1860	487	1777	1845
Q Serve(g_s), s	0.0	0.0	0.0	5.1	0.0	0.0	1.9	10.6	10.6	0.7	0.0	0.0
Cycle Q Clear(g_c), s	4.9	0.0	0.0	10.0	0.0	0.0	1.9	10.6	10.6	11.3	0.0	0.0
Prop In Lane	0.29		0.35	0.24		0.31	1.00		0.03	1.00		0.08
Lane Grp Cap(c), veh/h	288	0	0	290	0	0	349	1327	1389	387	1327	1377
V/C Ratio(X)	0.36	0.00	0.00	0.68	0.00	0.00	0.08	0.42	0.42	0.06	0.54	0.54
Avail Cap(c_a), veh/h	473	0	0	484	0	0	349	1327	1389	387	1327	1377
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.2	0.0	0.0	37.3	0.0	0.0	3.1	4.2	4.2	0.9	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	2.8	0.0	0.0	0.4	1.0	1.0	0.3	1.6	1.5
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(95%),veh/ln	3.8	0.0	0.0	7.7	0.0	0.0	0.3	5.8	6.0	0.1	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.0	0.0	0.0	40.0	0.0	0.0	3.6	5.2	5.2	1.2	1.6	1.5
LnGrp LOS	D	A	A	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h		104			196			1181			1490	
Approach Delay, s/veh		36.0			40.0			5.2			1.6	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	71.8	18.2	71.8	18.2
Change Period (Y+Rc), s	4.6	* 5.4	4.6	* 5.4
Max Green Setting (Gmax), s	56.4	* 24	56.4	* 24
Max Q Clear Time (g_c+I1), s	12.6	6.9	13.3	12.0
Green Ext Time (p_c), s	23.5	0.4	30.6	0.8

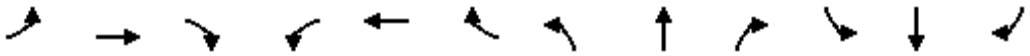
Intersection Summary	
HCM 6th Ctrl Delay	6.7
HCM 6th LOS	A

Notes

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

HCM 6th Signalized Intersection Summary
1: Vine St & Fountain Ave

10/14/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	524	47	81	339	52	63	1188	76	62	1113	106
Future Volume (veh/h)	125	524	47	81	339	52	63	1188	76	62	1113	106
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	136	570	51	88	368	57	68	1291	83	67	1210	115
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	284	669	60	151	626	97	160	1665	107	263	1611	153
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.98	0.98	0.98	0.49	0.49	0.49
Sat Flow, veh/h	962	1692	151	803	1581	245	414	3390	218	395	3280	311
Grp Volume(v), veh/h	136	0	621	88	0	425	68	675	699	67	654	671
Grp Sat Flow(s),veh/h/ln	962	0	1843	803	0	1826	414	1777	1831	395	1777	1814
Q Serve(g_s), s	11.7	0.0	27.6	8.0	0.0	16.5	13.5	2.5	2.6	9.9	26.7	26.9
Cycle Q Clear(g_c), s	28.2	0.0	27.6	35.6	0.0	16.5	40.4	2.5	2.6	12.5	26.7	26.9
Prop In Lane	1.00		0.08	1.00		0.13	1.00		0.12	1.00		0.17
Lane Grp Cap(c), veh/h	284	0	729	151	0	722	160	873	899	263	873	891
V/C Ratio(X)	0.48	0.00	0.85	0.58	0.00	0.59	0.43	0.77	0.78	0.26	0.75	0.75
Avail Cap(c_a), veh/h	284	0	729	151	0	722	160	873	899	263	873	891
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.5	0.0	24.8	41.8	0.0	21.4	13.1	0.4	0.4	15.7	18.4	18.5
Incr Delay (d2), s/veh	1.2	0.0	9.5	5.6	0.0	1.3	8.1	6.6	6.5	2.3	5.9	5.8
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(95%),veh/ln	5.0	0.0	19.4	3.9	0.0	11.4	2.4	3.3	3.4	1.8	17.2	17.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.8	0.0	34.3	47.4	0.0	22.7	21.2	7.1	7.0	18.0	24.3	24.3
LnGrp LOS	C	A	C	D	A	C	C	A	A	B	C	C
Approach Vol, veh/h		757			513			1442			1392	
Approach Delay, s/veh		34.2			26.9			7.7			24.0	
Approach LOS		C			C			A			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		49.0		41.0		49.0		41.0				
Change Period (Y+Rc), s		* 4.8		* 5.4		* 4.8		* 5.4				
Max Green Setting (Gmax), s		* 44		* 36		* 44		* 36				
Max Q Clear Time (g_c+I1), s		42.4		30.2		28.9		37.6				
Green Ext Time (p_c), s		1.5		2.3		9.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		20.5
HCM 6th LOS		C

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)	53	128	47	32	52	79	18	1208	42	34	1221	29
Future Volume (veh/h)	53	128	47	32	52	79	18	1208	42	34	1221	29
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	58	139	51	35	57	86	20	1313	46	37	1327	32
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	103	181	61	85	111	138	366	2501	88	297	2532	61
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.71	0.71	0.71	1.00	1.00	1.00
Sat Flow, veh/h	305	1032	346	211	634	790	401	3503	123	401	3546	85
Grp Volume(v), veh/h	248	0	0	178	0	0	20	665	694	37	664	695
Grp Sat Flow(s),veh/h/ln	1684	0	0	1635	0	0	401	1777	1848	401	1777	1855
Q Serve(g_s), s	3.9	0.0	0.0	0.0	0.0	0.0	1.4	15.4	15.5	2.3	0.0	0.0
Cycle Q Clear(g_c), s	12.7	0.0	0.0	8.8	0.0	0.0	1.4	15.4	15.5	17.8	0.0	0.0
Prop In Lane	0.23		0.21	0.20		0.48	1.00		0.07	1.00		0.05
Lane Grp Cap(c), veh/h	344	0	0	334	0	0	366	1269	1320	297	1269	1325
V/C Ratio(X)	0.72	0.00	0.00	0.53	0.00	0.00	0.05	0.52	0.53	0.12	0.52	0.52
Avail Cap(c_a), veh/h	521	0	0	505	0	0	366	1269	1320	297	1269	1325
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.7	0.0	0.0	34.2	0.0	0.0	3.9	5.9	5.9	2.1	0.0	0.0
Incr Delay (d2), s/veh	2.9	0.0	0.0	1.3	0.0	0.0	0.3	1.6	1.5	0.9	1.5	1.5
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(95%),veh/ln	9.2	0.0	0.0	6.6	0.0	0.0	0.2	8.8	9.1	0.3	1.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.6	0.0	0.0	35.5	0.0	0.0	4.2	7.4	7.4	3.0	1.5	1.5
LnGrp LOS	D	A	A	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h		248			178			1379			1396	
Approach Delay, s/veh		38.6			35.5			7.4			1.6	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	68.9	21.1	68.9	21.1
Change Period (Y+Rc), s	4.6	* 5.4	4.6	* 5.4
Max Green Setting (Gmax), s	54.4	* 26	54.4	* 26
Max Q Clear Time (g_c+I1), s	17.5	14.7	19.8	10.8
Green Ext Time (p_c), s	25.3	1.0	24.5	0.8

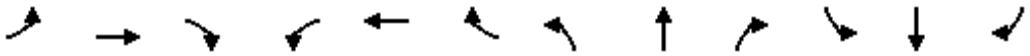
Intersection Summary	
HCM 6th Ctrl Delay	8.8
HCM 6th LOS	A

Notes

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

HCM 6th Signalized Intersection Summary
1: Vine St & Fountain Ave

10/14/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	291	46	96	452	49	47	1244	63	26	1566	114
Future Volume (veh/h)	101	291	46	96	452	49	47	1244	63	26	1566	114
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	110	316	50	104	491	53	51	1352	68	28	1702	124
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	148	553	88	271	583	63	93	1844	93	169	1800	130
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35	0.54	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	862	1576	249	1016	1659	179	255	3443	173	378	3361	243
Grp Volume(v), veh/h	110	0	366	104	0	544	51	696	724	28	892	934
Grp Sat Flow(s),veh/h/ln	862	0	1825	1016	0	1838	255	1777	1839	378	1777	1827
Q Serve(g_s), s	7.1	0.0	14.6	8.3	0.0	24.5	4.5	26.9	27.1	5.5	42.1	43.7
Cycle Q Clear(g_c), s	31.6	0.0	14.6	23.0	0.0	24.5	48.2	26.9	27.1	32.6	42.1	43.7
Prop In Lane	1.00		0.14	1.00		0.10	1.00		0.09	1.00		0.13
Lane Grp Cap(c), veh/h	148	0	641	271	0	645	93	952	985	169	952	978
V/C Ratio(X)	0.75	0.00	0.57	0.38	0.00	0.84	0.55	0.73	0.73	0.17	0.94	0.95
Avail Cap(c_a), veh/h	148	0	641	271	0	645	93	952	985	169	952	978
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.8	0.0	23.7	33.0	0.0	26.9	44.4	16.0	16.0	28.5	19.5	19.9
Incr Delay (d2), s/veh	18.5	0.0	1.2	0.9	0.0	9.9	21.5	5.0	4.9	2.1	17.5	19.7
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(95%),veh/ln	5.7	0.0	10.4	3.8	0.0	17.8	3.0	16.8	17.3	1.1	27.6	29.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.3	0.0	24.9	33.9	0.0	36.8	65.9	20.9	20.9	30.6	37.0	39.6
LnGrp LOS	E	A	C	C	A	D	E	C	C	C	D	D
Approach Vol, veh/h		476			648			1471			1854	
Approach Delay, s/veh		33.3			36.3			22.5			38.2	
Approach LOS		C			D			C			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		53.0		37.0		53.0		37.0				
Change Period (Y+Rc), s		* 4.8		* 5.4		* 4.8		* 5.4				
Max Green Setting (Gmax), s		* 48		* 32		* 48		* 32				
Max Q Clear Time (g_c+I1), s		50.2		33.6		45.7		26.5				
Green Ext Time (p_c), s		0.0		0.0		2.2		1.8				

Intersection Summary												
HCM 6th Ctrl Delay			32.2									
HCM 6th LOS			C									

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)	20	37	39	29	79	30	56	1324	16	18	1587	56
Future Volume (veh/h)	20	37	39	29	79	30	56	1324	16	18	1587	56
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	22	40	42	32	86	33	61	1439	17	20	1725	61
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	75	90	79	78	123	43	286	2795	33	309	2720	96
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.78	0.78	0.78	1.00	1.00	1.00
Sat Flow, veh/h	238	802	704	264	1095	380	265	3597	42	365	3502	123
Grp Volume(v), veh/h	104	0	0	151	0	0	61	710	746	20	872	914
Grp Sat Flow(s),veh/h/ln	1744	0	0	1739	0	0	265	1777	1863	365	1777	1848
Q Serve(g_s), s	0.0	0.0	0.0	2.5	0.0	0.0	6.0	13.4	13.4	1.0	0.0	0.0
Cycle Q Clear(g_c), s	5.0	0.0	0.0	7.5	0.0	0.0	6.0	13.4	13.4	14.4	0.0	0.0
Prop In Lane	0.21		0.40	0.21		0.22	1.00		0.02	1.00		0.07
Lane Grp Cap(c), veh/h	244	0	0	243	0	0	286	1380	1447	309	1380	1436
V/C Ratio(X)	0.43	0.00	0.00	0.62	0.00	0.00	0.21	0.51	0.52	0.06	0.63	0.64
Avail Cap(c_a), veh/h	483	0	0	492	0	0	286	1380	1447	309	1380	1436
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.7	0.0	0.0	38.7	0.0	0.0	2.9	3.7	3.7	1.4	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	2.6	0.0	0.0	1.7	1.4	1.3	0.4	2.2	2.2
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(95%),veh/ln	4.0	0.0	0.0	6.1	0.0	0.0	0.6	6.7	7.0	0.1	1.5	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.9	0.0	0.0	41.3	0.0	0.0	4.6	5.1	5.0	1.8	2.2	2.2
LnGrp LOS	D	A	A	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h		104			151			1517			1806	
Approach Delay, s/veh		38.9			41.3			5.1			2.2	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	74.5	15.5	74.5	15.5
Change Period (Y+Rc), s	4.6	* 5.4	4.6	* 5.4
Max Green Setting (Gmax), s	56.4	* 24	56.4	* 24
Max Q Clear Time (g_c+I1), s	15.4	7.0	16.4	9.5
Green Ext Time (p_c), s	31.0	0.4	34.5	0.6

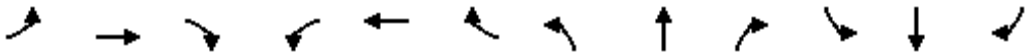
Intersection Summary	
HCM 6th Ctrl Delay	6.1
HCM 6th LOS	A

Notes

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

HCM 6th Signalized Intersection Summary
1: Vine St & Fountain Ave

10/14/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	156	569	76	108	398	67	69	1461	74	55	1338	133
Future Volume (veh/h)	156	569	76	108	398	67	69	1461	74	55	1338	133
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	170	618	83	117	433	73	75	1588	80	60	1454	145
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	226	639	86	95	617	104	105	1691	85	193	1604	159
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.98	0.98	0.98	0.49	0.49	0.49
Sat Flow, veh/h	893	1614	217	745	1560	263	318	3443	173	298	3266	323
Grp Volume(v), veh/h	170	0	701	117	0	506	75	816	852	60	786	813
Grp Sat Flow(s),veh/h/ln	893	0	1831	745	0	1823	318	1777	1839	298	1777	1812
Q Serve(g_s), s	14.7	0.0	33.7	1.9	0.0	20.9	7.0	9.0	10.1	14.1	36.4	37.2
Cycle Q Clear(g_c), s	35.6	0.0	33.7	35.6	0.0	20.9	44.2	9.0	10.1	24.2	36.4	37.2
Prop In Lane	1.00		0.12	1.00		0.14	1.00		0.09	1.00		0.18
Lane Grp Cap(c), veh/h	226	0	724	95	0	721	105	873	903	193	873	890
V/C Ratio(X)	0.75	0.00	0.97	1.23	0.00	0.70	0.72	0.94	0.94	0.31	0.90	0.91
Avail Cap(c_a), veh/h	226	0	724	95	0	721	105	873	903	193	873	890
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.7	0.0	26.6	44.8	0.0	22.8	21.8	0.5	0.5	21.7	20.9	21.1
Incr Delay (d2), s/veh	13.3	0.0	25.6	164.9	0.0	3.1	34.3	18.3	19.0	4.2	14.3	15.3
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(95%),veh/ln	8.1	0.0	26.2	11.7	0.0	14.1	4.4	8.3	8.7	2.1	24.2	25.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.0	0.0	52.2	209.7	0.0	25.8	56.1	18.8	19.5	25.9	35.2	36.4
LnGrp LOS	D	A	D	F	A	C	E	B	B	C	D	D
Approach Vol, veh/h		871			623			1743			1659	
Approach Delay, s/veh		52.2			60.3			20.7			35.4	
Approach LOS		D			E			C			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		49.0		41.0		49.0		41.0				
Change Period (Y+Rc), s		* 4.8		* 5.4		* 4.8		* 5.4				
Max Green Setting (Gmax), s		* 44		* 36		* 44		* 36				
Max Q Clear Time (g_c+I1), s		46.2		37.6		39.2		37.6				
Green Ext Time (p_c), s		0.0		0.0		4.1		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		36.3
HCM 6th LOS		D

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)	44	135	49	22	49	56	19	1507	39	28	1511	30
Future Volume (veh/h)	44	135	49	22	49	56	19	1507	39	28	1511	30
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	48	147	53	24	53	61	21	1638	42	30	1642	33
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	90	190	63	76	132	128	292	2540	65	219	2557	51
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.72	0.72	0.72	1.00	1.00	1.00
Sat Flow, veh/h	247	1111	369	171	771	747	296	3540	91	294	3563	71
Grp Volume(v), veh/h	248	0	0	138	0	0	21	820	860	30	817	858
Grp Sat Flow(s),veh/h/ln	1727	0	0	1690	0	0	296	1777	1854	294	1777	1857
Q Serve(g_s), s	5.9	0.0	0.0	0.0	0.0	0.0	1.9	21.8	22.0	3.6	0.0	0.0
Cycle Q Clear(g_c), s	12.4	0.0	0.0	6.5	0.0	0.0	1.9	21.8	22.0	25.6	0.0	0.0
Prop In Lane	0.19		0.21	0.17		0.44	1.00		0.05	1.00		0.04
Lane Grp Cap(c), veh/h	344	0	0	337	0	0	292	1275	1330	219	1275	1333
V/C Ratio(X)	0.72	0.00	0.00	0.41	0.00	0.00	0.07	0.64	0.65	0.14	0.64	0.64
Avail Cap(c_a), veh/h	531	0	0	516	0	0	292	1275	1330	219	1275	1333
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.9	0.0	0.0	33.6	0.0	0.0	3.9	6.7	6.7	4.4	0.0	0.0
Incr Delay (d2), s/veh	2.9	0.0	0.0	0.8	0.0	0.0	0.5	2.5	2.4	1.3	2.5	2.4
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(95%),veh/ln	9.2	0.0	0.0	4.9	0.0	0.0	0.2	11.7	12.1	0.4	1.6	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.8	0.0	0.0	34.4	0.0	0.0	4.3	9.2	9.1	5.7	2.5	2.4
LnGrp LOS	D	A	A	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		248			138			1701			1705	
Approach Delay, s/veh		38.8			34.4			9.1			2.5	
Approach LOS		D			C			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	69.2	20.8	69.2	20.8
Change Period (Y+Rc), s	4.6	* 5.4	4.6	* 5.4
Max Green Setting (Gmax), s	54.4	* 26	54.4	* 26
Max Q Clear Time (g_c+I1), s	24.0	14.4	27.6	8.5
Green Ext Time (p_c), s	26.1	1.1	23.4	0.7

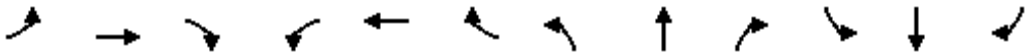
Intersection Summary	
HCM 6th Ctrl Delay	9.0
HCM 6th LOS	A

Notes

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

HCM 6th Signalized Intersection Summary
1: Vine St & Fountain Ave

10/14/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	291	47	96	452	49	53	1260	87	35	1568	114
Future Volume (veh/h)	101	291	47	96	452	49	53	1260	87	35	1568	114
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	110	316	51	104	491	53	58	1370	95	38	1704	124
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	148	552	89	271	583	63	92	1806	125	158	1800	130
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35	0.54	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	862	1571	254	1015	1659	179	255	3372	233	362	3361	242
Grp Volume(v), veh/h	110	0	367	104	0	544	58	720	745	38	893	935
Grp Sat Flow(s),veh/h/ln	862	0	1825	1015	0	1838	255	1777	1828	362	1777	1827
Q Serve(g_s), s	7.1	0.0	14.7	8.3	0.0	24.5	4.4	28.5	28.7	8.3	42.2	43.8
Cycle Q Clear(g_c), s	31.6	0.0	14.7	23.0	0.0	24.5	48.2	28.5	28.7	37.0	42.2	43.8
Prop In Lane	1.00		0.14	1.00		0.10	1.00		0.13	1.00		0.13
Lane Grp Cap(c), veh/h	148	0	641	271	0	645	92	952	979	158	952	978
V/C Ratio(X)	0.75	0.00	0.57	0.38	0.00	0.84	0.63	0.76	0.76	0.24	0.94	0.96
Avail Cap(c_a), veh/h	148	0	641	271	0	645	92	952	979	158	952	978
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.8	0.0	23.7	33.1	0.0	26.9	44.5	16.3	16.4	30.9	19.5	19.9
Incr Delay (d2), s/veh	18.5	0.0	1.2	0.9	0.0	9.9	28.1	5.6	5.6	3.6	17.6	19.9
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(95%),veh/ln	5.7	0.0	10.5	3.8	0.0	17.8	3.6	17.7	18.3	1.6	27.7	29.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.3	0.0	25.0	34.0	0.0	36.8	72.7	21.9	21.9	34.5	37.1	39.8
LnGrp LOS	E	A	C	C	A	D	E	C	C	C	D	D
Approach Vol, veh/h		477			648			1523			1866	
Approach Delay, s/veh		33.3			36.4			23.9			38.4	
Approach LOS		C			D			C			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		53.0		37.0		53.0		37.0				
Change Period (Y+Rc), s		* 4.8		* 5.4		* 4.8		* 5.4				
Max Green Setting (Gmax), s		* 48		* 32		* 48		* 32				
Max Q Clear Time (g_c+I1), s		50.2		33.6		45.8		26.5				
Green Ext Time (p_c), s		0.0		0.0		2.1		1.8				

Intersection Summary		
HCM 6th Ctrl Delay		32.7
HCM 6th LOS		C

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)	29	38	39	45	89	57	56	1333	18	21	1587	56
Future Volume (veh/h)	29	38	39	45	89	57	56	1333	18	21	1587	56
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	32	41	42	49	97	62	61	1449	20	23	1725	61
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	96	111	89	95	132	75	276	2656	37	283	2592	91
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.74	0.74	0.74	1.00	1.00	1.00
Sat Flow, veh/h	299	744	600	305	887	506	265	3589	50	361	3502	123
Grp Volume(v), veh/h	115	0	0	208	0	0	61	717	752	23	872	914
Grp Sat Flow(s),veh/h/ln	1644	0	0	1698	0	0	265	1777	1861	361	1777	1848
Q Serve(g_s), s	0.0	0.0	0.0	5.1	0.0	0.0	7.0	15.8	15.9	1.5	0.0	0.0
Cycle Q Clear(g_c), s	5.5	0.0	0.0	10.6	0.0	0.0	7.0	15.8	15.9	17.3	0.0	0.0
Prop In Lane	0.28		0.37	0.24		0.30	1.00		0.03	1.00		0.07
Lane Grp Cap(c), veh/h	296	0	0	302	0	0	276	1315	1378	283	1315	1368
V/C Ratio(X)	0.39	0.00	0.00	0.69	0.00	0.00	0.22	0.55	0.55	0.08	0.66	0.67
Avail Cap(c_a), veh/h	471	0	0	486	0	0	276	1315	1378	283	1315	1368
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.9	0.0	0.0	37.0	0.0	0.0	3.9	5.1	5.1	2.1	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	2.8	0.0	0.0	1.8	1.6	1.6	0.6	2.6	2.6
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(95%),veh/ln	4.2	0.0	0.0	8.1	0.0	0.0	0.8	8.6	8.9	0.2	1.7	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.7	0.0	0.0	39.8	0.0	0.0	5.8	6.7	6.7	2.6	2.6	2.6
LnGrp LOS	D	A	A	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h		115			208			1530			1809	
Approach Delay, s/veh		35.7			39.8			6.7			2.6	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	71.2	18.8	71.2	18.8
Change Period (Y+Rc), s	4.6	* 5.4	4.6	* 5.4
Max Green Setting (Gmax), s	56.4	* 24	56.4	* 24
Max Q Clear Time (g_c+I1), s	17.9	7.5	19.3	12.6
Green Ext Time (p_c), s	29.8	0.5	32.3	0.8

Intersection Summary	
HCM 6th Ctrl Delay	7.5
HCM 6th LOS	A

Notes

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

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	37	1383	35	0	1664
Future Vol, veh/h	0	37	1383	35	0	1664
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	40	1503	38	0	1809

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	771	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	343	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	343	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	343	-
HCM Lane V/C Ratio	-	-	0.117	-
HCM Control Delay (s)	-	-	16.9	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.4	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	70	170	2	7	20
Future Vol, veh/h	7	70	170	2	7	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	76	185	2	8	22

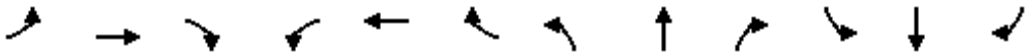
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	187	0	-	0	278	186
Stage 1	-	-	-	-	186	-
Stage 2	-	-	-	-	92	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1387	-	-	-	712	856
Stage 1	-	-	-	-	846	-
Stage 2	-	-	-	-	932	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1387	-	-	-	708	856
Mov Cap-2 Maneuver	-	-	-	-	708	-
Stage 1	-	-	-	-	841	-
Stage 2	-	-	-	-	932	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1387	-	-	-	812
HCM Lane V/C Ratio	0.005	-	-	-	0.036
HCM Control Delay (s)	7.6	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 6th Signalized Intersection Summary
1: Vine St & Fountain Ave

10/14/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	156	569	78	108	398	67	73	1472	92	66	1343	133
Future Volume (veh/h)	156	569	78	108	398	67	73	1472	92	66	1343	133
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	170	618	85	117	433	73	79	1600	100	72	1460	145
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	226	637	88	94	617	104	104	1669	104	176	1604	158
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.98	0.98	0.98	0.49	0.49	0.49
Sat Flow, veh/h	893	1609	221	744	1560	263	316	3398	211	288	3267	322
Grp Volume(v), veh/h	170	0	703	117	0	506	79	832	868	72	789	816
Grp Sat Flow(s),veh/h/ln	893	0	1831	744	0	1823	316	1777	1832	288	1777	1812
Q Serve(g_s), s	14.7	0.0	33.9	1.7	0.0	20.9	6.7	11.8	14.4	20.0	36.6	37.5
Cycle Q Clear(g_c), s	35.6	0.0	33.9	35.6	0.0	20.9	44.2	11.8	14.4	34.4	36.6	37.5
Prop In Lane	1.00		0.12	1.00		0.14	1.00		0.12	1.00		0.18
Lane Grp Cap(c), veh/h	226	0	724	94	0	721	104	873	900	176	873	890
V/C Ratio(X)	0.75	0.00	0.97	1.25	0.00	0.70	0.76	0.95	0.96	0.41	0.90	0.92
Avail Cap(c_a), veh/h	226	0	724	94	0	721	104	873	900	176	873	890
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.7	0.0	26.7	44.9	0.0	22.8	21.9	0.5	0.5	26.8	21.0	21.2
Incr Delay (d2), s/veh	13.3	0.0	26.3	172.8	0.0	3.1	40.5	21.1	22.5	6.9	14.6	15.7
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(95%),veh/ln	8.1	0.0	26.4	11.8	0.0	14.1	4.8	9.2	9.9	3.0	24.3	25.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.0	0.0	53.0	217.7	0.0	25.8	62.4	21.6	23.1	33.8	35.6	36.9
LnGrp LOS	D	A	D	F	A	C	E	C	C	C	D	D
Approach Vol, veh/h		873			623			1779			1677	
Approach Delay, s/veh		52.8			61.9			24.1			36.1	
Approach LOS		D			E			C			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		49.0		41.0		49.0		41.0				
Change Period (Y+Rc), s		* 4.8		* 5.4		* 4.8		* 5.4				
Max Green Setting (Gmax), s		* 44		* 36		* 44		* 36				
Max Q Clear Time (g_c+I1), s		46.2		37.6		39.5		37.6				
Green Ext Time (p_c), s		0.0		0.0		4.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		38.0
HCM 6th LOS		D

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	138	49	33	55	82	19	1518	44	35	1511	30
Future Volume (veh/h)	55	138	49	33	55	82	19	1518	44	35	1511	30
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	60	150	53	36	60	89	21	1650	48	38	1642	33
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	104	192	62	86	117	144	288	2485	72	208	2511	50
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.70	0.70	0.70	1.00	1.00	1.00
Sat Flow, veh/h	297	1045	339	207	636	781	296	3526	102	289	3563	71
Grp Volume(v), veh/h	263	0	0	185	0	0	21	829	869	38	817	858
Grp Sat Flow(s),veh/h/ln	1681	0	0	1623	0	0	296	1777	1852	289	1777	1857
Q Serve(g_s), s	4.3	0.0	0.0	0.0	0.0	0.0	2.0	23.2	23.5	5.4	0.0	0.0
Cycle Q Clear(g_c), s	13.5	0.0	0.0	9.2	0.0	0.0	2.0	23.2	23.5	28.9	0.0	0.0
Prop In Lane	0.23		0.20	0.19		0.48	1.00		0.06	1.00		0.04
Lane Grp Cap(c), veh/h	359	0	0	347	0	0	288	1252	1305	208	1252	1309
V/C Ratio(X)	0.73	0.00	0.00	0.53	0.00	0.00	0.07	0.66	0.67	0.18	0.65	0.66
Avail Cap(c_a), veh/h	521	0	0	503	0	0	288	1252	1305	208	1252	1309
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.3	0.0	0.0	33.6	0.0	0.0	4.2	7.4	7.4	5.3	0.0	0.0
Incr Delay (d2), s/veh	3.0	0.0	0.0	1.3	0.0	0.0	0.5	2.8	2.7	1.9	2.7	2.6
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(95%),veh/ln	9.7	0.0	0.0	6.8	0.0	0.0	0.3	12.6	13.1	0.6	1.7	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.3	0.0	0.0	34.9	0.0	0.0	4.7	10.1	10.1	7.3	2.7	2.6
LnGrp LOS	D	A	A	C	A	A	A	B	B	A	A	A
Approach Vol, veh/h		263			185			1719			1713	
Approach Delay, s/veh		38.3			34.9			10.0			2.7	
Approach LOS		D			C			B			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	68.0	22.0	68.0	22.0
Change Period (Y+Rc), s	4.6	* 5.4	4.6	* 5.4
Max Green Setting (Gmax), s	54.4	* 26	54.4	* 26
Max Q Clear Time (g_c+I1), s	25.5	15.5	30.9	11.2
Green Ext Time (p_c), s	25.1	1.1	20.9	0.9

Intersection Summary	
HCM 6th Ctrl Delay	9.9
HCM 6th LOS	A

Notes

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

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	27	1612	42	0	1577
Future Vol, veh/h	0	27	1612	42	0	1577
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	29	1752	46	0	1714

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	899	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	282	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	282	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	282	-
HCM Lane V/C Ratio	-	-	0.104	-
HCM Control Delay (s)	-	-	19.2	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.3	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	203	159	5	4	11
Future Vol, veh/h	16	203	159	5	4	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	221	173	5	4	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	178	0	-	0	431	176
Stage 1	-	-	-	-	176	-
Stage 2	-	-	-	-	255	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1398	-	-	-	581	867
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	788	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1398	-	-	-	573	867
Mov Cap-2 Maneuver	-	-	-	-	573	-
Stage 1	-	-	-	-	843	-
Stage 2	-	-	-	-	788	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1398	-	-	-	763
HCM Lane V/C Ratio	0.012	-	-	-	0.021
HCM Control Delay (s)	7.6	0	-	-	9.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1