Attachment I
Transportation Assessment

ESA

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

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

5600 W Hollywood Bl
DOT Case No. CEN20-49816

Date: December 29, 2020

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

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION ASSESSMENT FOR THE PROPOSED RESIDENTIAL PROJECT LOCATED AT 5600 HOLLYWOOD BOULEVARD (CPC-2020-4296-CU-DB-SPP-SPRVHCA-PHP/ENV-2020-4297-EAF/PAR-2020-3499-VHCA)**

The Department of Transportation (DOT) has reviewed the transportation assessment prepared by Gibson Transportation Consulting, Inc. (GTC), dated August 2020, for the proposed residential project located at 5600 Hollywood Boulevard in the Hollywood Community Plan Area and the Central Area Planning Commission. In compliance with Senate Bill (SB) 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, the access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

The Project is proposing to construct an 18-story residential development consisting of 160 market-rate dwelling units and 40 affordable housing units. The Project will replace an existing vacant lot, adjacent 12,950 square foot (sf) warehouse, and 14-unit residential complex. Parking for the Project would be provided within one ground level, two subterranean levels, and three above-grade levels, with vehicular access provided via one driveway along St. Andrews Place as illustrated in **Attachment A**. Loading activities, for residential move-in and move-out, would take place along the curb of St. Andrews Place. The project is expected to be completed by 2024.

B. Freeway Safety Analysis

Per the Interim Guidance for Freeway Safety Analysis memorandum issued by DOT on May 1, 2020 to address Caltrans safety concerns on freeways, the study addresses the project's effects on vehicle queuing on freeway off-ramps. Such an evaluation measures the project's potential to lengthen a forecasted off-ramp queue and create speed differentials between vehicles exiting the freeway off-ramps and vehicles operating on the freeway mainline.

The evaluation included in the August 2020 assessment identified the number of project trips expected to be added to nearby freeway off-ramps serving the project site. It was determined that project traffic at any freeway off-ramp will not exceed 25 peak hour trips. Therefore, a freeway ramp analysis is not required.

C. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, a trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator Version 1.3 tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project **does** exceed the net 250 daily vehicle trips threshold.

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

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

The assessment determined that the project would **not** have a significant transportation impact under Thresholds T-1, T-2.2, and T-3. A project's impacts per Threshold T-2.1 is determined by using the VMT calculator and is discussed further below. A copy of the VMT Calculator summary report is provided as **Attachment B** to this report.

D. Transportation Impacts

On July 30, 2019, pursuant to SB 743 and the recent changes to Section 15064.03 of the State's CEQA Guidelines, the City of Los Angeles adopted VMT as criteria in determining transportation impacts under CEQA. The new DOT TAG provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

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

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

As cited in the VMT Analysis report, prepared by GTC, the project proposes to incorporate the TDM Strategies of including bike parking per LAMC and unbundled parking as project design features. The proposed project is projected to have a Household VMT per capita of 4.7 and no Work VMT. Therefore, it is concluded that implementation of the Project would result in no significant VMT impact. A copy of the VMT Calculator summary report is provided as **Attachment B**.

E. Access and Circulation

During preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to

address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the LAMC. Therefore, DOT continues to require and review a project's site access, circulation, and operational plan to determine if any access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the project has completed a circulation analysis using a "level of service" screening methodology that indicates that the trips generated by the proposed development will not likely result in adverse circulation conditions at several locations. Access to the project will be provided via one driveway along St. Andrews Place. DOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment C** to this report.

PROJECT REQUIREMENTS

A. Non-CEQA Related Requirements and Considerations

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

1. Parking Requirements
   The Project would provide a total of 265 automobile spaces and 113 bicycle spaces. The applicant should check with the Departments of Building and Safety and City Planning on the number of parking spaces required for this project.

2. Highway Dedication and Street Widening Requirements
   Per the new Mobility Element of the General Plan, **Hollywood Boulevard**, an Avenue I, would require a 35-foot half-width roadway within a 50-foot half-width right-of-way, **St. Andrews Place**, a Local Street, would require an 18-foot half-width roadway within a 30-foot half-width right-of-way, and **Carlton Way**, a Local Street, would require an 18-foot half-width roadway within a 30-foot half-width right-of-way. The applicant should check with the Bureau of Engineering's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

3. Project Access and Circulation
   The conceptual site plan for the project (see **Attachment A**) is acceptable to DOT. Access to the project will be provided via one driveway along St. Andrews Place. Review of this study does not constitute approval of the dimensions for any new proposed driveway. Review and approval of the driveways should be coordinated with DOT's Citywide Planning Coordination Section (201 North Figueroa Street, 5th Floor, Room 550, at 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design. Driveway placement and design shall be approved by the Department of City Planning (City Planning) in consultation with DOT, prior to issuance of a Letter of Determination by City Planning.

4. Worksite Traffic Control Requirements
   DOT recommends that a construction work site traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for

review and approval prior to the start of any construction work. Refer to http://ladot.lacity.org/businesses/temporary-traffic-control-plans to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related truck traffic be restricted to off-peak hours to the extent feasible.

5. Worksite Traffic Control Requirements
   The TDM Ordinance (LAMC 12.26 J) is currently being updated. The updated ordinance, which is currently progressing through the City's approval process, will:

   - Expand the reach and application of TDM strategies to more land uses and neighborhoods,
   - Rely on a broader range of strategies that can be updated to keep pace with technology, and
   - Provide flexibility for developments and communities to choose strategies that work best for their neighborhood context.

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

6. Development Review Fees
   Section 19.15 of the LAMC identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

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

Attachments

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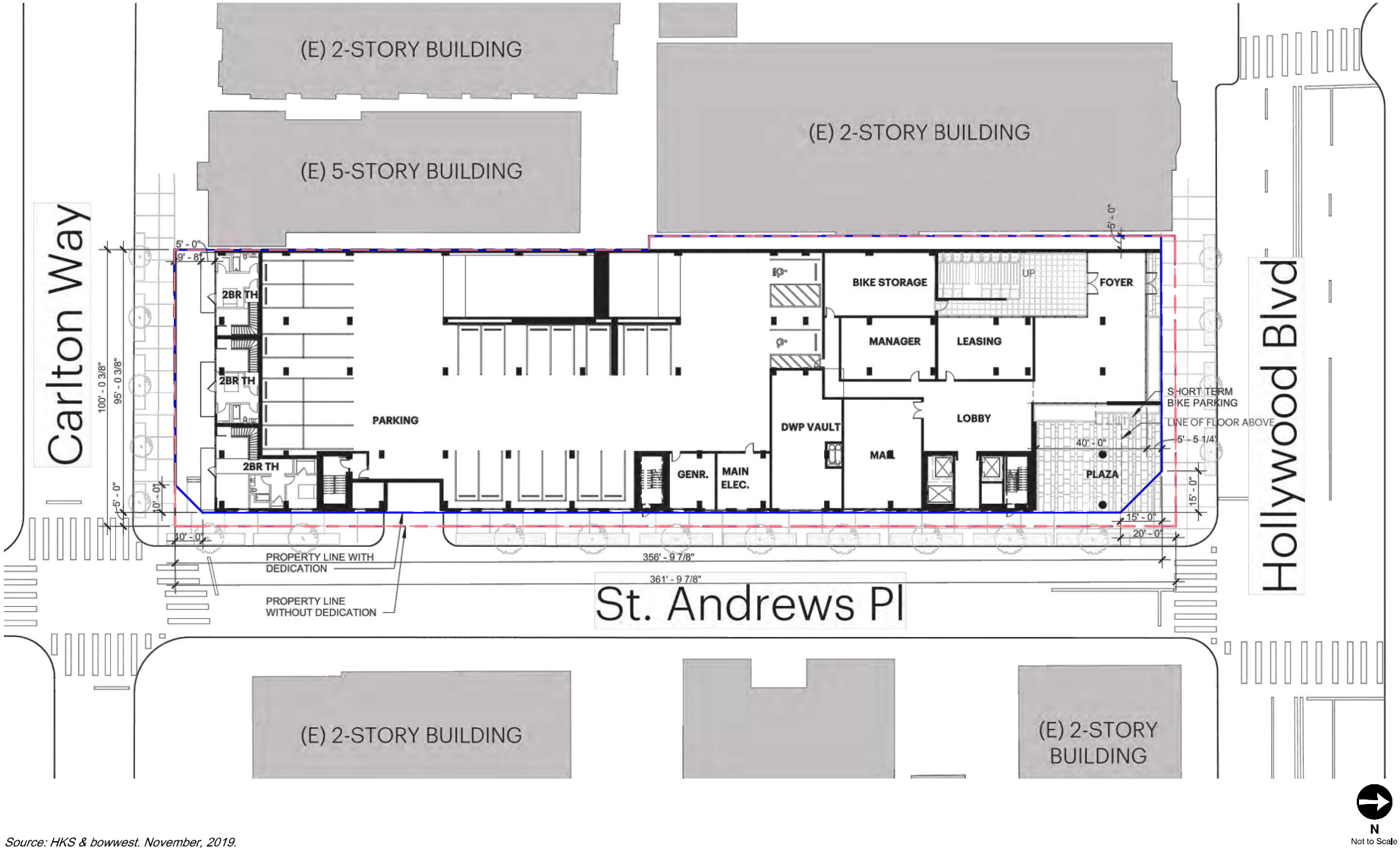
c: Craig Bullock, Council District 13
Matthew Masuda, Central District, BOE
Bhuvan Bajaj, Hollywood-Wilshire District, LADOT
Taimour Tanavoli, Case Management Office, DOT
Richard Gibson, Gibson Transportation Consulting, Inc.



Source: HKS & bowwest. November, 2019.

PROJECT SITE PLAN

FIGURE 1

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: J1824 - 5600 Hollywood

Scenario:

Address: 5600 W HOLLYWOOD BLVD, 90028

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

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Industrial | Warehousing/Self-Storage	12.95	ksf
Industrial | Warehousing/Self-Storage	12.95	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 | Affordable Housing - Family	40	DU
Housing | Multi-Family	160	DU
Housing | Affordable Housing - Family	40	DU

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

Project Screening Summary

Existing Land Use	Proposed
24 Daily Vehicle Trips	785 Daily Vehicle Trips
155 Daily VMT	4,924 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	761 Net Daily Trips
The net increase in daily VMT ≤ 0	4,769 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 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: J1824 - 5600 Hollywood

Scenario:

Address: 5600 W HOLLYWOOD BLVD, 90028

Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	160	DU
Housing | Affordable Housing - Family	40	DU

TDM Strategies

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

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

A Parking

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

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

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

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

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

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With
757 Daily Vehicle Trips	**757** Daily Vehicle Trips
4,747 Daily VMT	**4,747** Daily VMT
4.7 Household VMT per Capita	**4.7** 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

7/22/2020

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: July 22, 2020
Project Name: J1824 - 5600 Hollywood
Project Scenario:
Project Address: 5600 W HOLLYWOOD BLVD, 90028

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	160	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	40	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	*0.000*	*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: 0
Total Population: 486

Proposed Project		*With Mitigation*	
757	**Daily Vehicle Trips**	**757**	**Daily Vehicle Trips**
4,747	**Daily VMT**	**4,747**	**Daily VMT**
4.7	**Household VMT per Capita**	**4.7**	**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 Work > 7.6	No N/A	Household > 6.0 Work > 7.6	No N/A

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	0	0
		Actual parking provision (spaces)	0	0
	Unbundle parking	Monthly cost for parking ($)	$50	$50
	Parking cash-out	Employees eligible (%)	0%	0%
	Price workplace parking	Daily parking charge ($)	$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: July 22, 2020
Project Name: J1824 - 5600 Hollywood
Project Scenario:
Project Address: 5600 W HOLLYWOOD BLVD, 90028

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	6%	6%	0%	0%	6%	6%	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	7%	7%	1%	1%	7%	7%	1%	1%	1%	1%	1%	1%
MAX. TDM EFFECT	7%	7%	1%	1%	7%	7%	1%	1%	1%	1%	1%	1%

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

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: July 22, 2020
Project Name: J1824 - 5600 Hollywood
Project Scenario:
Project Address: 5600 W HOLLYWOOD BLVD, 90028

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	177	-22.6%	137	8.0	1,416	1,096
Home Based Other Production	491	-45.8%	266	5.1	2,504	1,357
Non-Home Based Other Production	229	-3.5%	221	7.1	1,626	1,569
Home-Based Work Attraction	0	0.0%	0	8.2	0	0
Home-Based Other Attraction	234	-53.4%	109	5.7	1,334	621
Non-Home Based Other Attraction	55	-5.5%	52	5.4	297	281

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	-6.6%	128	1,024	-6.6%	128	1,024
Home Based Other Production	-6.6%	249	1,268	-6.6%	249	1,268
Non-Home Based Other Production	-0.6%	220	1,559	-0.6%	220	1,559
Home-Based Work Attraction	-0.6%	0	0	-0.6%	0	0
Home-Based Other Attraction	-0.6%	108	617	-0.6%	108	617
Non-Home Based Other Attraction	-0.6%	52	279	-0.6%	52	279

MXD VMT Methodology Per Capita & Per Employee

Total Population: 486
Total Employees: 0
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**2,292**	**2,292**
Total Home Based Work Attraction VMT	**0**	**0**
Total Home Based VMT Per Capita	**4.7**	**4.7**
Total Work Based VMT Per Employee	**N/A**	**N/A**

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

No	Intersection	Peak Hour	Existing		Existing with Project	
			Delay	LOS	Delay	LOS
1.	Wilton Place & Hollywood Boulevard	AM	34.7	C	35.4	D
		PM	47.3	D	51.5	D
2.	Gramercy Place & Hollywood Boulevard	AM	3.4	A	3.4	A
		PM	3.0	A	3.0	A
3.	St Andrew's Place & Hollywood Boulevard	AM	4.8	A	5.9	A
		PM	5.4	A	6.0	A

Notes
Delay is measured in seconds per vehicle.
LOS = Level of service
Results per Synchro 10. 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
FUTURE CONDITIONS (YEAR 2024)
INTERSECTION LEVELS OF SERVICE

No	Intersection	Peak Hour	Future without Project		Future with Project	
			Delay	LOS	Delay	LOS
1.	Wilton Place &	AM	43.0	D	45.4	D
	Hollywood Boulevard	PM	64.9	E	77.8	E
2.	Gramercy Place &	AM	3.4	A	3.4	A
	Hollywood Boulevard	PM	3.1	A	3.1	A
3.	St Andrew's Place &	AM	5.1	A	6.2	A
	Hollywood Boulevard	PM	5.7	A	6.3	A

Notes
Delay is measured in seconds per vehicle.
LOS = Level of service
Results per Synchro 10. Intersection analysis based on HCM 6th Edition Signalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through the intersection.

DRAFT

TRANSPORTATION ASSESSMENT FOR THE 5600 HOLLYWOOD BOULEVARD RESIDENTIAL DEVELOPMENT PROJECT

HOLLYWOOD, CALIFORNIA

AUGUST 2020

PREPARED FOR

BOW WEST CAPITAL

PREPARED BY

Gibson transportation consulting, inc.

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HOLLYWOOD, CALIFORNIA

August 2020

Prepared for:

BOW WEST CAPITAL

Prepared by:

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Ref: J1824

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Chapter 1
Introduction

This study presents the transportation assessment for the residential development project (Project) proposed at 5600 Hollywood Boulevard (Project Site) in the *Hollywood Community Plan* (Los Angeles Department of City Planning [LADCP], 1988) (Community Plan) area of the City of Los Angeles, California (City). The methodology and base assumptions used in the analysis were established in conjunction with the Los Angeles Department of Transportation (LADOT).

PROJECT DESCRIPTION

The Project is proposing the construction of an 18-story residential development, including 160 market-rate dwelling units and 40 affordable housing units. Parking for the Project would be provided within one ground level, two subterranean levels, and three above-grade levels, with vehicular access provided via one driveway along St. Andrews Place. The existing vacant lot, adjacent 12,950 square foot (sf) warehouse, and 14-unit residential complex would be removed to allow for development of the Project.

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

PROJECT LOCATION AND TRANSPORTATION ANALYSIS STUDY AREA

The Project Site is bound by Hollywood Boulevard to the north, St. Andrews Place to the east, Carlton Way to the south, and residential and commercial developments to the west.

The Project Site is located approximately 0.20 miles east of the Hollywood Freeway (US 101), which provides regional transportation between downtown Los Angeles (approximately 6.0 miles southeast) and the San Fernando Valley (approximately 10.0 miles northwest). In the vicinity of

the Project Site, the Hollywood community is served by major Arterial Streets such as Hollywood Boulevard and secondary Arterial Streets such as Wilton Place.

Figure 2 depicts the transportation analysis Study Area and key intersections selected for analyses.

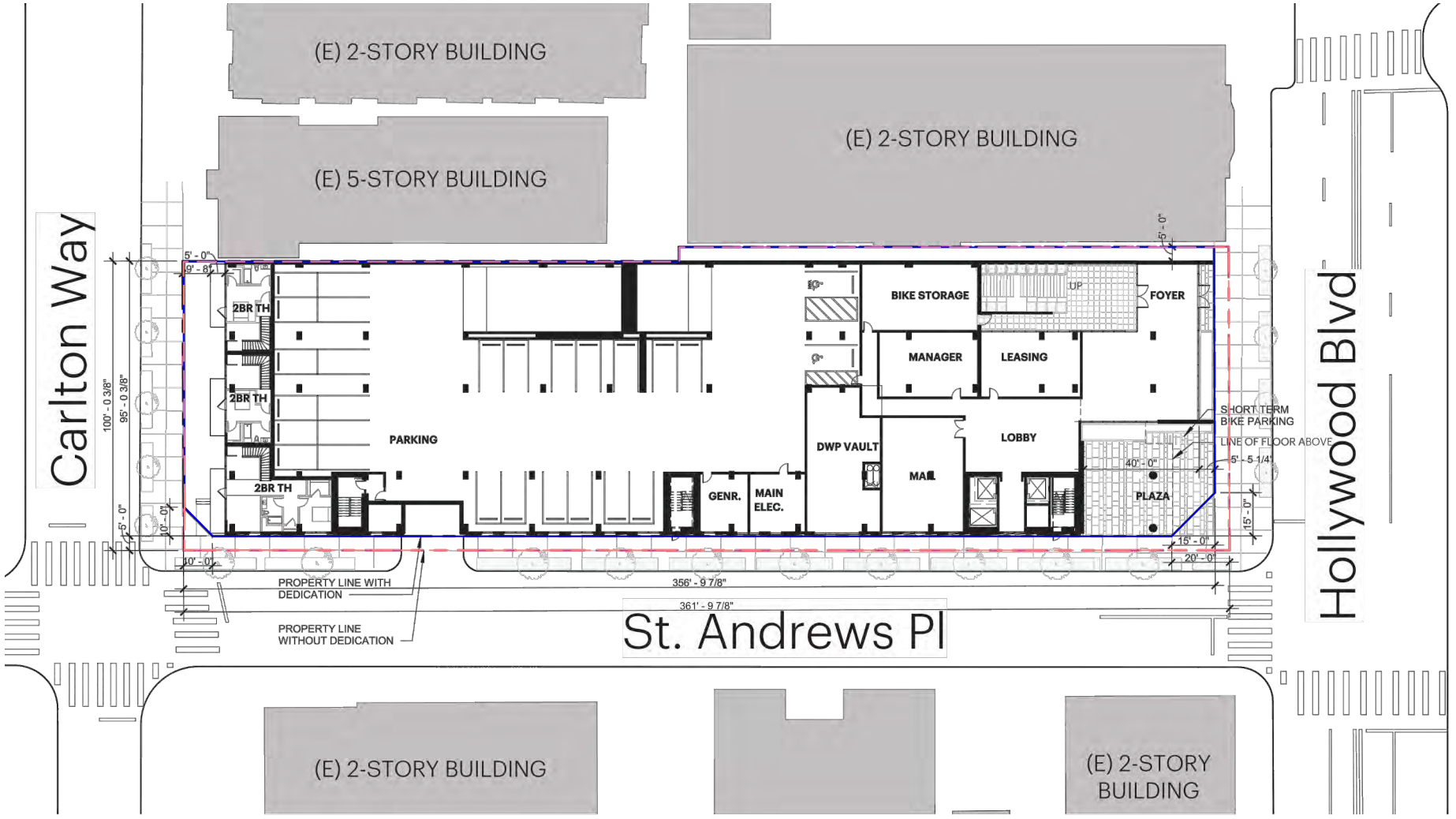
The Project Site is located approximately 0.15 miles west of the Los Angeles County Metropolitan Transportation Authority (Metro) B Line (formerly the Red Line) Hollywood/Western Station. The B Line subway travels between Union Station in downtown Los Angeles and North Hollywood at 10-minute intervals throughout the day. Additionally, transit bus service is provided throughout the Study Area by Metro bus lines.

STUDY SCOPE

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

ORGANIZATION OF REPORT

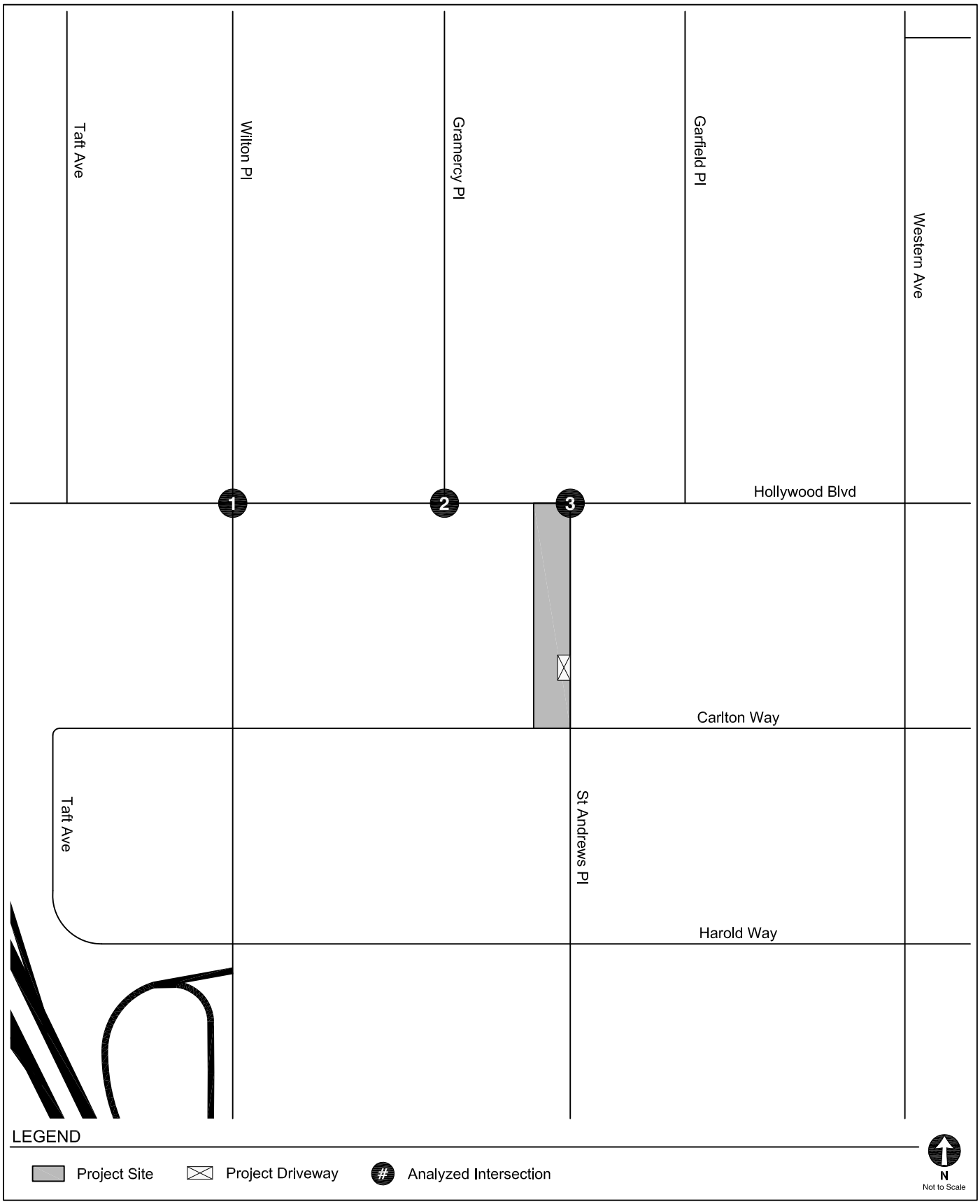
This report is divided into five chapters, including this Introduction. Chapter 2 describes the Project context including the existing and future circulation system, traffic volumes, and traffic conditions in the Study Area. Chapter 3 presents the CEQA analysis of transportation impacts. Chapter 4 details the non-CEQA transportation analyses. Chapter 5 summarizes the analyses and study conclusions. The appendices contain supporting documentation, including the MOU that outlines the study scope and assumptions, and additional details supporting the technical analyses.



Source: HKS & bowwest. November, 2019.

PROJECT SITE PLAN

FIGURE 1



STUDY AREA & ANALYZED INTERSECTIONS

FIGURE 2

Chapter 2
Project Context

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

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

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

STUDY AREA

The Project's transportation analysis Study Area, shown in Figure 2, includes a geographic area that is generally bounded by Hollywood Boulevard to the north, St. Andrews Place to the east, Carlton Way to the south, and Wilton Place to the west. This Study Area was established in consultation with LADOT by reviewing the existing intersection/corridor operations, Project peak hour vehicle trip generation, anticipated distribution of Project vehicular trips, and potential impacts of Project traffic.

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

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

A total of three signalized intersections, listed in Table 1, were identified in consultation with LADOT during the MOU process for detailed analysis of the above conditions. Nearby intersections not selected for detailed analysis may be attributed to a lack of available count data and data collection limitations given the COVID-19 Pandemic limitations, are not integral to the Project's access and circulation plan, and/or were not required by LADOT during the MOU process. Figure 2 illustrates the location of the Project Site in relation to the surrounding street system and the three study intersections. The existing lane configurations at the analyzed intersections are provided in Figure 3.

EXISTING TRANSPORTATION CONDITIONS

Existing Street System

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

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

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

- Arterial Streets are major streets that serve through traffic, as well as provide access to major commercial activity centers. Arterials are divided into two categories:

    - Boulevards represent the widest Arterial Streets that typically provide regional access to major destinations and include two categories:

        - Boulevard I provides up to four travel lanes in each direction with a target operating speed of 40 mph, and generally includes a right-of-way width of 136 feet and pavement width of 100 feet.

        - Boulevard II provides up to three travel lanes in each direction with a target operating speed of 35 mph, with right-of-way widths varying from 104-110 feet, and pavement widths from 70-80 feet.

    - Avenues are typically narrower Arterial Streets that pass through both residential and commercial areas and include three categories:

        - Avenue I provides up to two travel lanes in each direction with a target operating speed of 35 mph, with a right-of-way width of 100 feet and pavement width of 70 feet.

        - Avenue II provides up to two travel lanes in each direction with a target operating speed of 30 mph, with a right-of-way width of 86 feet and pavement width of 56 feet.

        - Avenue III provides up to two travel lanes in each direction with a target operating speed of 25 mph, with a right-of-way width of 72 feet and pavement width of 46 feet.

- Collector Streets are generally located in residential neighborhoods and provide access to and from Arterial Streets for local traffic and are not intended for cut-through traffic. They provide one travel lane in each direction with operating speed of 25 mph, with a right-of-way width generally at 65 feet and pavement width of 44 feet.

- Local Streets are intended to accommodate lower volumes of vehicle traffic and provide parking on both sides of the street. They provide one travel lane in each direction with a target operating speed of 15 to 20 mph. Pavement widths may vary between 30-36 feet within a right-of-way width of 50-60 feet. Local Streets include two categories:

    - Continuous Local Streets connect to other streets at both ends

    - Non-continuous Local Streets lead to a dead-end

Primary regional access to the Project Site is provided by US 101. In proximity to the Project Site, the Study Area is served by Arterial Streets such as Hollywood Boulevard and Wilton Place. The

following is a brief description of the roadways in the area, including their classifications in the Mobility Plan:

Freeways

- US 101 – US 101 generally runs in the northwest-southeast direction and is located approximately 0.20 miles west of the Project Site. In the vicinity of the Project Site, US 101 provides four travel lanes in each direction with access available via interchanges at Hollywood Boulevard and Wilton Place.

Roadways

- Hollywood Boulevard– Hollywood Boulevard is a designated Avenue I. It travels in the east-west direction and is located adjacent to the northern boundary of the Project Site. It generally provides four travel lanes, two lanes in each direction, and left-turn lanes at major intersections. Travel lanes are generally 11 to 12 feet wide, and the total paved width is 60 feet. One-hour and two-hour metered parking is generally provided on both sides of the street within the Study Area.

- Wilton Place – Wilton Place is a designated Modified Avenue III. It travels in the north-south direction and is located west of the Project Site. It generally provides two to four travel lanes, one to two lanes in each direction. Travel lanes are generally 12 to 13 feet wide, and the total paved width is 40 feet. One-hour metered parking is generally provided on both sides of the street north of Hollywood Boulevard and unrestricted parking is generally provided on the west side of the street south of Hollywood Boulevard within the Study Area.

- Gramercy Place – Gramercy Place is a designated Local Street. It travels in the north-south direction and is located northwest of the Project Site. It generally provides two travel lanes, one lane in each direction. Travel lanes are generally 12 to 13 feet wide, and the total paved width is 40 feet. Unrestricted parking is generally provided on both sides of the street within the Study Area.

- St. Andrews Place – St. Andrews Place is a designated Local Street. It travels in the north-south direction and is located east of the Project Site. It generally provides two travel lanes, one lane in each direction. Travel lanes are generally eight to 10 feet wide, and the total paved width is 30 feet. One-hour metered, and unrestricted parking is generally provided on both sides of the street within the Study Area.

- Carlton Way – Carlton Way is a designated Local Street. It travels 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. Two-hour unmetered parking is provided on the south side of the street along with a pick-up/drop-off area for Grant Elementary School within the Study Area. Travel lanes are generally 11 to 12 feet wide,

and the total paved width is 40 feet. Unrestricted parking is provided on the north side of the street within the Study Area.

The existing intersection mobility facilities are shown in Figure 4 and the existing transportation facilities are shown in Figure 5.

Existing Transit System

Figure 6 illustrates the existing transit service in the Study Area, which is served by bus lines operated by Metro as well as the nearby fixed-rail station.

In addition to the bus lines that provide service within the Project Site vicinity, the Metro B Line fixed-rail subway operates in the Study Area. The Metro B Line runs between North Hollywood and downtown Los Angeles, connecting with the Metro G Line (formerly the Orange Line) in North Hollywood, the Metro D Line (formerly the Purple Line) at Wilshire Boulevard, the Metro A Line (formerly the Blue Line) and Metro E Line (formerly the Expo Line) in downtown Los Angeles, and the Metro L Line (formerly the Gold Line) at Union Station. In the Project vicinity, the Metro B Line has a station at Hollywood Boulevard & Western Avenue, approximately 0.15 miles from the Project Site.

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

Tables 3A and 3B summarize the available capacity of the Metro transit system during the morning and afternoon peak hours, respectively, based on the frequency of service of each line and the maximum seated and standing capacity of each bus or train. As shown, the Metro bus and rail transit lines within 0.25 miles walking distance of the Project Site currently provide additional capacity for 6,552 transit riders during the morning peak hour and 5,820 transit riders during the afternoon peak hour.

Existing Bicycle System

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

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

There are no existing bicycle facilities within the Study Area.

Existing Pedestrian Facilities

The walkability of existing facilities is based on the availability of pedestrian routes necessary to accomplish daily tasks without the use of an automobile; these attributes are quantified by WalkScore.com and assigned a score out of 100 points. With the various commercial businesses and cultural facilities adjacent to residential neighborhoods, the walkability of the Project site is approximately 68 points[1].

[1] WalkScore.com rates the Project site (5600 Hollywood Boulevard) with a score of 68 of 100 possible points (scores accessed on May 20, 2020 for the Central Hollywood Neighborhood). Walk Score calculates the walkability of specific addresses by taking into account the ease of living in the neighborhood with a reduced reliance on automobile travel.

The sidewalks that serve as routes to the Project Site provide proper connectivity and adequate widths for a comfortable and safe pedestrian environment. The sidewalks provide connectivity to pedestrian crossings at intersections within the Study Area. All three study intersections provide pedestrian facilities to the Project Site, with curb ramps on all approaches. The signalized intersections provide pedestrian phasing, crosswalk striping, and Americans with Disabilities Act (ADA) accessible curb ramps as shown in Figure 4.

Vision Zero

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

Existing Traffic Volumes

Due to the current Safer-at-Home protection order prohibiting the collection of current traffic counts, intersection turning movement counts conducted in 2015 and 2019 were collected from available sources for the three study intersections during the weekday morning and afternoon peak periods in accordance with LADOT guidelines to represent conditions when local schools, businesses, traffic patterns, and weather conditions were typical. Older traffic counts were factored up by 1% per year, consistent with the City's accepted compounded ambient growth rate, to reflect Year 2020 conditions. The resulting existing intersection peak hour traffic volumes are illustrated in Figure 7. Traffic volume data worksheets are provided in Appendix B.

FUTURE CUMULATIVE TRANSPORTATION CONDITIONS

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

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

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

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

Ambient Traffic Growth

Existing traffic is expected to increase as a result of regional growth and development outside the Study Area. Based on discussions with LADOT through the MOU process, a conservative ambient growth factor of 1% per year compounded annually was applied to adjust the existing traffic volumes to reflect the effects of the regional growth and development by Year 2024. The total

adjustment applied over the two-year period was 2.01%. These growth factors account for increases in traffic due to potential projects not yet proposed or projects outside the Study Area.

Related Projects

In accordance with the CEQA Guidelines, this study also considers the effects of the Project in relation to the Related Projects. The list of Related Projects is based on information provided by LADCP and LADOT in April 2020, as well as recent studies of development projects in the area. Consistent with the TAG, the Related Projects within 0.5miles of the Project Site were considered for analysis. The Related Projects are detailed in Table 4 and their approximate locations shown in Figure 8.

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

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

Trip Generation. Trip generation estimates for the Related Projects were provided by LADOT or were calculated using a combination of previous study findings and the trip generation rates contained in *Trip Generation Manual, 10th Edition* (Institute of Transportation Engineers, 2017). Table 4 summarizes the Related Project trip generation for typical weekdays, including daily trips, morning peak hour trips, and afternoon peak hour trips. These projections are conservative in that they do not in every case account for trips generated by the existing uses to be removed or the likely use of other travel modes (transit, bicycle, walk, etc.) Further, in many cases, they do not

discount internal capture trips within a multi-use development, nor the interaction of trips between multiple related projects within the Hollywood area, in which one Related Project serves as the origin for a trip destined for another Related Project.

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

Traffic Assignment. The trip generation estimates for the Related Projects were assigned to the local street system using the trip distribution pattern described above. Figure 9 shows the peak hour traffic volumes associated with these Related Projects at the study intersections. These volumes were then added to the existing traffic volumes after adjustment for ambient growth through the projected buildout Year 2024. As discussed above, this is a conservative approach as many of the Related Projects may already be reflected in the ambient growth rate. These volumes represent the Future without Project Conditions (i.e., existing traffic volumes added to ambient traffic growth and Related Project traffic growth) and are shown in Figure 10 for the three study intersections.

Future without Project Traffic Volumes

The Related Projects volumes were then added to the existing traffic volumes after adjustment for ambient growth through the projected Project completion Year 2024. As discussed above, this is a conservative approach as many of the Related Projects may already be reflected in the ambient growth rate. These volumes represent the Future without Project Conditions (i.e., ambient traffic growth and Related Project traffic growth added to existing traffic volumes) for Year 2024 and are shown in Figure 10 for the three study intersections.

Future Roadway Improvements

The analysis of future conditions considered roadway improvements that were funded and reasonably expected to be implemented prior to the buildout of the proposed Project. Any roadway improvement that would result in changes to the physical configuration at the study intersections would be incorporated into the analysis. However, these improvements depend on the construction of the development projects, which are not guaranteed to be built or may not be completed by Project buildout. Therefore, this analysis conservatively concluded that no improvements would be implemented by Year 2024 which would affect the traffic analyses. Other proposed traffic/trip reduction strategies such as the proposed creation of a Hollywood Transportation Management Organization (TMO) and Transportation Demand Management (TDM) programs for individual buildings and developments were not applied to the Future Conditions analysis to remain conservative.

Mobility Plan. In the Mobility Plan, the City identifies key corridors as components of various "mobility-enhanced networks." Each network is intended to focus on improving a particular aspect of urban mobility, including transit, neighborhood connectivity, bicycles, pedestrians, and vehicles. The specific improvements that may be implemented in those networks have not yet been identified, and there is no schedule for implementation; therefore, no changes to vehicular lane configurations were made as a result of Mobility Plan. However, the following mobility-enhanced networks included corridors within the Study Area and are depicted in Figure 11:

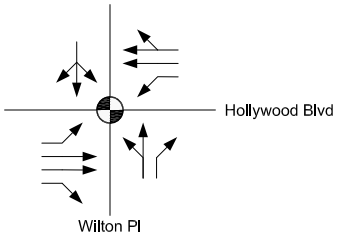
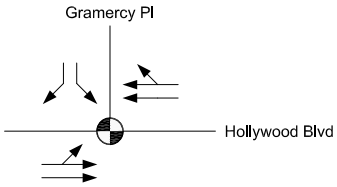
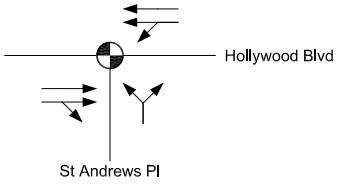
- Transit Enhanced Network (TEN): The TEN includes streets that prioritize travel for public transit riders. TEN improvements often include prioritizing bus lanes and/or providing enhanced transit amenities at existing stops. The TEN has designated Hollywood Boulevard as part of the network.

- Bicycle Path Network / Bicycle Network: The Bicycle Network designates Hollywood Boulevard and Wilton Place as part of the Bicycle Network.

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

LEGEND

Traffic Signal

	EXISTING CONDITIONS (YEAR 2020)	FUTURE CONDITIONS (YEAR 2022)
1. Wilton Place & Hollywood Boulevard		Same as Existing Conditions
2. Gramercy Place & Hollywood Boulevard		Same as Existing Conditions
3. St Andrews Place & Hollywood Boulevard		Same as Existing Conditions

INTERSECTION LANE CONFIGURATIONS

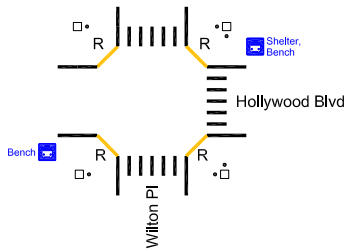
FIGURE 3

LEGEND

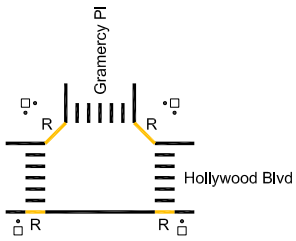
- Continental Crosswalk
- R Ramp
- Tactile Curb
- Ped Signal
- Ped Call Button
- Transit Facilities

N
Not to Scale

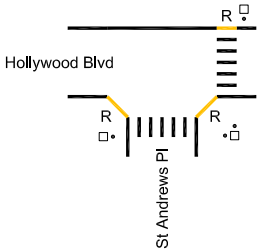
1. Wilton Place & Hollywood Boulevard



2. Gramercy Place & Hollywood Boulevard

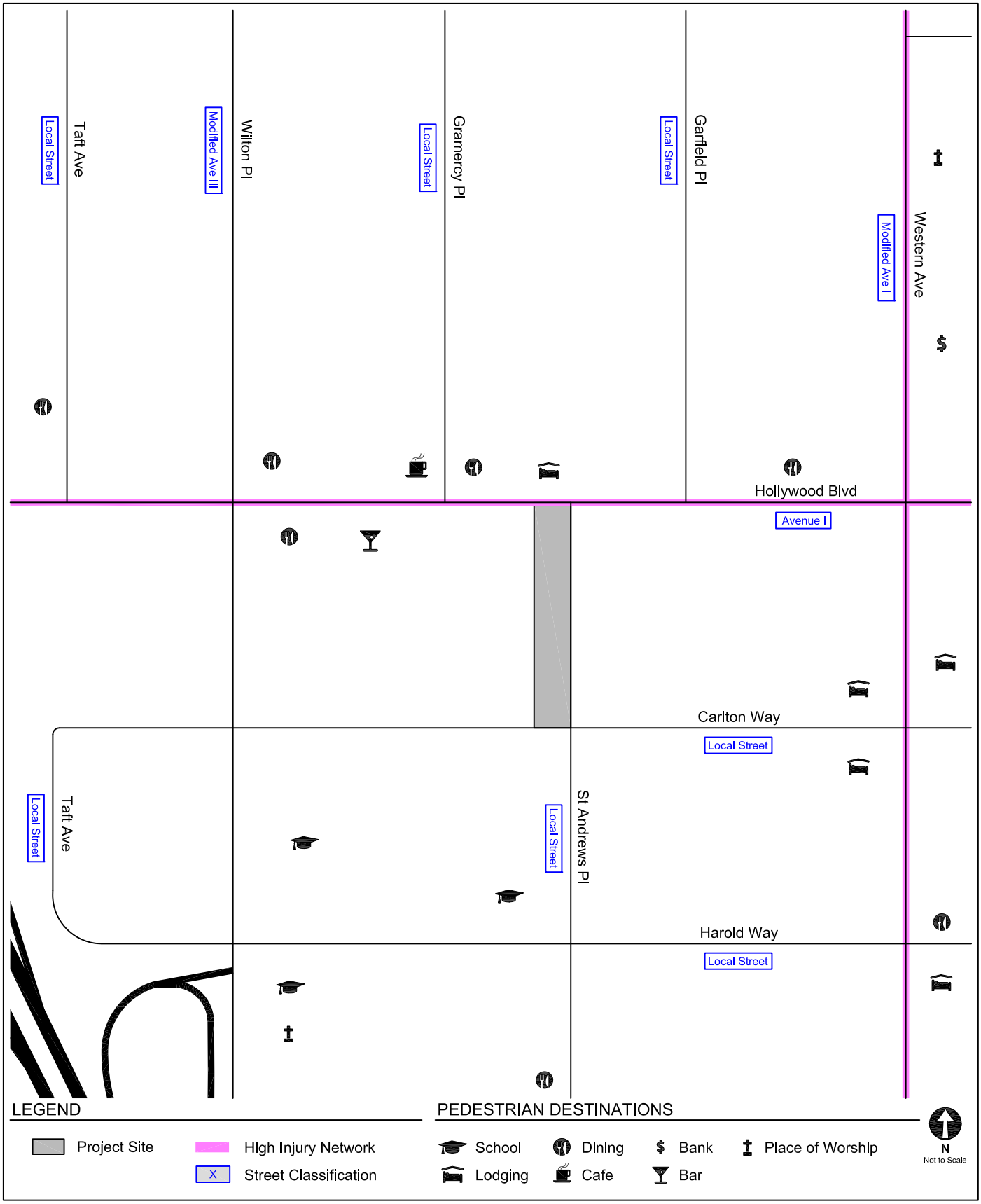


3. St Andrews Place & Hollywood Boulevard



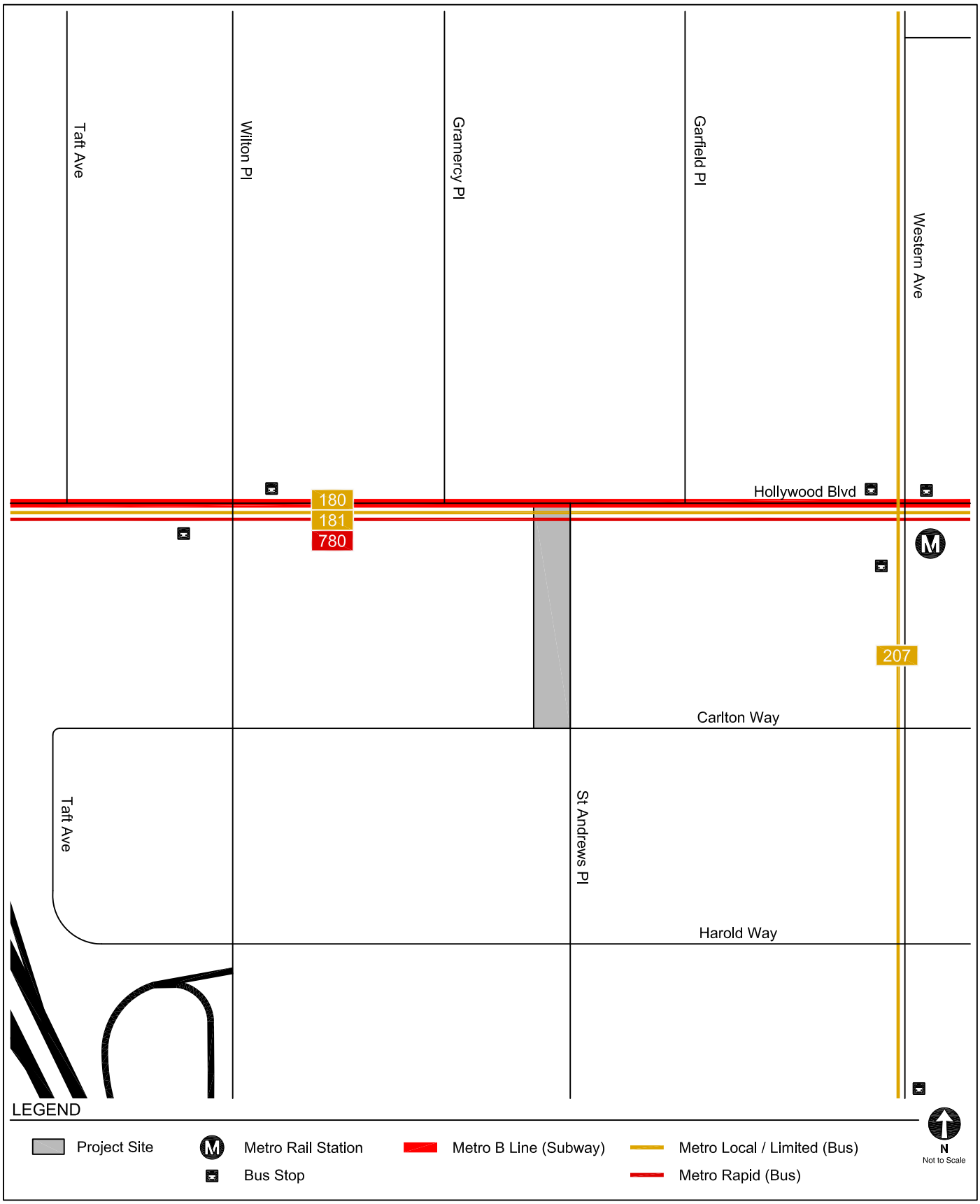
EXISTING INTERSECTION MOBILITY FACILITIES

FIGURE 4



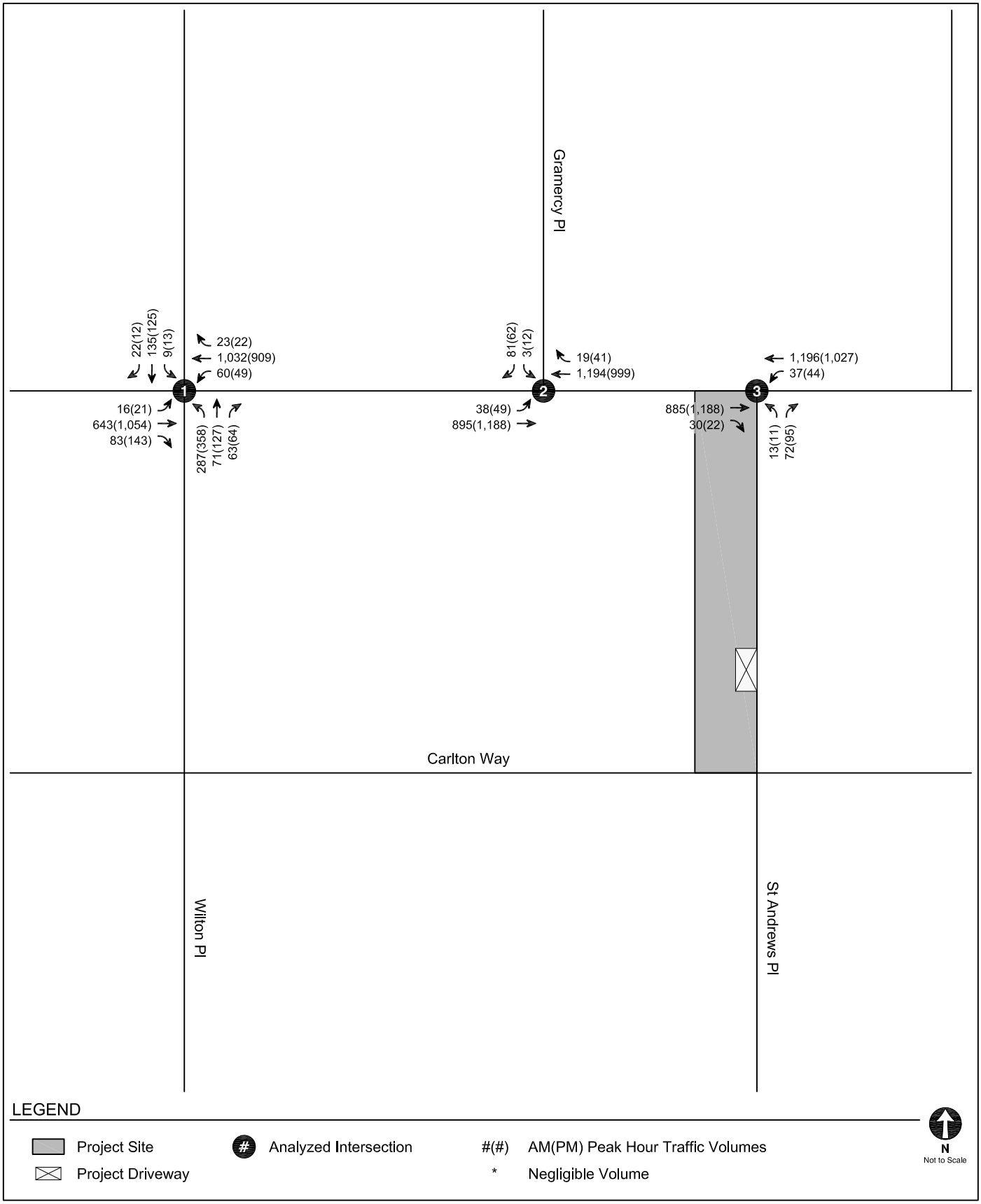
EXISTING TRANSPORTATION FACILITIES

FIGURE 5



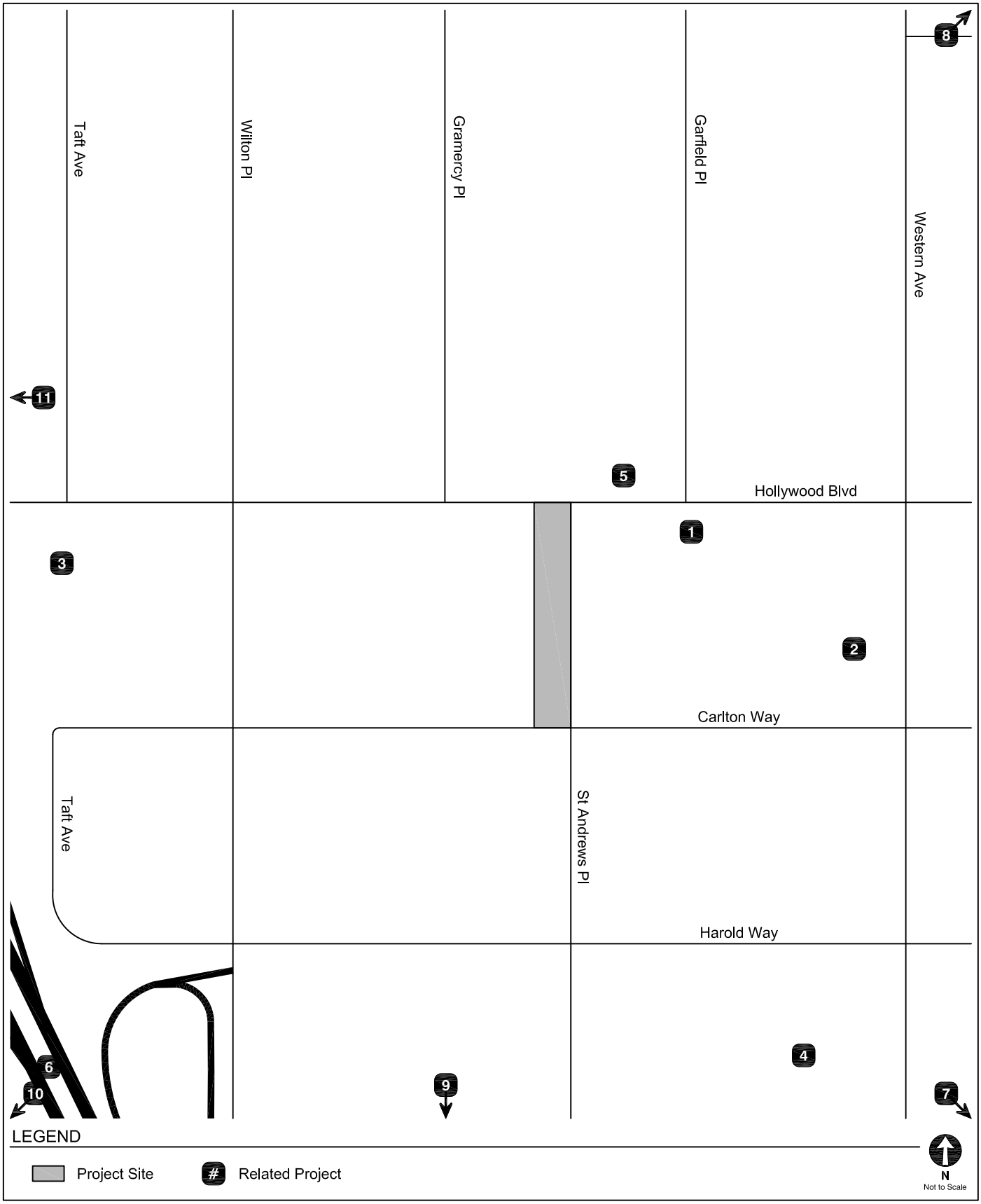
EXISTING TRANSIT SERVICE

FIGURE 6



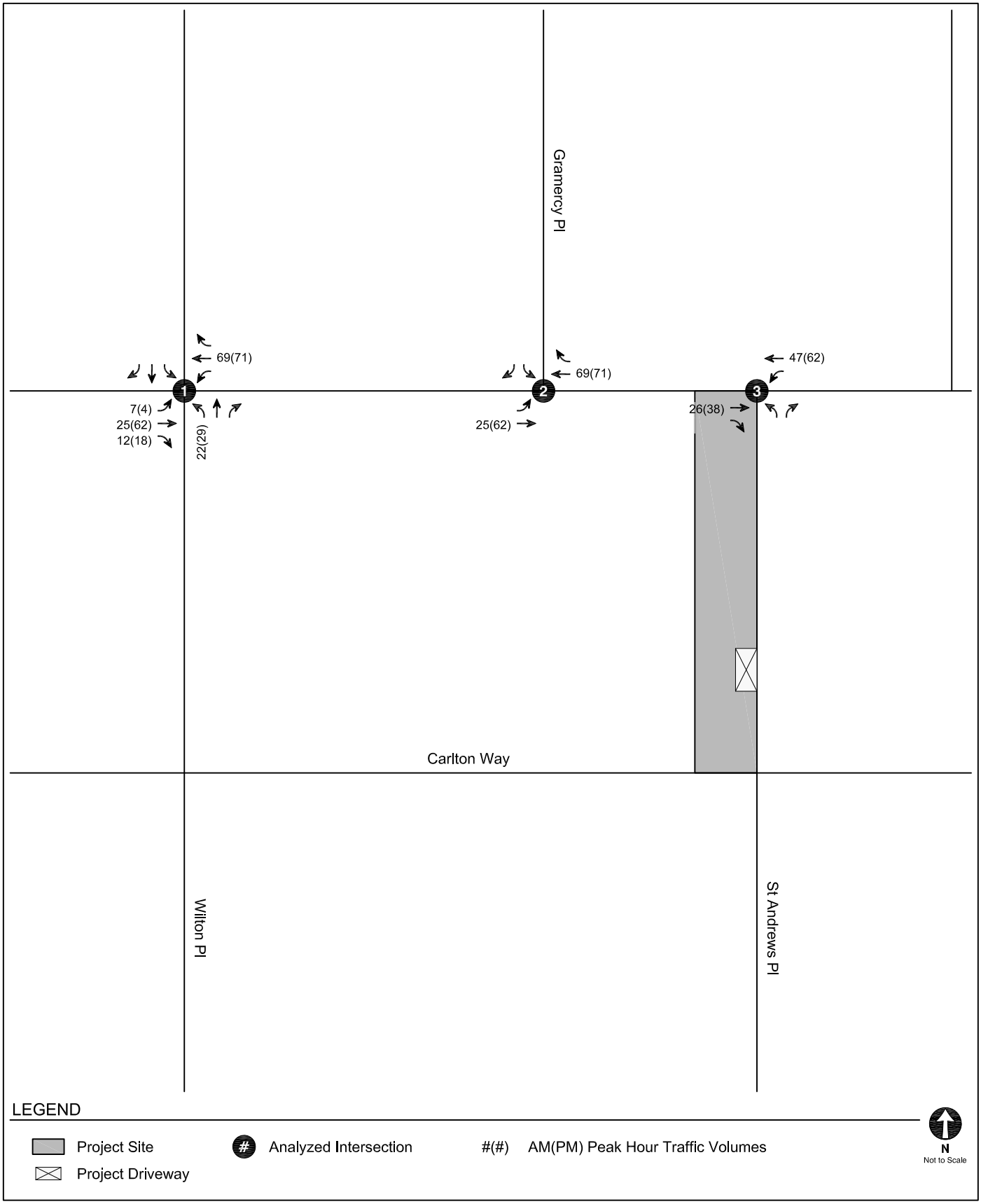
EXISTING CONDITIONS (YEAR 2020)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
7



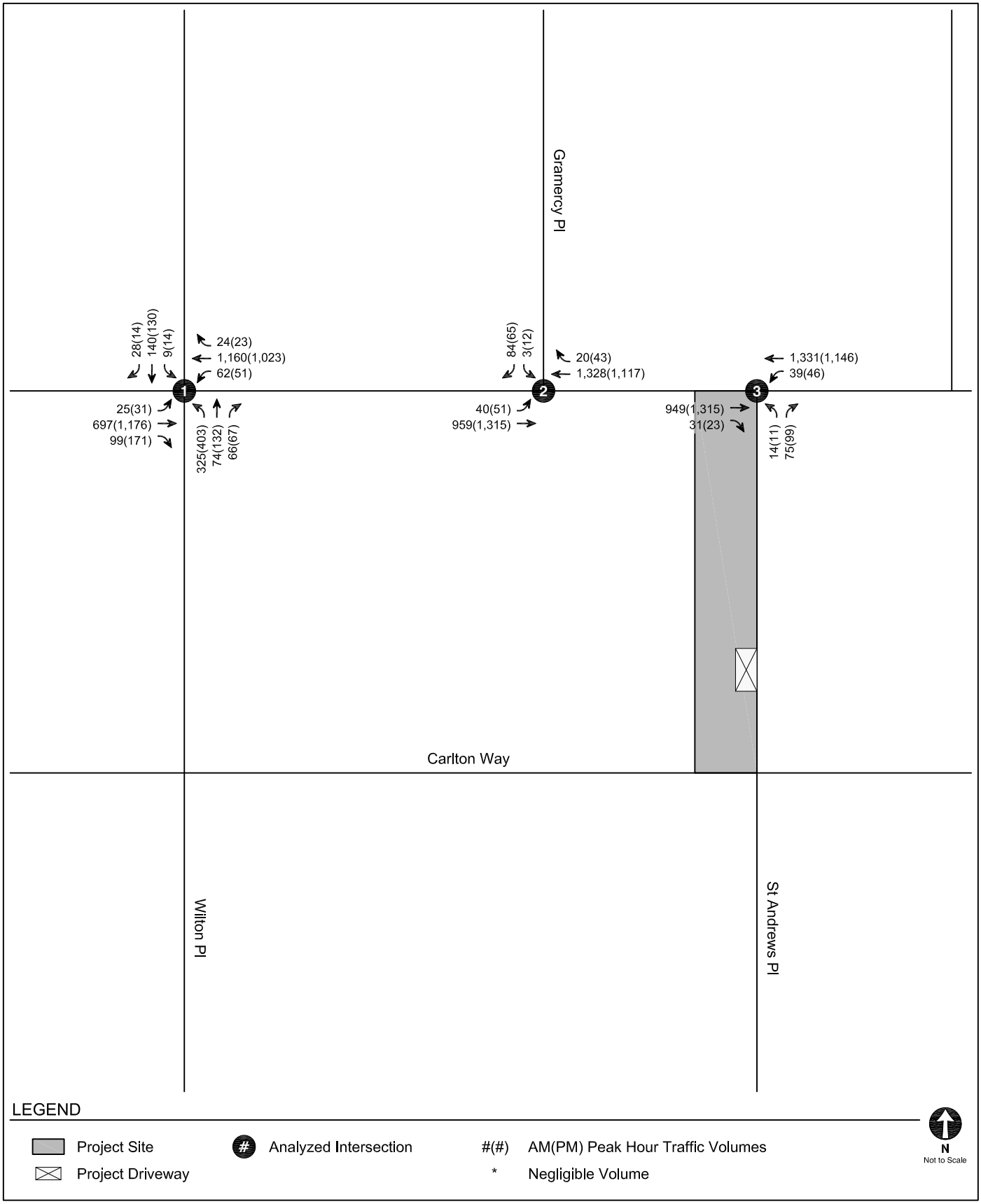
LOCATIONS OF RELATED PROJECTS

FIGURE 8



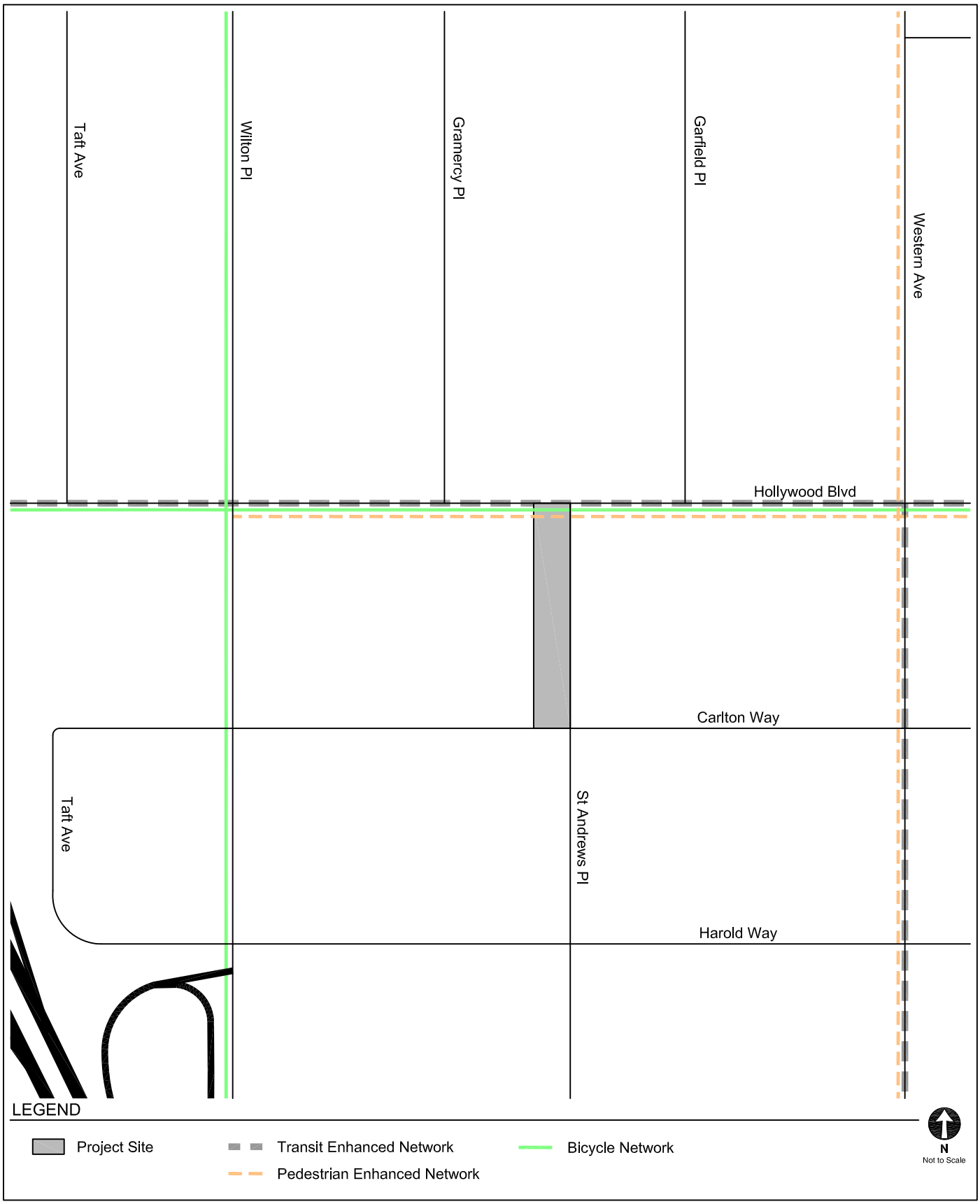
RELATED PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
9



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

FIGURE
10



FUTURE TRANSPORTATION FACILITIES

FIGURE 11

TABLE 1
STUDY INTERSECTIONS

No.	North/South Street	East/West Street	Jurisdiction
1.	Wilton Place	Hollywood Boulevard	City of Los Angeles
2.	Gramercy Place	Hollywood Boulevard	City of Los Angeles
3.	St Andrews Place	Hollywood Boulevard	City of Los Angeles

Notes
All three Study Intersections are signalized.

TABLE 2
EXISTING TRANSIT SERVICE IN STUDY AREA

Provider, Route, and Service Area		Service Type	Hours of Operation	Average Headway (minutes)			
				Morning Peak Hour		Afternoon Peak Hour	
Metro Bus Service				**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
180/181	Eastbound to Pasadena - Westbound to Hollywood via Los Feliz Boulevard and Colorado Boulevard	Local/Late Night	24-hours	17	17	20	12
207	Northbound to Hollywood - Southbound to Athens via Western Avenue	Local	24-hours	13	15	20	16
780	Eastbound to Pasadena - Westbound to Washington/Fairfax via Fairfax Avenue, Hollywood Boulevard, and Colorado Boulevard	Rapid	6:00 A.M. - 8:00 P.M.	17	18	20	18
Metro Rail Service [a]				**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
B	Downtown Los Angeles - North Hollywood	Rail	4:30 A.M. - 2:00 A.M.	10	10	10	10

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

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

Provider, Route, and Service Area		Capacity per Trip [a]	Peak Hour Ridership [b]				Average Remaining Capacity per Trip		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										
180/181	Eastbound to Pasadena - Westbound to Hollywood via Los Feliz Boulevard and Colorado Boulevard	50	11	10	6	6	44	44	131	218
207	Northbound to Hollywood - Southbound to Athens via Western Avenue	50	7	11	3	7	48	43	143	162
708	Eastbound to Pasadena - Westbound to Washington/Fairfax via Fairfax Avenue, Hollywood Boulevard, and Colorado Boulevard	50	22	21	16	18	34	33	109	89
Metro Rail Service										
B	Downtown Los Angeles - North Hollywood	750	*No information provided.*		304	246	446	504	2,676	3,024
								Remaining Peak Hour Bus Service Capacity		852
								Remaining Peak Hour Rail Transit Capacity		5,700
								Total Remaining Peak Hour Transit System Capacity		**6,552**

Notes

Metro: Los Angeles County Metropolitan Transportation Authority.

LADOT DASH: Los Angeles Department of Transportation Downtown Area Shuttle

NB: Northbound

EB: Eastbound

SB: Southbound

WB: Westbound

[a] Capacity assumptions:

Metro Bus - 40 seated / 50 standing.

Metro B Line - 55 seats / car, 6 cars / run during peak periods. Metro assumes a maximum capacity of 230% of seated capacity, or approximately 125 / car.

[b] Based on ridership data provided by Metro in 2018 and 2019.

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

Provider, Route, and Service Area		Capacity per Trip [a]	Peak Hour Ridership [b]				Average Remaining Capacity per Trip		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										
180/181	Eastbound to Pasadena - Westbound to Hollywood via Los Feliz Boulevard and Colorado Boulevard	50	15	14	10	11	40	39	119	197
207	Northbound to Hollywood - Southbound to Athens via Western Avenue	50	3	25	2	16	48	34	144	128
708	Eastbound to Pasadena - Westbound to Washington/Fairfax via Fairfax Avenue, Hollywood Boulevard, and Colorado Boulevard	50	30	17	24	13	26	37	84	101
Metro Rail Service										
B	Downtown Los Angeles - North Hollywood	750	*No information provided.*		302	357	448	393	2,688	2,358
								Remaining Peak Hour Bus Service Capacity		774
								Remaining Peak Hour Rail Transit Capacity		5,046
								Total Remaining Peak Hour Transit System Capacity		**5,820**

Notes

Metro: Los Angeles County Metropolitan Transportation Authority.

LADOT DASH: Los Angeles Department of Transportation Downtown Area Shuttle

NB: Northbound

EB: Eastbound

SB: Southbound

WB: Westbound

[a] Capacity assumptions:

Metro Bus - 40 seated / 50 standing.

Metro B Line - 55 seats / car, 6 cars / run during peak periods. Metro assumes a maximum capacity of 230% of seated capacity, or approximately 125 / car.

[b] Based on ridership data provided by Metro in 2018 and 2019.

TABLE 4
RELATED PROJECTS LIST

No.	Project	Address	Use	Trip Generation [a]						
				Daily	Morning Peak Hour			Afternoon Peak Hour		
					In	Out	Total	In	Out	Total
1.	Mixed-Use (High Line West)	5550 W Hollywood Blvd	280 apartment units and 12,030 sf retail	1,267	(3)	43	40	47	17	64
2.	Mixed-Use	1657 N Western Ave	91 apartment units and 15,300 sf retail	702	10	29	39	37	25	62
3.	5750 Hollywood	5750 Hollywood Blvd	161 apartment units and 4,747 sf commercial	1,180	22	66	88	68	38	106
4.	SunWest Project (Mixed-Use)	5525 W Sunset Blvd	351 apartment units, 61 affordable units, 23,940 sf grocery store and 10,564 sf retail	2,561	59	111	170	122	84	206
5.	Target Retail Shopping Center Project	5520 W Sunset Blvd	163,862 sf discount store and 30,887 sf shopping center	4,903	52	21	73	211	211	422
6.	Hollywood Central Park	Hollywood Freeway (US 101)	38 acre park, amphitheater, and neighborhood uses	2,298	104	69	173	115	89	204
7.	Sunset & Western	5420 W Sunset Blvd	735 apartment units, 59,100 sf supermarket, and 36,720 sf retail	2,369	9	203	212	164	64	228
8.	Mixed-Use	1868 N Western Ave	87 apartment units and 6,000 sf retail	39	(8)	9	1	7	(3)	4
9.	Hollywood De Longpre Apartments	5632 De Longpre Ave	185 apartment units	800	(31)	25	(6)	50	19	69
10.	Sunset Bronson Studios	5800 W Sunset Blvd	404,799 sf office	2,690	356	48	404	64	314	378
11.	1717 Bronson Avenue	1717 N Bronson Ave	89 apartment units	436	6	27	33	26	14	40
12.	Mixed-Use	1350 N Western Ave	200 apartment units, 4 guest rooms and 5,500 sf retail/restaurant	1,439	24	76	100	86	46	132
13.	Mixed-Use	5901 Sunset Blvd	274,000 sf office and 26,000 sf supermarket	3,839	350	61	411	122	339	461
14.	Apartments	5460 W Fountain Ave	75 apartment units	499	8	30	38	31	16	47
15.	Mixed-Use	5939 W Sunset Blvd	299 apartment units, 38,440 sf office, 5,064 sf of restaurant, and 3,739 sf retail	3,731	152	191	343	182	152	334

OTHER AREA-WIDE PROJECTS

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

Notes

[a] Related project information provided by the Los Angeles Department of Transportation in April 2020, Department of City Planning, and recent traffic studies prepared in the area. This list includes known development projects within one-half mile (2,460 foot) radius of the farthest outlying study intersections.

Chapter 3
CEQA Analysis of Transportation Impacts

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

METHODOLOGY

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

To adapt to SB 743, the Los Angeles City Planning Commission recommended the approval of revised guidelines to include new transportation analysis screening procedures and thresholds, subsequently approved by the Los Angeles City Council on July 30, 2020 (Council File 14-1169). The TAG defines the methodology of analyzing a project's transportation impacts in accordance with SB 743.

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

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

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

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

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

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

The purpose of Threshold T-1 is to assess whether a project would conflict with an adopted program, policy, plan, or ordinance that is adopted to protect the environment. In general, transportation policies or standards adopted to protect the environment are those that support multimodal transportation options and a reduction in VMT. Conversely, a project would not be shown to result in an impact merely based on whether a project would not implement a particular program, plan, policy, or ordinance. Many of these programs must be implemented by the City itself over time, and over a broad area, and it is the intention of this threshold test to ensure that proposed development projects and plans do not preclude the City from implementing adopted programs, plans and policies. A project that generally conforms with and does not obstruct the City's development policies and standards will generally be considered to be consistent.

PLANS, PROGRAMS, ORDINANCES, AND POLICIES

Table 2.1-1 of the TAG provides the City plans, policies, programs, ordinances, and standards relevant in determining project consistency. Attachment D of the TAG, *Plans, Policies, and Programs Consistency Worksheet*, provides a structured approach to evaluate whether a project conflicts with the City's plans, programs, ordinances, or policies and to streamline 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 Appendix 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 City documents listed in Table 2.1-1 of the

TAG; therefore, the Project would not result in a significant impact under Threshold T-1. Detailed discussion of the plans, programs, ordinances, or policies related are provided below.

Mobility Plan

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

- Safety First: Design and operate streets in a way that enables safe access for all users, regardless of age, ability, or transportation mode of choice.
- World Class Infrastructure: A well-maintained and connected network of streets, paths, bikeways, trails, and more provides Angelenos with the optimum variety of mode choices.
- Access for All Angelenos: A fair and equitable system must be accessible to all and must pay particularly close attention to the most vulnerable users.
- Collaboration, Communication, and Informed Choices: The impact of new technologies on our day-to-day mobility demands will continue to become increasingly important to the future. The amount of information made available by new technologies must be managed responsibly in the future.
- Clean Environments and Healthy Communities: Active transportation modes such as bicycling and walking can significantly improve personal fitness and create new opportunities for social interaction, while lessening impacts on the environment.

A detailed analysis of the Project's consistency with the Mobility Plan is provided in Table C-1 in Appendix C. As detailed in Chapter 2, the Mobility Plan identifies key corridors within the Study Area as components of various "mobility-enhanced networks." Though no specific improvements have been identified and there is no schedule for implementation, the mobility-enhanced networks focus on improving components of urban mobility, including transit, neighborhood connectivity, bicycles, pedestrians, and vehicles. The Project would be designed with promoting mobility-enhanced networks.

With development of the Project, Hollywood Boulevard, St. Andrews Place, and Carlton Way along the Project frontage would be improved to provide adequate pedestrian safety and refuge areas. The Project's plans reflect a three-foot widening along St. Andrews Place and five-foot dedications along Hollywood Boulevard and St. Andrews Place to satisfy the right-of-way and roadway standards and to meet the goals and long-term needs of the Mobility Plan.

Vehicular access to the residential parking and loading areas would occur from St. Andrews Place, a designated Local Street. The driveway would be located on a Local Street to reduce disruption along Hollywood Boulevard, the Arterial Street adjacent to the Project. As further detailed in Section 4G, the Project would provide off-street parking to satisfy Los Angeles Municipal Code (LAMC) requirements. The Project anticipates that loading activities for residential move-in and move-out will take place along the curb of St. Andrews Place. The curbside is sufficient to meet the Project loading needs without disrupting operations within the public right-of-way. The Project would retain all other existing on-street parking around Project frontage.

The Project would provide pedestrian and bicycle access via the foyer entrance on Hollywood Boulevard and lobby entrance on St. Andrews Place. Both entrances are separate from the vehicular access on St. Andrews Place. Sidewalks along the north, east, and south boundaries of the Project Site provide connectivity to pedestrian crossings, including high-visibility continental crosswalks at the intersections of St. Andrews Place & Hollywood Boulevard and St. Andrews Place & Carlton Way immediately adjacent to the Project Site. Secured bicycle parking facilities within the Project Site would also be provided. Further, the Project does not propose modifying, removing, or otherwise affecting existing bicycle infrastructure, and the Project driveways are not proposed along a street with an existing bicycle facility. These measures would promote active transportation modes such as biking and walking, thereby reducing the Project VMT per capita for residents and employees compared to the average for the area, as detailed in Section 3B.

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

Plan for a Healthy Los Angeles

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

A detailed analysis of the Project's consistency with Plan for a Healthy Los Angeles is provided in Table C-2 of Appendix C. The Project prioritizes safety and access for all individuals utilizing

the site by complying with all ADA requirements and providing direct connections to pedestrian amenities. Further, the Project supports healthy lifestyles by locating housing adjacent to transit (Metro Local bus lines, as well as Metro Rail Service), providing bicycle amenities, and enhancing the pedestrian access within and around the Project Site. Sidewalk widening, landscaping, and street trees would be implemented within the Project's entrance area and along the perimeters of the Project Site to provide a comfortable and inviting environment. The northeast corner of the Project Site would become a pedestrian plaza providing green space with amenities such as art.

Further, the Project provides infrastructure and services to encourage bicycling for residents, employees, and visitors to the Project Site. There would be 13 short-term and 100 long-term bicycle parking spaces provided by the Project. As such, it would encourage the use of active travel modes and thereby promote healthy living.

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

Land Use Element of the General Plan

The City General Plan's Land Use Element contains 35 community plans that establish specific goals and strategies for the various neighborhoods across Los Angeles. This Project falls within the boundaries of the Community Plan and the *Vermont/Western Transit Oriented District Specific Plan (Station Neighborhood Area Plan)* (LADCP, March 2001) (the SNAP).

A detailed analysis of the Project's consistency with the Community Plan is provided in Table C-3 of Appendix C. The Project would provide both market-rate and affordable residential units to further the development of Hollywood as a major population center and support the varying needs and desires of all economic segments of the community, maximizing the opportunity for individual choice. Further, the Project would provide residential land uses within 0.15 miles of the Metro B Line. The Project's proximity to transit provides alternative modes of transportation for residents. Thus, the Project promotes and encourages the goals and objectives of the Community Plan. The City is currently in the process of updating the 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. As of August 2020, the City is continuing outreach and engagement with area

stakeholders to collect comments to the draft plan in preparation of the formal adoption process that is anticipated to begin in the year 2021.

A detailed analysis of the Project's consistency with the SNAP is provided in Table C-4 of Appendix C. The Project would establish a pedestrian-oriented environment for residents by providing access separate from vehicles and enhancing the sidewalks and landscaping along the Project frontage that connect to pedestrian amenities and public transit. The Project would also follow all design guidelines to assure compatibility with neighboring uses and provide residential units and open spaces close to a major transit stop. Thus, the Project is consistent with the objectives outlined by the SNAP.

Redevelopment Plan

The Project is located within the *Redevelopment Plan for the Hollywood Redevelopment Project* (The Community Redevelopment Agency of the City of Los Angeles, May 1986) (the Redevelopment Plan). A detailed analysis of the Project's consistency with the Redevelopment Plan is provided in Table C-5 of Appendix C. The Project promotes and encourages development standards in line with the goals and objectives of the Redevelopment Plan including, but not limited to, encouraging the expansion and improvement of public transportation service, providing housing to support the varied economic needs of the community, maximizing opportunity for individual choice, and designing a circulation system proportional to land use densities that will accommodate estimated traffic. Thus, the Project would be consistent with the goals and objectives of the Redevelopment Plan.

LAMC Section 12.21.A.16

LAMC Section 12.21.A.16 details the bicycle parking requirements for new developments. The Project would follow the requirements set out in Case No. CPC-2016-4216-CA and Council File No. 12-1297-S1. As further detailed in Section 4G, per the updated LAMC, the Project would provide a total of 13 short-term and 100 required long-term spaces. to satisfy the LAMC requirements for on-site bicycle parking supply.

LAMC Section 12.26J (TDM Ordinance)

LAMC Section 12.26J, the TDM Ordinance (1993), establishes TDM requirements for non-residential projects and the non-residential components of mixed-use projects in excess of 25,000 sf. The Project is solely residential; therefore, the requirements of LAMC Section 12.26J do not apply.

LAMC Section 12.37 (Waivers of Dedications and Improvement)

LAMC Section 12.37 states that a project must dedicate and improve street frontages to half-right-of-way standards consistent with the street designations of the Mobility Plan. The Project's plans reflect a three-foot widening along St. Andrews Place and five-foot dedications along Hollywood Boulevard and St. Andrews Place to satisfy the right-of-way and roadway standards and be compliant with the requirements of LAMC Section 12.37.

Vision Zero Corridor Plans

Vision Zero implements infrastructure projects designed to increase safety on the most vulnerable City streets. The City has identified a number of streets as part of the High Injury Network where Vision Zero projects are targeted. Within the Study Area, Hollywood Boulevard is identified in the City's High Injury Network. As such, the Vision Zero - Hollywood Boulevard Safety Improvements Project was implemented in May 2019. This Vision Zero Project installed basic safety improvements on Hollywood Boulevard between Fuller Avenue and Lyman Place, including new crosswalks on minor streets, curb extensions, accessible pedestrian signals, and continental crosswalk upgrades within the Study Area.

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

Citywide Design Guidelines for Residential, Commercial, and Industrial Development

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

The Design Guidelines are organized around the following approaches:

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

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

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

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

of the Project design, including a transparent, welcoming lobby along Hollywood Boulevard and ground floor townhomes with landscaped terraces, ensures that the Project actively engages with the street frontage and surrounding uses. Thus, the Project would be consistent with Pedestrian-first design goal.

All design elements of the Project would be developed in conjunction with the others to ensure consistency of the architectural ideas. The, Project's landscaping and open space offers ecological enhancements, natural habitats, and community benefits. As described above, sidewalk widening, landscaping, and street trees would be implemented within the Project's entrance and along the perimeter of the Project Site. Further, the northeast corner of the Project Site would become a pedestrian plaza providing public green space with amenities such as art. Thus, the Project would align with the 360-degree design and climate-adapt design goals and be consistent with the overall Design Guidelines.

Walkability Checklist

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

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

The Project incorporates many of the recommended strategies applicable to residential developments, including but not limited to, providing continuous and adequate sidewalks along the Project frontage, providing landscaping and street trees for improved shade, contributing to a more comfortable environment for pedestrians, and designing direct, visible, and accessible primary entrances for pedestrians. Therefore, the Project would be consistent with the Walkability Checklist.

LADOT Transportation Technology Strategy – Urban Mobility in a Digital Age

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

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

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

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

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

Mobility Hub Reader's Guide

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

As part of the TDM program, the Project would implement many of the key features identified above, including LAMC-required short-term and long-term bicycle parking and unbundled vehicular parking. The Project is, therefore, consistent with *Mobility Hubs: A Reader's Guide*.

LADOT Manual of Policies and Procedures (Design Standards)

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

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

CONSISTENCY

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

CUMULATIVE ANALYSIS

In addition to potential Project-specific impacts, the TAG requires that the Project be reviewed in combination with nearby Related Projects to determine if there may be a cumulatively significant impact resulting from inconsistency with a particular program, plan, policy, or ordinance. In accordance with the TAG, the cumulative analysis must include consideration of any Related Projects within 0.5 miles of the Project Site and any transportation system improvements in the vicinity. Related Projects located within 0.5 miles of the Project site are identified in Table 4.

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

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

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

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

VMT METHODOLOGY

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

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

As detailed in *City of Los Angeles VMT Calculator Documentation*, the household VMT per capita threshold applies to Home-Based Work Production and Home-Based Other Production trips, and the work VMT per employee threshold applies to Home-Based Work Attraction trips, as the location and characteristics of residences and workplaces are often the main drivers of VMT, as detailed in Appendix 1 of *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Governor's Office of Planning and Research, December 2018).

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

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

Source: TAG (LADOT, July 2019)

The Project is located within the Central APC.

Other types of trips generated in the VMT Calculator include Non-Home-Based Other Production (trips to a non-residential destination originating from a non-residential use), Home-Based Other Attraction (trips to a non-workplace destination originating from a residential use), and Non-Home-Based Other Attraction (trips to a non-residential destination originating from a non-residential use). These trip types are not factored into the VMT per capita and VMT per employee thresholds as those trips are typically localized and are assumed to have a negligible effect on the VMT impact assessment. However, those trips are factored into the calculation of total project VMT for screening purposes when determining if VMT analysis would be required.

Travel Behavior Zone (TBZ)

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

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

The VMT Calculator determines a project's TBZ based on the latitude and longitude of a project address. The Project is considered to be located within a Zone 4 Urban TBZ.

Trip Lengths

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

Population and Employment Assumptions

As previously stated, the VMT thresholds identified in the TAG are based on household VMT per capita and work VMT per employee. Thus, the VMT Calculator contains population assumptions developed based on Census data for the City and employment assumptions derived from multiple data sources, including *2012 Developer Fee Justification Study* (Los Angeles Unified School

District, 2012), *Trip Generation Manual, 9th Edition* (Institute of Transportation Engineers, 2012), the San Diego Association of Governments Activity Based Model, the United States Department of Energy, and other modeling resources. A summary of population and employment assumptions for various land uses is provided in Table 1 of *City of Los Angeles VMT Calculator Documentation.*

TDM Measures

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

1. Parking
2. Transit
3. Education and Encouragement
4. Commute Trip Reductions
5. Shared Mobility
6. Bicycle Infrastructure
7. Neighborhood Enhancement

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

PROJECT VMT ANALYSIS

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

The following assumptions were identified in the VMT Calculator:

- APC: Central
    - Household VMT Impact Threshold: 6.0
    - Work VMT Impact Threshold: N/A
- TBZ: Urban
    - Maximum VMT Reduction: 75%

The VMT analysis results based on the VMT Calculator are summarized in Table 5. Detailed output from the VMT Calculator is provided in Appendix D.

Project VMT

The Project incorporates several design features which include measures to reduce the number of single occupancy vehicle trips to the Project Site. For the purposes of this analysis, the following Project design features were accounted for in the VMT evaluation:

- Bike parking per the LAMC
- Unbundled parking

As shown in Table 5, the VMT Calculator estimates that the Project described above would generate 2,292 total home-based production VMT. Thus, the Project would generate an average VMT per capita of 4.7. The average household VMT per capita would not exceed the Central APC significant household VMT impact threshold of 6.0 and, therefore, the Project would not result in a significant VMT impact and no mitigation measures would be required.

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

CUMULATIVE ANALYSIS

Cumulative effects of development projects are determined based on the consistency with the air quality and GHG reduction goals of *2016-2040 Regional Transportation Plan / Sustainable Communities Strategy* (Southern California Association of Governments, Adopted April 2016) (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 2040 and balances the region's future mobility and housing needs with economic, environmental, and public health goals.

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

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

Furthermore, the Project Site is located within 0.15 miles of the Metro B Line Hollywood/Western Station and is also well-served by various local and rapid bus lines. The Project would also contribute to the productivity and use of the regional transportation system by providing housing near transit and encourage active transportation by providing new bicycle parking infrastructure and active street frontages, in line with RTP/SCS goals. Thus, the Project encourages a variety of transportation options and is consistent with the RTP/SCS goal of maximizing mobility and accessibility in the region.

TABLE 5
VMT ANALYSIS SUMMARY

Project Information	
Land Use	**Size**
Housing | Multi-Family	160 du
Housing | Affordable Housing - Family	40 du
Project Analysis *[a]*	
Resident Population [b]	486
Employee Population [c]	0
Project Area Planning Commission	Central
Travel Behavior Zone (TBZ)	Urban
Maximum Allowable VMT Reduction [d]	75%
VMT Analysis	**Prior to Mitigation** [e]
Daily Vehicle Trips	785
Daily VMT	4,924
Total Home-Based Production VMT	2,292
Household VMT per Capita [f]	4.7
Impact Threshold	6.0
Significant Impact	NO
Work VMT per Employee [g]	N/A
Impact Threshold	7.6
Significant Impact	-

Notes:

[a] Project Analysis based on the *City of Los Angeles VMT Calculator Version 1.3* (May 2020).

[b] The population factors for multi-family households were derived from Census data for the City of Los Angeles. The population factors for affordable housing uses were derived from data regarding the affordable housing sites observed within the City of Los Angeles as part of developing empirical trip generation rates and data from the City.

[c] Total Employment and Work VMT do not apply to the land uses of this Project.

[d] The maximum allowable VMT reduction is based on the Project's designated TBZ as determined form *Transportation Demand Management Strategies in LA VMT Calculator* (LADOT, August 2018) and *Quantifying Greenhouse Gas Mitigation Measures* (California Air Pollution Control Officers Association, 2010).

[e] Project design features include:

1. Include bike parking per LAMC
2. Unbundle parking

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

[g] Based on home-based work attraction trips only (see Appendix D, Report 4).

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

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

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

Section 3D: Threshold T-3

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

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

Vehicular access to the residential parking and loading areas would occur via one driveway providing access from St. Andrews Place, a designated Local Street. The driveway would be located on a Local Street to reduce disruption of Hollywood Boulevard, the Arterial Street adjacent to the Project. Providing a single driveway, rather than multiple driveways along the block, minimizes conflicts and improves safety and circulation around the Project Site.

The Project's plans reflect a three-foot road widening on St. Andrews Place. There will be no proposed widening of Hollywood Boulevard as the historic building of California Bank at 5620 Hollywood Boulevard sits immediately west of the Project Site. This section of Hollywood Boulevard also has a road-narrowing bump out at the pedestrian crosswalk that precludes the road from being widened. Further, the Project's plans reflect five-foot dedications along Hollywood Boulevard and St. Andrews Place to satisfy the right-of-way and roadway standards and to meet the width requirements as indicated in the Mobility Plan.

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

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

CUMULATIVE ANALYSIS

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

Section 3E
Caltrans Analysis

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

ANALYSIS METHODOLOGY

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

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

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

Should a significant impact be identified, mitigation measures to be considered include TDM measures to reduce a project's trip generation, investments in active transportation or transit

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

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.

CUMULATIVE ANALYSIS

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

Chapter 4
Non-CEQA Transportation Analysis

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

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

The four non-CEQA transportation analyses were reviewed, as detailed below.

OPERATIONAL ANALYSIS METHODOLOGY

Intersection operations were evaluated for typical weekday morning (7:00 AM to 10:00 AM) and afternoon (3:00 PM to 6:00 PM) peak periods. A total of three intersections, all signalized, in the vicinity of the Project Site were selected for detailed transportation analysis and are shown in Figure 2.

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

- Existing with Project Conditions: This analysis condition estimates the potential intersection operating conditions that could be expected if the Project were built under existing conditions.

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

Operational Evaluation

In accordance with the TAG, the intersection delay and queue analyses for the operational evaluation were conducted using the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016) (HCM) methodology, which was implemented using Synchro software and signal timing worksheets from the City. The HCM signalized methodology calculate 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 congested, stop-and-go conditions at LOS F, for signalized intersections. The queue lengths were estimated using Synchro, which reports the 95th percentile queue length, in feet, for each approach lane. The reported queues are calculated using the HCM signalized intersection methodology.

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

Section 4A
Project Traffic

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

PROJECT TRIP GENERATION

The number of trips expected to be generated by the Project was estimated using rates published in *Trip Generation Manual, 10th Edition*. For the purposes of this assessment, the trip generation rates for multi-family residential (high-rise) uses were utilized to develop traffic estimates for the Project. These rates are based on surveys of similar land uses at sites around the country and are used to calculate an estimate of vehicle trips for each land use component. Additionally, per the TAG, residential or mixed-use developments inside a Transit Priority Area that 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 within the City.

Appropriate trip generation reductions to account for public transit usage/walking arrivals were made in consultation with LADOT. The Project Site is located within 0.25 miles of the Metro B Line Hollywood/Western Station; therefore, a 15% transit/walk-in adjustment was applied to the Project to account for transit usage and walk-in arrivals from surrounding neighborhoods and adjacent commercial developments. No adjustments were made to the affordable housing component as these reductions are inherent in the calculated trip generation rate.

The number of trips currently generated by the existing uses of the Project Site was also estimated using the rates published in *Trip Generation Manual, 10th Edition* for warehouse uses. Adjustments were also applied to account for some level of transit usage/walking arrivals.

After accounting for the adjustments above and the removal of the existing uses, the Project is anticipated to generate 59 net new morning peak hour trips (16 inbound, 43 outbound) and 59 net new afternoon peak hour trips (35 inbound, 24 outbound), as summarized in Table 7.

PROJECT TRIP DISTRIBUTION

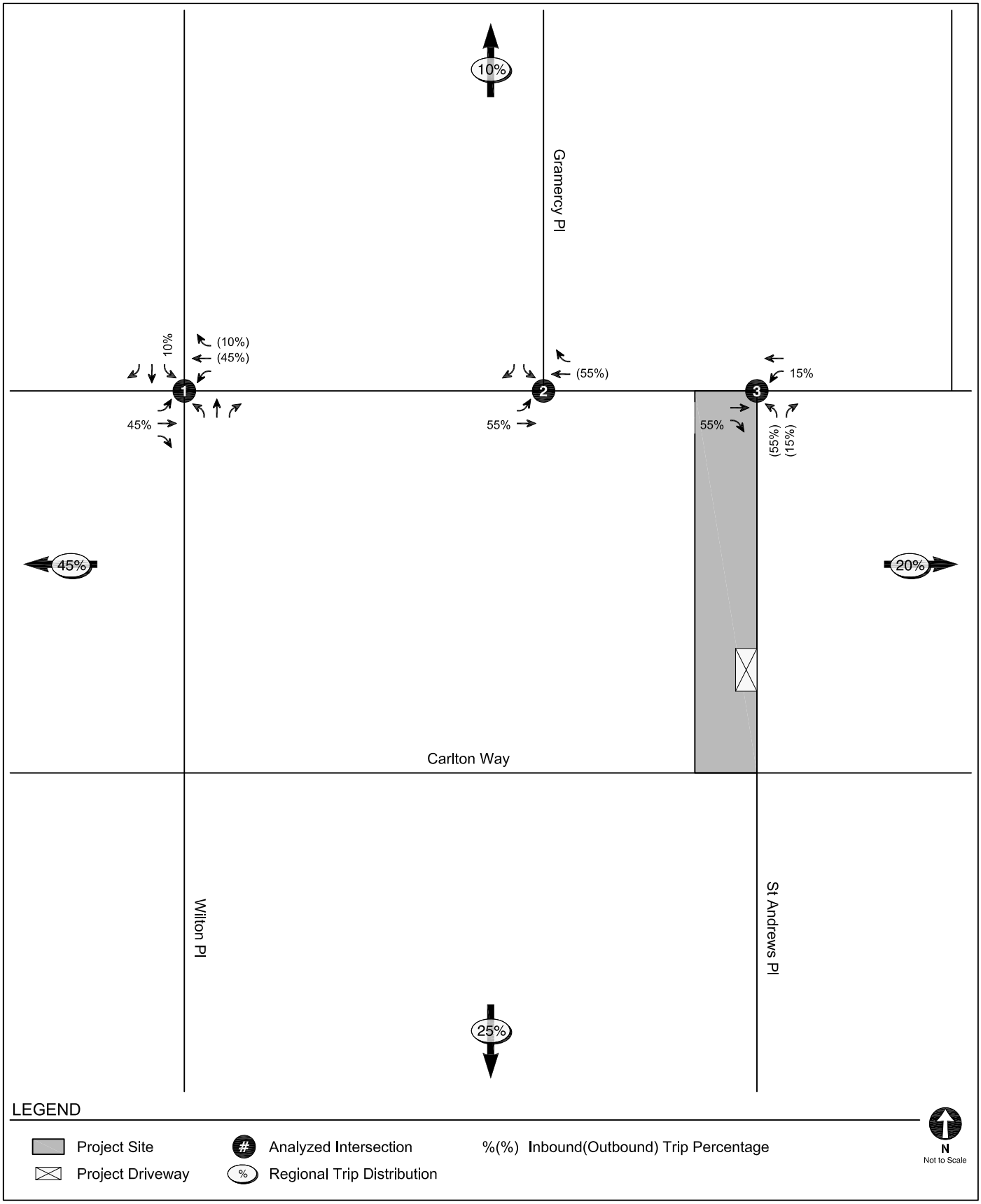
The geographic distribution of trips generated by the Project is dependent on the location of residential and commercial centers from which residents, employees, and guests of the Project would be drawn, characteristics of the street system serving the Project Site, and the level of accessibility of the routes to and from the Project Site, existing intersection traffic volumes, the Project ingress/egress availability based on the proposed site access and circulation scheme, the location of the proposed driveways, as well as input from LADOT staff.

The intersection-level trip distribution for the Project is shown in Figure 12. Generally, the regional pattern is as follows:

- 10% to/from the north
- 20% to/from the east
- 25% to/from the south
- 45% to/from the west

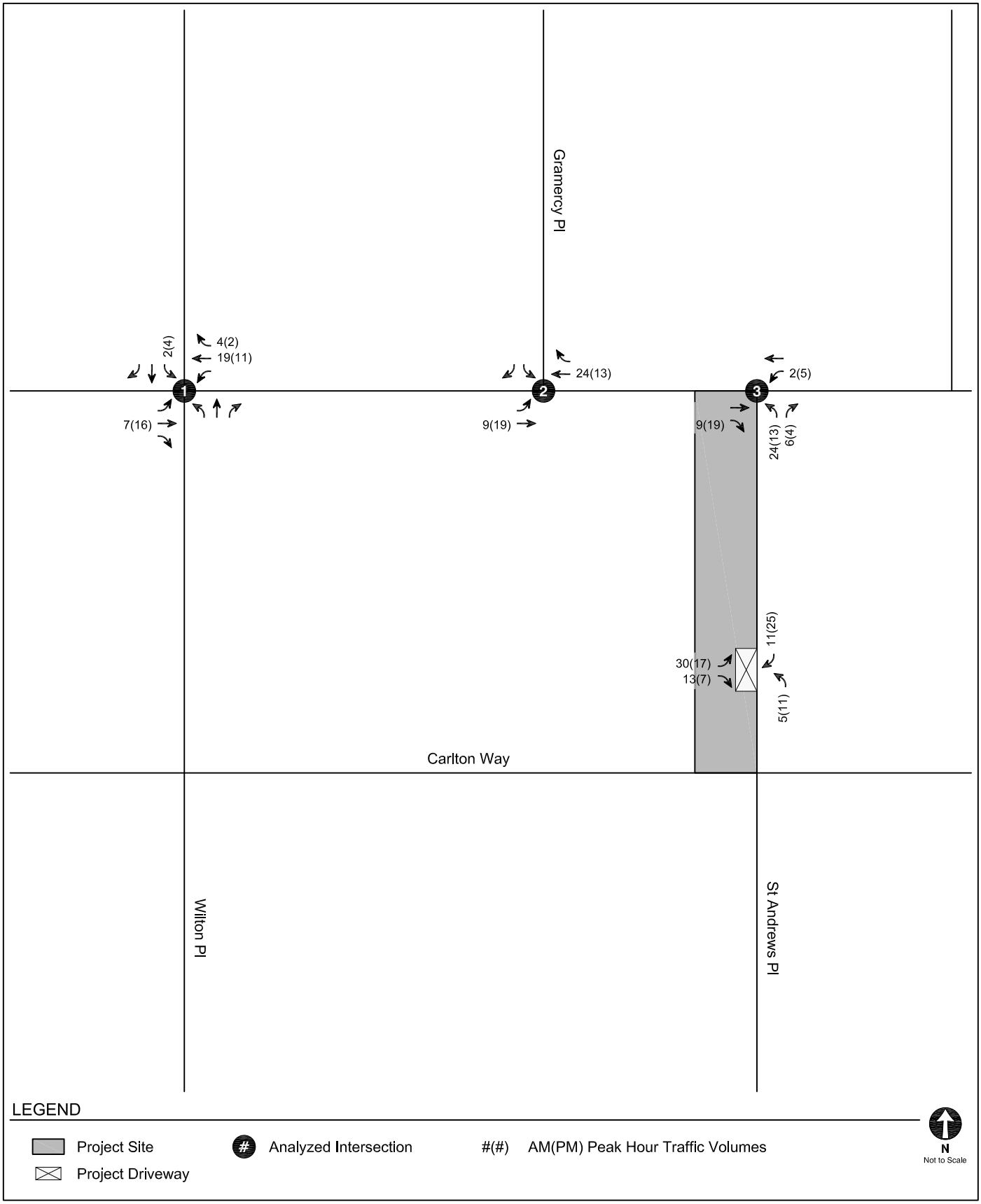
PROJECT TRIP ASSIGNMENT

The Project trip generation estimates summarized in Table 7 and the trip distribution patterns shown in Figure 12 was used to assign the Project-generated traffic through the study intersections. Figure 13 illustrates the Project-only traffic volumes at the study intersections during typical weekday morning and afternoon peak hours.



PROJECT TRIP DISTRIBUTION

FIGURE 12



PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
13

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
TRIP GENERATION ESTIMATES

Land Use	ITE Land Use	Rate	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
Trip Generation Rates [a]								
Warehouse	150	per ksf	77%	23%	0.17	27%	73%	0.18
Multi-family (High-Rise)	222	per du	24%	76%	0.31	61%	39%	0.36
Affordable Housing - Family	[b]	per du	37%	63%	0.49	56%	44%	0.35
Proposed Project								
Residential	221	160 du	12	38	50	35	23	58
Transit/Walk Adjustment - 15% [c]			*(2)*	*(6)*	*(8)*	*(5)*	*(4)*	*(9)*
Affordable Housing	[b]	40 du	7	13	20	8	6	14
TOTAL PROPOSED PROJECT TRIPS			**17**	**45**	**62**	**38**	**25**	**63**
Existing Uses to be Removed								
Warehouse	150	12.950 ksf	1	3	4	3	2	5
Transit/Walk Adjustment - 15% [c]			*0*	*(1)*	*(1)*	*0*	*(1)*	*(1)*
Subtotal - Existing			**1**	**2**	**3**	**3**	**1**	**4**
TOTAL NET NEW PROJECT TRIPS			**16**	**43**	**59**	**35**	**24**	**59**

du: dwelling unit
ksf: 1,000 square feet
[a] Source: *Trip Generation, 10th Edition* , Institute of Transportation Engineers, 2017.
[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] The Project site is located within a 1/4 mile of a Metro B (Red) Line station (Hollywood/Western), therefore a 15% transit adjustment was applied to account for transit usage and walking visitor arrivals.

Section 4B

Project Access, Safety, and Circulation Assessment

This section summarizes the site access, safety, and circulation of the Project Site.

VEHICLES

The proposed circulation plan for the Project, illustrated in Figure 1, shows vehicular access to the residential parking area is provided from St. Andrews Place. The driveway would be constructed to meet the applicable City standards. Adequate reservoir and maneuvering space would be provided within the parking garage and from the back of sidewalk to limit potential vehicular maneuvers and queues overflowing into public right-of-way. Further, the Project anticipates loading for residential move-in and move-out will take place along the curb of St. Andrews Place. The curbside is sufficient to meet the Project loading needs without disrupting operations within the public right-of-way.

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

PEDESTRIANS AND BICYCLES

Pedestrian and bicycle access to the Project Site would be provided via the foyer entrance on Hollywood Boulevard and lobby entrance on St. Andrews Place. Both entrances are separate from the vehicular access on St. Andrews Place. Sidewalks along the north, east, and south boundaries of the Project Site provide connectivity to pedestrian crossings, including high-visibility continental crosswalks at the intersections of St. Andrews Place & Hollywood Boulevard and St. Andrews Place & Carlton Way immediately adjacent to the Project Site. To further facilitate bicycle use, 13 short-term and 100 long-term bicycle parking spaces would be provided, consistent with LAMC Section 12.21 A16.

Section 4C

Pedestrian, Bicycle, and Transit Assessment

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

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

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

PEDESTRIANS AND BICYCLES

The Project would not directly or indirectly result in a permanent removal or modification that would lead to the degradation of pedestrian or bicycle facilities. Although the Project may intensify use of existing pedestrian and bicycle facilities, the Project would provide bicycle parking facilities and pedestrian connectivity to accommodate increases in pedestrians and bicyclists.

TRANSIT

As detailed in Chapter 2 and illustrated in Figure 6, there are numerous transit stops within the Study Area. The Project area is served by bus lines operated by Metro.

In addition to the bus lines that provide service within the Project Site vicinity, the Metro B Line subway operates in the Study Area. The Metro B Line runs between North Hollywood and downtown Los Angeles, connecting with the Metro G Line in North Hollywood, the Metro D Line at Wilshire Boulevard, the Metro A Line and Metro E Line in downtown Los Angeles, and the

Metro L Line at Union Station. In the Project vicinity, the Metro B Line has a station at Hollywood Boulevard & Western Avenue, approximately 0.15 miles from the Project Site.

Although the Project (and other Related Projects) will cumulatively add transit ridership, the Project Site, the Study Area, and Hollywood are served by vast transit services. Table 2 summarizes the transit lines operating in the Study Area for each of the service providers in the region, the type of service (peak vs. off-peak, express vs. local), and frequency of service.

Tables 3A and 3B summarize the total residual capacity of the Metro transit system during the morning and afternoon peak hours based on the frequency of service of each line and the maximum seated and standing capacity of each bus or train. As shown in Tables 3A and 3B, the Metro bus lines within a 0.25-mile walking distance of the Project Site currently have additional capacity for 852 additional riders during the morning peak hour and 774 additional riders during the afternoon peak hour. Additionally, the Metro B Line has additional capacity for 5,700 additional riders during the morning peak hour and 5,046 additional riders during the afternoon peak hour. In total, the public transit system in the Study Area has available capacity for approximately 6,552 additional riders during the morning peak hour and 5,820 additional riders during the afternoon peak hour.

Section 4D
Operational Evaluation

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

LOS ANALYSIS

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

Existing with Project Conditions

Traffic Volumes. The Project-only morning and afternoon peak hour traffic volumes described in Section 4A and shown in Figure 13 were added to the Existing morning and afternoon peak hour traffic volumes shown in Figure 7. The resulting volumes are illustrated in Figure 14 and represent Existing with Project Conditions, assuming Project operation under Existing Conditions.

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

Future with Project Conditions

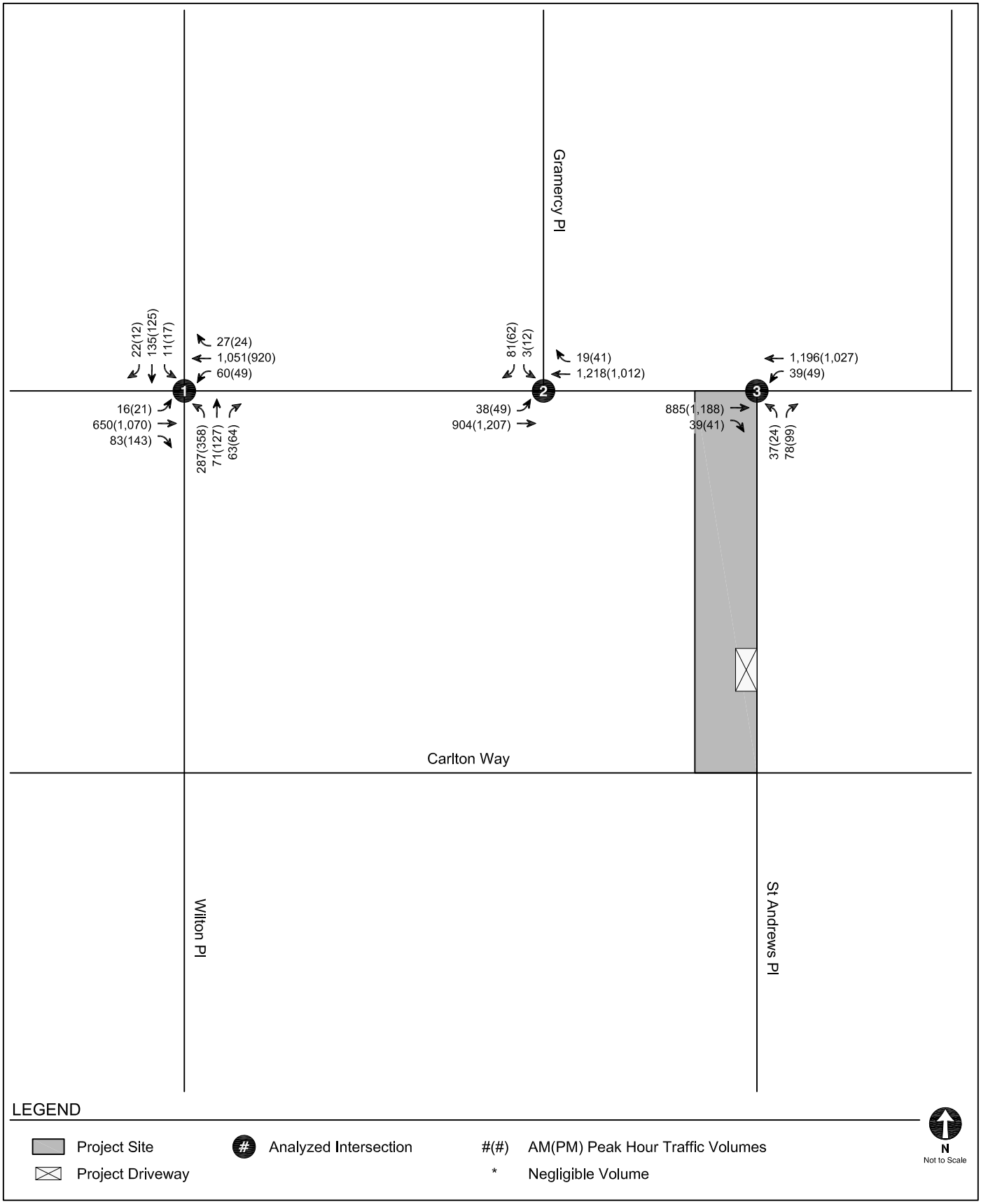
All future cumulative traffic growth (i.e., ambient and Related Project traffic growth) and any transportation infrastructure improvements described in Chapter 3 are incorporated into this analysis.

Traffic Volumes. The Project-only morning and afternoon peak hour traffic volumes described in Section 4A and shown in Figure 13 were added to the Future without Project Conditions (Year 2024) morning and afternoon peak hour traffic volumes shown in Figure 10. The resulting volumes are illustrated in Figure 15 and represent Future with Project Conditions after development of the Project in Year 2024.

Intersection LOS. Table 9 summarizes the results of the Future without Project (Year 2024) and Future with Project Conditions during the weekday morning and afternoon peak hours for the three study intersections. As shown in Table 9, the two of the three study intersections would operate at LOS A during both the morning and afternoon peak hours under Future without Project (Year 2024) and Future with Project (Year 2024) Conditions. The intersection of Wilton Place & Hollywood Boulevard (Intersection #1) would operate at LOS D in the morning peak hour and LOS E during the afternoon peak hour period with or without the Project.

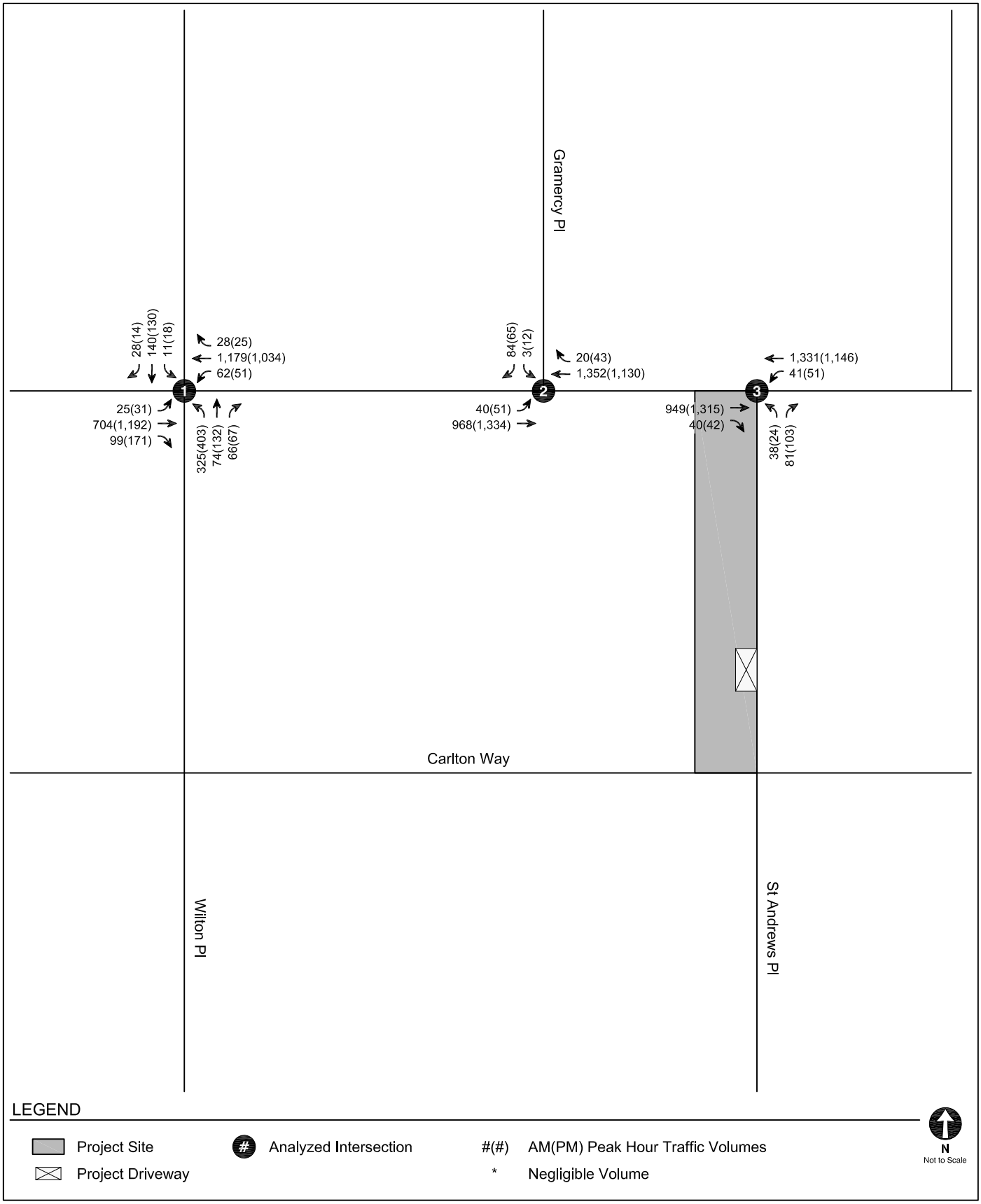
INTERSECTION QUEUING ANALYSIS

The study intersections were also analyzed to determine whether the lengths of intersection turning lanes could accommodate vehicle queue lengths. The queue lengths were estimated using Synchro software, which reports the 95th percentile queue length, in feet, for each approach lane. The reported queues are calculated using the HCM signalized intersection methodology. Detailed queuing analysis worksheets are provided in Appendix E.



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

FIGURE 14



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

FIGURE
15

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

No	Intersection	Peak Hour	Existing		Existing with Project	
			Delay	LOS	Delay	LOS
1.	Wilton Place &	AM	34.7	C	35.4	D
	Hollywood Boulevard	PM	47.3	D	51.5	D
2.	Gramercy Place &	AM	3.4	A	3.4	A
	Hollywood Boulevard	PM	3.0	A	3.0	A
3.	St Andrew's Place &	AM	4.8	A	5.9	A
	Hollywood Boulevard	PM	5.4	A	6.0	A

Notes

Delay is measured in seconds per vehicle.

LOS = Level of service

Results per Synchro 10. 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
FUTURE CONDITIONS (YEAR 2024)
INTERSECTION LEVELS OF SERVICE

No	Intersection	Peak Hour	Future without Project		Future with Project	
			Delay	LOS	Delay	LOS
1.	Wilton Place &	AM	43.0	D	45.4	D
	Hollywood Boulevard	PM	64.9	E	77.8	E
2.	Gramercy Place &	AM	3.4	A	3.4	A
	Hollywood Boulevard	PM	3.1	A	3.1	A
3.	St Andrew's Place &	AM	5.1	A	6.2	A
	Hollywood Boulevard	PM	5.7	A	6.3	A

Notes
Delay is measured in seconds per vehicle.
LOS = Level of service
Results per Synchro 10. Intersection analysis based on HCM 6th Edition Signalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through the intersection.

Section 4E

Residential Street Cut-Through Analysis

This section summarizes the residential street cut-through analysis for the Project. The residential street cut-through analysis determines potential increases in average daily traffic volumes on designated Local Streets, as classified in the Mobility Plan, that can be identified as cut-through trips generated by the Project and that can adversely affect the character and function of those streets. Per Section 3.5.2 of the TAG, cut-through trips are defined as those which feature travel along a Local Street with residential land-use frontage, as an alternative to a higher classification street segment, to access a destination that is not within the neighborhood within which the Local Street is located.

Due to the fact that this is a Residential Project with a driveway located on a lower-volume side street rather than an arterial, trips to and from the Project are not considered cut-through traffic. Thus, the Project does not meet the criteria to conduct a Local Residential Street Cut-Through Analysis.

Section 4F
Construction Impact Analysis

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

CONSTRUCTION EVALUATION CRITERIA

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

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

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

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

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

PROPOSED CONSTRUCTION SCHEDULE

The Project is anticipated to be constructed over a period of approximately 25 months, with an anticipated completion in Year 2024. The construction period would include sub-phases of excavation and shoring, structural, and skin, finishes, and temporary certificate of occupancy. Peak haul truck activity occurs during excavation and shoring, and peak worker activity occurs during the structural phase. These two sub-phases of construction were studied in greater detail.

EXCAVATION AND SHORING PHASE

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

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

Based on projections compiled for the Project, approximately 27,000 cubic yards of material would be removed from the Project Site. Based on estimates from the Applicant, this period would require up to 145 haul trucks per day. Thus, up to 290 daily haul truck trips (145 inbound, 145 outbound) are forecast to occur during the demolition period, with approximately 48 trips per hour (24 inbound, 24 outbound) uniformly over a typical six-hour off-peak period between 10:00 AM and 4:00 PM workday.

Large trucks were converted into the equivalent value of passenger cars due to the slower headway and delay-creating effects of heavy vehicles. Table 8 of *Transportation Research Circular No. 212, Interim Materials on Highway Capacity* (Transportation Research Board, 1980) and Exhibit 12-25 of the HCM suggest that a passenger car equivalency (PCE) of one truck is equal to 2.0 commuter vehicles. Assuming a PCE factor of 2.0, the 290 truck trips would be

equivalent to 580 daily PCE trips. The 48 trips per hour would be equivalent to 96 PCE trips (48 inbound, 48 outbound) per hour.

In addition, a maximum of 15 construction workers would work at the Project Site during this phase. Assuming minimal carpooling amongst those workers, an average vehicle occupancy (AVO) of 1.135 persons per vehicle was applied, as provided in *CEQA Air Quality Handbook* (South Coast Air Quality Management District, 1993). Therefore, 15 workers would result in a total of 14 worker vehicles, or 28 worker trips (14 inbound, 14 outbound) to and from the Project Site on a daily basis.

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

STRUCTURAL PHASE

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

According to construction projections prepared for the Project, the structural subphase of construction would employ the most construction workers, with a maximum of approximately 215 workers per day for all components of the building. However, since the different building components would not be constructed or installed simultaneously, this cumulative estimate likely overstates the number of workers that would be expected on the peak construction day. Furthermore, on most of the estimated workdays to complete the Project, there would be far fewer

workers than on the peak day. Therefore, the estimate of 215 workers per day used for the purposes of this analysis represents a conservative estimate.

Assuming an AVO of 1.135 persons per vehicle, 215 workers would result in a total of 190 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 380 (190 inbound and 190 outbound trips), but nearly all of those trips would occur outside of the peak hours, as described above. As such, traffic resulting from the structural phase of Project construction is not expected to generate significant peak hour contributions to study intersections.

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

POTENTIAL IMPACTS ON ACCESS, TRANSIT, AND PARKING

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

Access

Construction activities are expected to be primarily contained within the Project Site boundaries. However, it is expected that there may be reasons for temporary encroachments into the public right-of-way (e.g., sidewalks and roadways) adjacent to the Project Site, such as connecting to public utilities or improving sidewalks. It is anticipated that the sidewalk, parking lane, and

southbound lane on St. Andrews Place may need to be closed during construction. In order to maintain two-way traffic on St. Andrews Place, no parking will be permitted on either side of the street. Additional temporary traffic controls would be provided to direct traffic around any closures and to maintain emergency access, as required in the Construction Management Plan. The anticipated temporary lane closure would be coordinated with LADOT to minimize degrading operational effects to adjacent intersections through the implementation of the Construction Management Plan.

The use of the public right-of-way along Hollywood Boulevard and Carlton Way would not result in any temporary re-routing of pedestrian and bicycle traffic as both sidewalks fronting the Project Site along these two streets will remain open with a covered pedestrian walkway. The Construction Management Plan would include measures to ensure pedestrian and bicycle safety along the affected sidewalks, bicycle facilities, and temporary walkways (e.g., use of directional signage, maintaining continuous and unobstructed pedestrian paths, and/or providing overhead covering).

Transit

The construction activities of the Project would not require any temporary transit stop relocations. Metro would be notified should the Project construction affect any Metro facilities.

Parking

As discussed above, it is anticipated that the sidewalk, parking lane, and southbound lane on St. Andrews Place may need to be closed during construction. In order to maintain two-way traffic on St. Andrews Place, no parking will be permitted on either side of the street. This would result in the temporary loss of two metered on-street parking spaces and up to six unmetered on-street parking spaces adjacent to the Project Site on the west side of the street and up to 10 unmetered on-street parking spaces on the east side of the street. Coordination with LADOT would be included in the Construction Management Plan as a result of the potential temporary loss of up to two metered and approximately 16 unmetered on-street parking spaces.

CONSTRUCTION MANAGEMENT PLAN

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

- Advance, multilingual notification of adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of operation
- Prohibition of construction worker or equipment parking on adjacent streets
- Temporary pedestrian, bicycle, and vehicular traffic controls during all construction activities adjacent to Hollywood Boulevard and St. Andrews Place, to ensure traffic safety on public rights of way
- Scheduling of construction activities to reduce the effect on traffic flow on surrounding Arterial Streets
- Containment of construction activity within the Project Site boundaries, to the extent feasible
- Coordination with LADOT Parking Meter Division to address loss of metered parking spaces
- Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers shall be implemented as appropriate, including along all identified Los Angeles Unified School District (LAUSD) pedestrian routes to nearby schools
- Scheduling of construction-related deliveries, haul trips, etc., to occur outside the commuter peak hours, so as to not impede school drop-off and pick-up activities and students using LAUSD's identified pedestrian routes to nearby schools
- No staging of hauling trucks on any streets adjacent to the Project, unless specifically approved as a condition of an approved haul route
- Spacing of trucks so as to discourage a convoy effect
- Sufficient dampening of the construction area to control dust caused by grading and hauling and reasonable control at all times of dust caused by wind
- Maintenance of a log, available on the job site at all times, documenting the dates of hauling and the number of trips (i.e., trucks) per day

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

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

Section 4G
Parking Analysis

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

PARKING SUPPLY

All Project parking would be provided on-site. The Project would provide a total of 265 automobile spaces and 113 bicycle spaces in a parking garage with one at-grade level, two subterranean levels, and three above-grade levels.

VEHICLE PARKING CODE REQUIREMENTS

The parking requirements for the residential use of the Project were calculated by applying the appropriate parking ratios for a housing development project under the requirements of Assembly Bill 744 (AB744), as follows:

- Residential
    - One-bedroom: 0.5 space / one-bedroom unit
    - Two-bedroom: 1.0 space / two-bedroom unit

Per AB744, the Project would require a total of 135 spaces for the 200 dwelling units (130 one-bedroom and 70 two-bedroom). As summarized in Table 10, the total requirement for the Project is 135 vehicle spaces. Thus, the Project's proposed parking supply would exceed AB744 requirements.

BICYCLE PARKING CODE REQUIREMENTS

Bicycle parking rates for the Project would follow the requirements set out in Case No. CPC-2016-4216-CA and Council File No. 12-1297-S1 for short-term parking. SNAP Section 9.E.2 details the long-term bicycle parking requirements for new developments. The applicable bicycle parking requirements of the Project are based on the following rates:

- Residential
    - Short-Term
        - 1-25 dwelling units: 1.0 space per 10 dwelling units
        - 26-100 dwelling units: 1.0 space per 15 dwelling units
        - 101-200 dwelling units: 1.0 space per 20 dwelling units
    - Long-Term
        - 0.5 space per 1 dwelling unit

As summarized in Table 11, per the updated LAMC, the Project's proposed 200 dwelling units would require a total of 13 short-term and 100 long-term bicycle parking spaces. Therefore, the Project's proposed short-term and long-term bicycle parking supply would meet the LAMC requirements.

TABLE 10
VEHICLE PARKING CODE REQUIREMENTS

Land Use	Size	Code Requirement	Parking Required
Residential [a]			
One-bedroom	130 du	0.5 space / 1 one-bedroom unit	65 spaces
Two-bedroom	70 du	1.0 space / 1 two-bedroom unit	70 spaces
		Total Parking Required	**135 spaces**

Notes
du: dwelling unit
sf: square feet
[a] Residential parking spaces per Assembly Bill No. 744.

TABLE 11
BICYCLE PARKING CODE REQUIREMENTS

Land Use	Size	Short-Term				Long-Term			
		Rate [a]			Requirement	Rate [b]			Requirement
Residential (1-25 du)	25 du	1.0 sp	/	10 du	2.5 sp	0.5 sp	/	1.0 du	12.5 sp
Residential (26-100 du)	75 du	1.0 sp	/	15 du	5.0 sp	0.5 sp	/	1.0 du	37.5 sp
Residential (101-200 du)	100 du	1.0 sp	/	20 du	5.0 sp	0.5 sp	/	1.0 du	50.0 sp
Total Bicycle Parking Requirements				Short-Term:	13 sp			Long-Term:	100 sp
Total Code Bicycle Parking Requirement									**113 sp**

Notes
sp: spaces
[a] Short-term bicycle parking requirements per Section 12.21.A.16 of *Los Angeles Municipal Code (LAMC)* and proposed amendments per Case No. CPC-2016-4216-CA and Council File No. 12-1297-51.
[b] Long-term bicycle parking requirements per Section 9.E.2 of *Vermont/Western Transit Oriented District Specific Plan (Station Neighborhood Area Plan) (SNAP).*

Chapter 5

Summary and Conclusions

This study was undertaken to analyze the potential transportation impacts of the Project on the local street system. The following summarizes the results of this analysis:

- The Project consists of an 18-story residential development, including 160 market-rate dwelling units and 40 affordable dwelling units.
- The Project is anticipated to be complete in Year 2024 and is estimated to generate 59 net new morning peak hour trips and 59 net new afternoon peak hour trips.
- The Project is consistent with the City's plans, programs, ordinances, and policies and would not result in geometric design hazard impacts.
- The Project would include the following TDM strategies as part of the Project design features:
    - Bike parking per the LAMC
    - Unbundled parking
- The Project would not result in VMT per capita impacts and no further mitigation measures would be required.
- The Project would not cause a significant safety impact at any freeway off-ramp locations.
- The Project provides adequate internal circulation to accommodate vehicular, pedestrian, and bicycle traffic without impeding through traffic movements on City streets.
- The Project will incorporate pedestrian and bicycle-friendly designs, such as a bicycle parking, adequate sidewalks, and open space.
- All construction activities would occur outside of the commuter morning and afternoon peak hours to the extent feasible and will not result in significant traffic impacts. A Construction Management Plan will ensure that construction impacts are less than significant.
- The Project is in compliance with LAMC vehicle and bicycle parking requirements.

References

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

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

The 2016-2040 Regional Transportation Plan / Sustainable Communities Strategy, Southern California Association of Governments, April 2016.

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

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

City of Los Angeles VMT Calculator Version 1.3, Los Angeles Department of Transportation and Los Angeles Department of City Planning, July 2020.

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

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

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

Interim Guidance for Freeway Safety Analysis, Los Angeles Department of Transportation, May 1, 2020.

Los Angeles Municipal Code, City of Los Angeles.

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

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

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

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

References, cont.

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

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

State of California Senate Bill 743, Steinberg, 2013.

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

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

Transportation Assessment Guidelines, Los Angeles Department of Transportation, July 2020.

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

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

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

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

Vermont/Western Transit Oriented District Specific Plan (Station Neighborhood Plan), Los Angeles Department of City Planning, March 2001.

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

Appendix A

Memorandum of Understanding

LADOT

Transportation Assessment Memorandum of Understanding (MOU)

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

I. PROJECT INFORMATION

Project Name: 5600 Hollywood Boulevard Residential Project

Project Address: 5600 Hollywood Boulevard, Los Angeles, CA 90028

Project Description: The Project consists of an 18-story residential development including 160 market-rate and 40 affordable dwelling units with five levels of parking garage provided on floors B1 through 4. The existing 12,950 sf of warehouse uses and a vacant 14-unit residential development will be removed to allow for development of the Project.

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

II. TRIP GENERATION

Geographic Distribution: N 10 % S 20 % E 50 % W 20 %

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

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

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

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

	IN	OUT	TOTAL
AM Trips	16	43	59
PM Trips	35	24	59

Daily Trips 736
(From VMT Calculator)

III. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2022 Ambient Growth Rate: 1.0 % Per Yr.

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

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

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

1 Wilton Pl & Hollywood Blvd
2 Gramercy Pl & Hollywood Blvd
3 St Andrews Pl & Hollywood Blvd
4 _____
5 _____
6 _____

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

IV. ACCESS ASSESSMENT

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

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

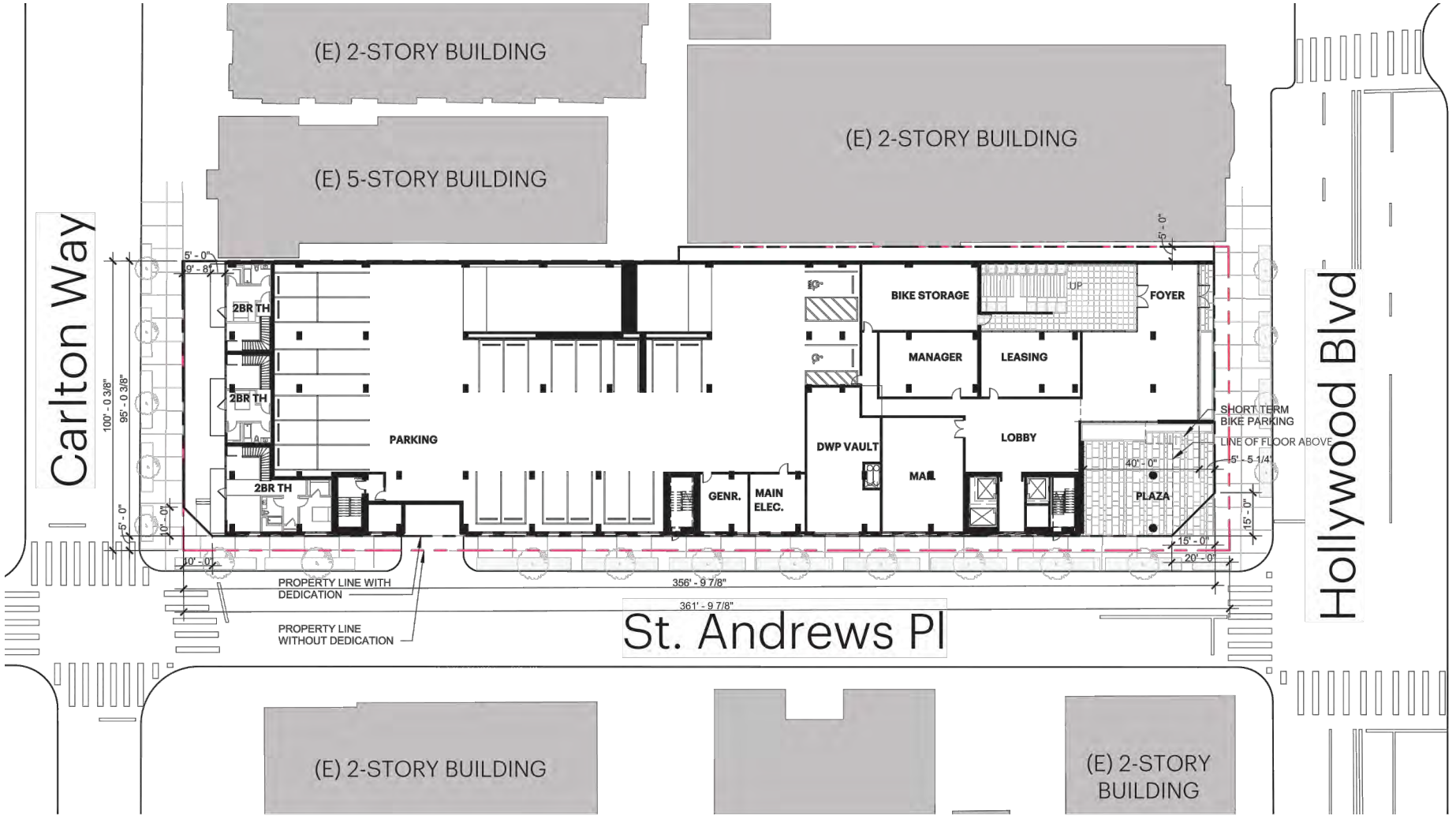
Is the project's building frontage encompassing an entire block along an Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ■ No

V. CONTACT INFORMATION

	CONSULTANT	DEVELOPER
Name:	Gibson Transportation Consulting, Inc.	Bow West Capital
Address:	555 W. 5th St., Suite 3375, Los Angeles, CA 90013	718 S. Hill St., Suite 601, Los Angeles, CA 90014
Phone Number:	(213) 683-0088	(323) 314-2192
E-Mail:	rgibson@gibsontrans.com	sean@bow-west.com

Approved by:	x			x		
	Consultant's Representative		Date		LADOT Representative	*Date
						5/13/2020

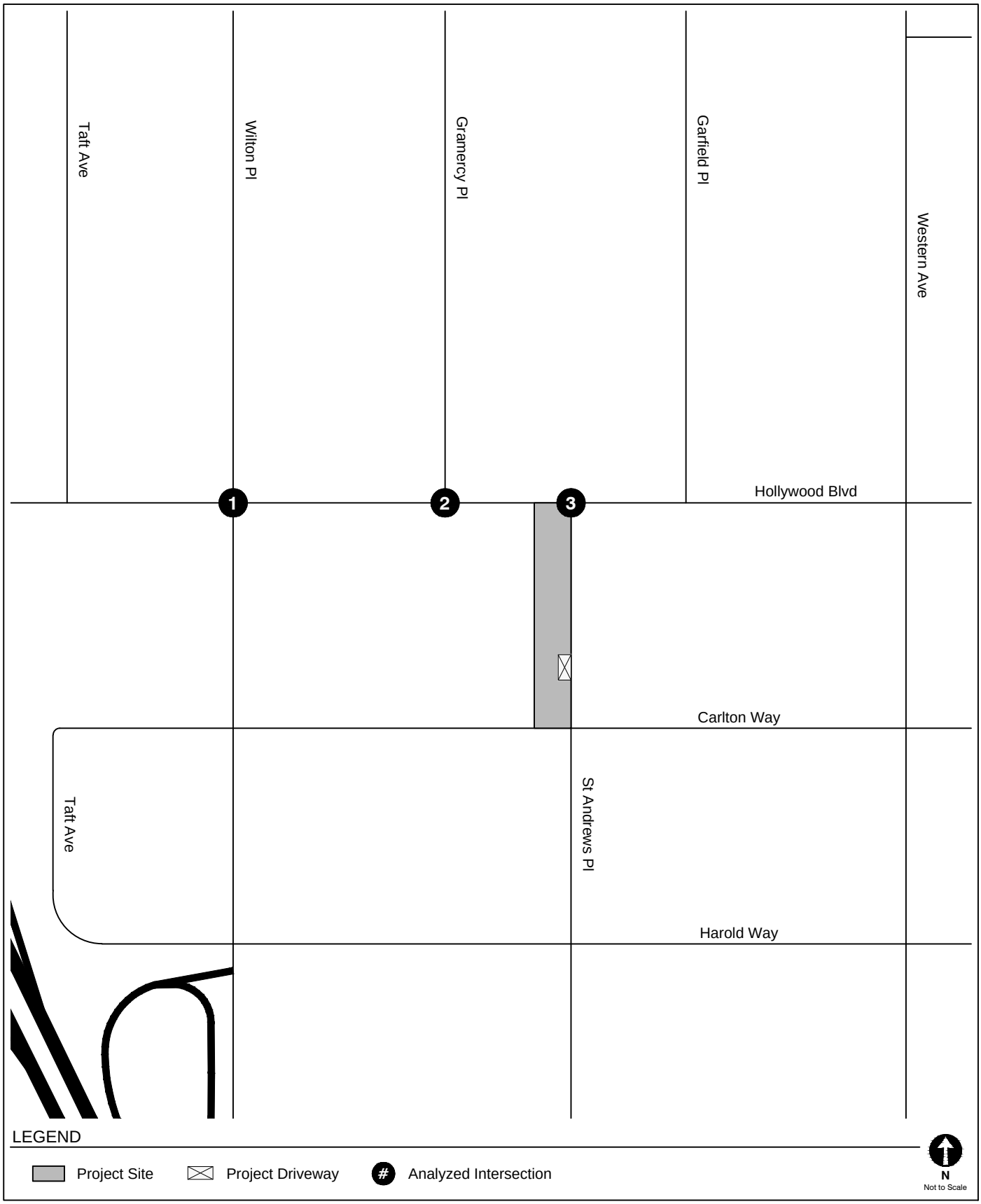
*MOUs are generally valid for two years after signing. If after two years a transportation assessment has not been submitted to LADOT, the developer's representative shall check with the appropriate LADOT office to determine if the terms of this MOU are still valid or if a new MOU is needed.



Source: HKS & bowwest. November, 2019.

PROJECT SITE PLAN

FIGURE 1



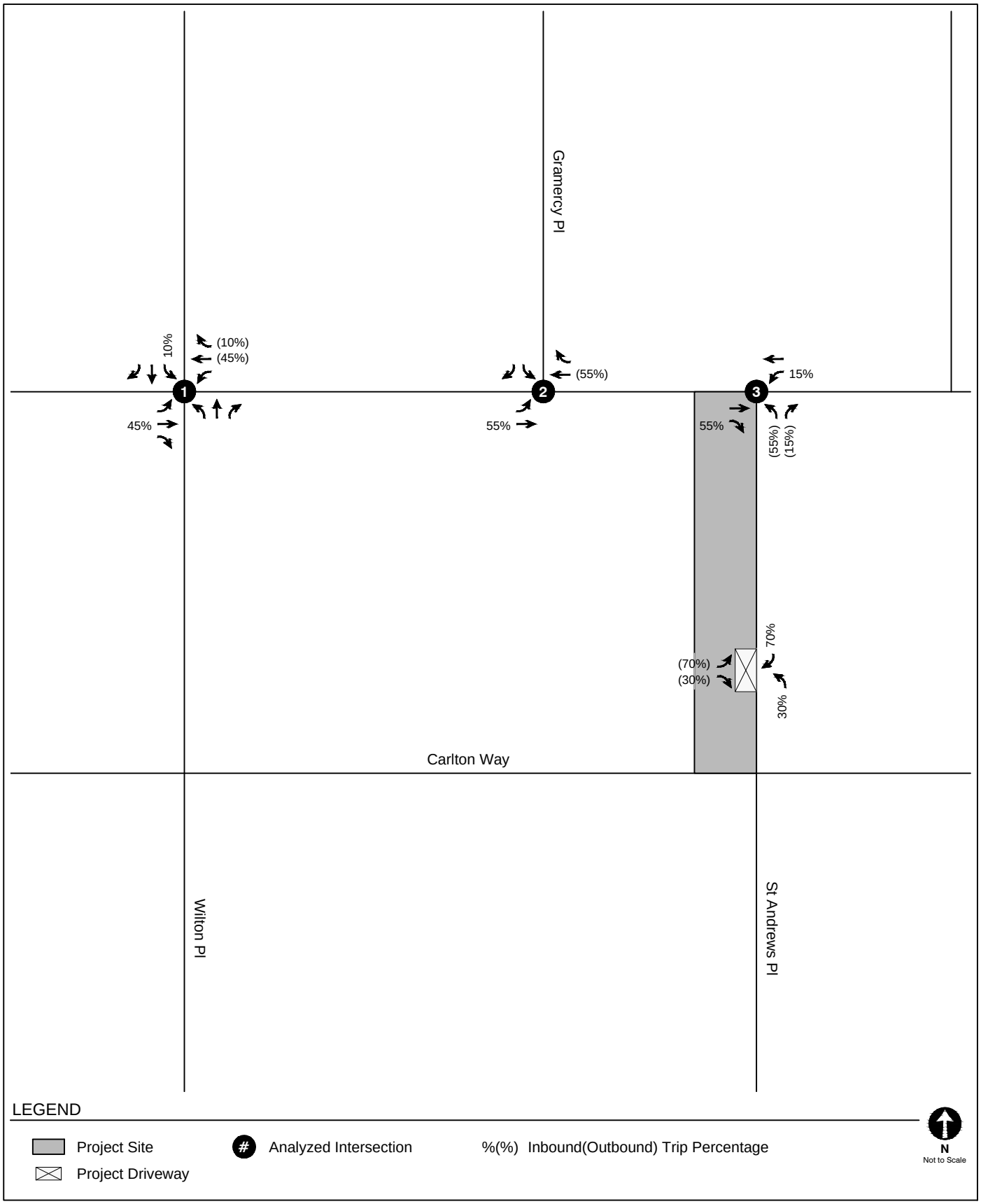
STUDY AREA & ANALYZED INTERSECTIONS

FIGURE 2

TABLE 1
TRIP GENERATION ESTIMATES

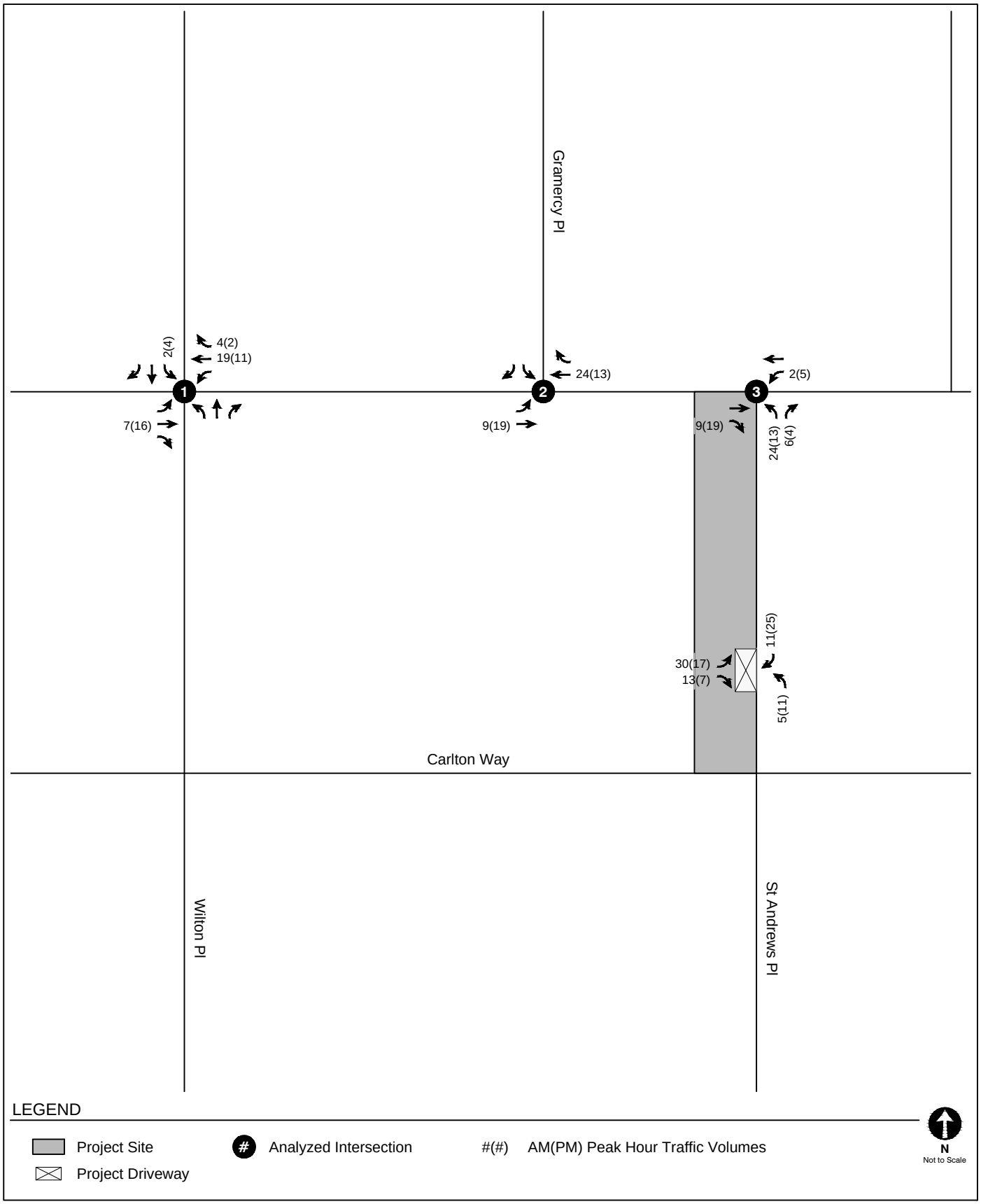
Land Use	ITE Land Use	Rate	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
Trip Generation Rates [a]								
Warehouse	150	per ksf	77%	23%	0.17	27%	73%	0.18
Multi-family (High-Rise)	222	per du	24%	76%	0.31	61%	39%	0.36
Affordable Housing - Family	[b]	per du	37%	63%	0.49	56%	44%	0.35
Proposed Project								
Residential	221	160 du	12	38	50	35	23	58
Transit/Walk Adjustment - 15% [c]			*(2)*	*(6)*	*(8)*	*(5)*	*(4)*	*(9)*
Affordable Housing	[b]	40 du	7	13	20	8	6	14
TOTAL PROPOSED PROJECT TRIPS			**17**	**45**	**62**	**38**	**25**	**63**
Existing Uses to be Removed								
Warehouse	150	12.950 ksf	1	3	4	3	2	5
Transit/Walk Adjustment - 15% [c]			*0*	*(1)*	*(1)*	*0*	*(1)*	*(1)*
Subtotal - Existing			**1**	**2**	**3**	**3**	**1**	**4**
TOTAL NET NEW PROJECT TRIPS			**16**	**43**	**59**	**35**	**24**	**59**

du: dwelling unit
ksf: 1,000 square feet
[a] Source: *Trip Generation, 10th Edition* , Institute of Transportation Engineers, 2017.
[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] The Project site is located within a 1/4 mile of a Metro B (Red) Line station (Hollywood/Western), therefore a 15% transit adjustment was applied to account for transit usage and walking visitor arrivals.



PROJECT TRIP DISTRIBUTION

FIGURE 3



PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
4

TABLE 2
RELATED PROJECTS LIST

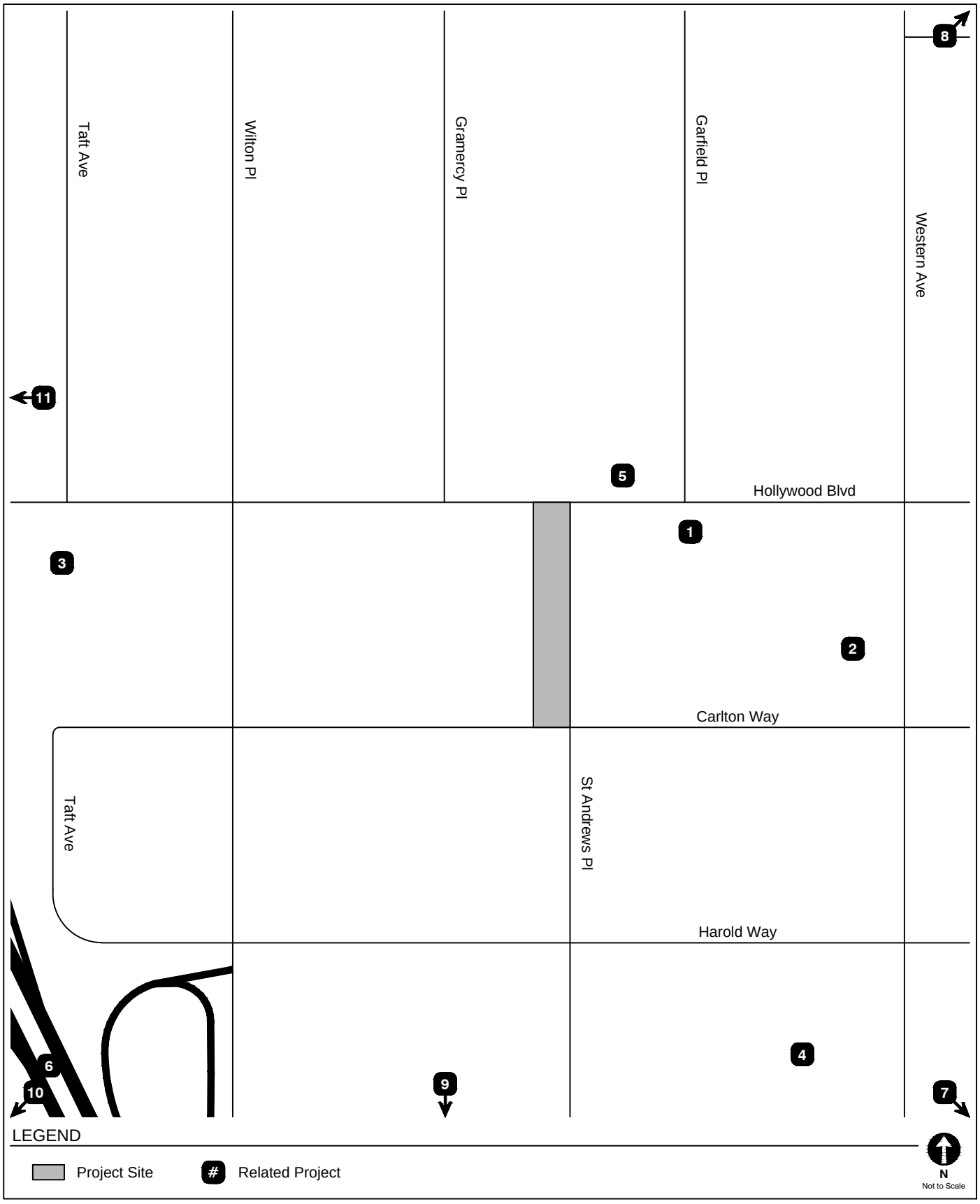
No.	Project	Address	Use	Trip Generation [a]						
				Daily	Morning Peak Hour			Afternoon Peak Hour		
					In	Out	Total	In	Out	Total
1.	Mixed-Use (High Line West)	5550 W Hollywood Blvd	280 apartment units and 12,030 sf retail	1,267	(3)	43	40	47	17	64
2.	Mixed-Use	1657 N Western Ave	91 apartment units and 15,300 sf retail	702	10	29	39	37	25	62
3.	5750 Hollywood	5750 Hollywood Blvd	161 apartment units and 4,747 sf commercial	1,180	22	66	88	68	38	106
4.	SunWest Project (Mixed-Use)	5525 W Sunset Blvd	351 apartment units, 61 affordable units, 23,940 sf grocery store and 10,564 sf retail	2,561	59	111	170	122	84	206
5.	Target Retail Shopping Center Project	5520 W Sunset Blvd	163,862 sf discount store and 30,887 sf shopping center	4,903	52	21	73	211	211	422
6.	Hollywood Central Park	Hollywood Freeway (US 101)	38 acre park, amphitheater, and neighborhood uses	2,298	104	69	173	115	89	204
7.	Sunset & Western	5420 W Sunset Blvd	735 apartment units, 59,100 sf supermarket, and 36,720 sf retail	2,369	9	203	212	164	64	228
8.	Mixed-Use	1868 N Western Ave	87 apartment units and 6,000 sf retail	39	(8)	9	1	7	(3)	4
9.	Hollywood De Longpre Apartments	5632 De Longpre Ave	185 apartment units	800	(31)	25	(6)	50	19	69
10.	Sunset Bronson Studios	5800 W Sunset Blvd	404,799 sf office	2,690	356	48	404	64	314	378
11.	1717 Bronson Avenue	1717 N Bronson Ave	89 apartment units	436	6	27	33	26	14	40

OTHER AREA-WIDE PROJECTS

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

Notes

[a] Related project information provided by the Los Angeles Department of Transportation in April 2020, Department of City Planning, and recent traffic studies prepared in the area.



LOCATIONS OF RELATED PROJECTS

FIGURE 5

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

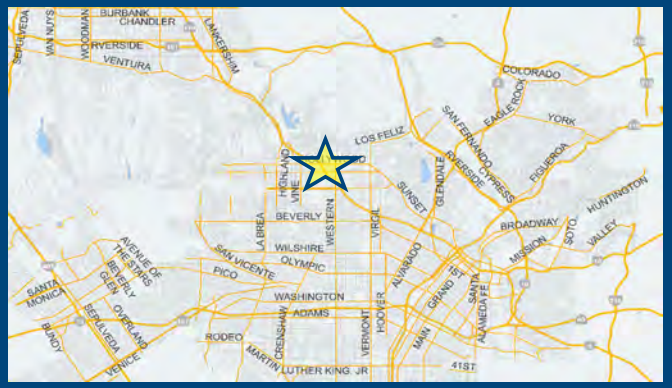
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 5600 Hollywood Blvd Residential

Scenario: With Project

Address: 5600 W HOLLYWOOD BLVD, 90028



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

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Multi-Family	14	DU
Industrial | Warehousing/Self-Storage	12.95	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	200	DU
Housing | Multi-Family	200	DU

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

Project Screening Summary

Existing Land Use	Proposed
24 Daily Vehicle Trips	760 Daily Vehicle Trips
167 Daily VMT	4,590 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	736 Net Daily Trips
The net increase in daily VMT ≤ 0	4,423 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

Appendix B

Traffic Volume Data

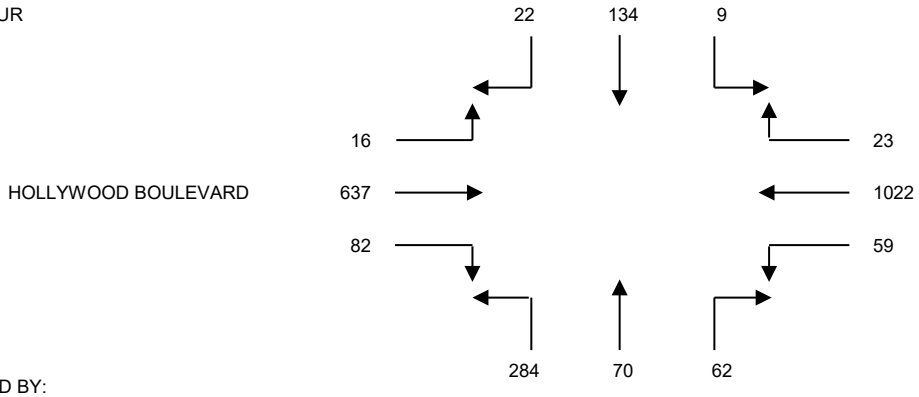
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
PROJECT: SUNSET - WESTERN HOLLYWOOD
DATE: WEDNESDAY, APRIL 10, 2019
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: N/S WILTON PLACE
E/W HOLLYWOOD BOULEVARD
FILE NUMBER: 3_AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	2	17	2	1	170	12	10	5	58	15	123	5
0715-0730	5	15	3	3	222	16	5	15	59	13	132	2
0730-0745	6	23	2	4	251	14	11	24	76	21	151	3
0745-0800	5	23	4	5	262	22	19	18	77	28	163	5
0800-0815	3	43	3	4	237	12	16	12	77	26	147	3
0815-0830	6	30	2	5	273	10	12	19	64	18	173	5
0830-0845	8	38	0	9	250	15	15	21	66	10	154	3
0845-0900	4	26	2	4	271	10	15	20	88	14	169	6
0900-0915	2	31	3	8	230	15	14	21	50	14	141	4
0915-0930	2	20	1	6	255	26	11	20	54	16	149	7
0930-0945	3	28	2	5	231	22	14	25	73	17	120	2
0945-1000	4	37	4	5	220	20	7	21	77	17	115	8
					2872						1737	

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	18	78	11	13	905	64	45	62	270	77	569	15	2127
0715-0815	19	104	12	16	972	64	51	69	289	88	593	13	2290
0730-0830	20	119	11	18	1023	58	58	73	294	93	634	16	2417
0745-0845	22	134	9	23	1022	59	62	70	284	82	637	16	2420
0800-0900	21	137	7	22	1031	47	58	72	295	68	643	17	2418
0815-0915	20	125	7	26	1024	50	56	81	268	56	637	18	2368
0830-0930	16	115	6	27	1006	66	55	82	258	54	613	20	2318
0845-0945	11	105	8	23	987	73	54	86	265	61	579	19	2271
0900-1000	11	116	10	24	936	83	46	87	254	64	525	21	2177

A.M. PEAK HOUR
0745-0845



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

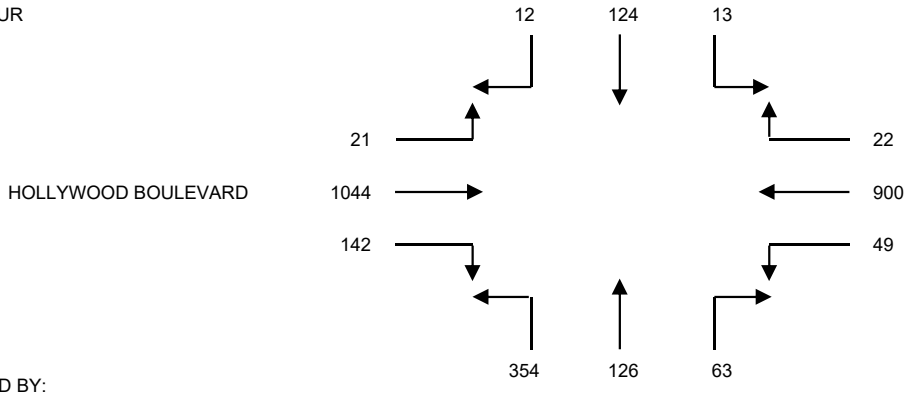
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
PROJECT: SUNSET - WESTERN HOLLYWOOD
DATE: WEDNESDAY, APRIL 10, 2019
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION: N/S WILTON PLACE
E/W HOLLYWOOD BOULEVARD
FILE NUMBER: 3_PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	5	43	3	9	180	15	19	33	73	30	228	5
0315-0330	2	35	1	5	195	17	17	29	90	27	234	5
0330-0345	3	26	2	5	199	14	14	22	108	29	247	5
0345-0400	1	28	3	5	196	12	16	32	109	29	244	4
0400-0415	3	39	2	6	208	12	19	22	94	37	245	6
0415-0430	1	34	5	6	190	19	17	20	78	45	285	2
0430-0445	3	32	5	6	247	16	17	36	90	37	260	5
0445-0500	2	20	3	4	241	14	15	25	86	35	255	7
0500-0515	3	34	1	6	222	10	18	27	97	26	243	3
0515-0530	4	38	4	6	190	9	13	38	81	44	286	6
0530-0545	4	30	5	7	195	14	20	32	94	39	240	10
0545-0600	5	22	7	4	218	17	15	35	93	41	266	10

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0300-0400	11	132	9	24	770	58	66	116	380	115	953	19	2653
0315-0415	9	128	8	21	798	55	66	105	401	122	970	20	2703
0330-0430	8	127	12	22	793	57	66	96	389	140	1021	17	2748
0345-0445	8	133	15	23	841	59	69	110	371	148	1034	17	2828
0400-0500	9	125	15	22	886	61	68	103	348	154	1045	20	2856
0415-0515	9	120	14	22	900	59	67	108	351	143	1043	17	2853
0430-0530	12	124	13	22	900	49	63	126	354	142	1044	21	2870
0445-0545	13	122	13	23	848	47	66	122	358	144	1024	26	2806
0500-0600	16	124	17	23	825	50	66	132	365	150	1035	29	2832

P.M. PEAK HOUR
0430-0530



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
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City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Gramercy Pl

East/West Hollywood Blvd

Day: Wednesday Date: April 29, 2015 Weather: SUNNY

Hours: 7-10 am & 2-5 pm Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	3	14	102	105
BIKES	0	15	55	69
BUSES	0	3	95	125

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	3	9.15	27	7.15	242	8.45	323	8.00
PM PK 15 MIN	0	0.00	26	15.45	312	15.30	274	15.00
AM PK HOUR	3	9.15	83	8.15	888	8.00	1155	8.00
PM PK HOUR	0	0.00	77	15.15	1210	15.30	1021	14.15

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	1	0	2	3
14-15	0	0	0	0
15-16	0	0	0	0
16-17	0	0	0	0
TOTAL	1	0	2	3

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	3	0	77	80
8-9	7	0	62	69
9-10	8	0	71	79
14-15	11	0	51	62
15-16	11	0	59	70
16-17	15	0	46	61
TOTAL	55	0	366	421

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
80	41	0	45	0
69	43	0	44	1
82	31	0	69	1
62	52	0	67	0
70	52	0	73	0
61	58	0	82	0
424	277	0	380	2

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	38	688	0	726
8-9	36	852	0	888
9-10	32	751	0	783
14-15	62	997	0	1059
15-16	47	1131	0	1178
16-17	41	1133	0	1174
TOTAL	256	5552	0	5808

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	1	918	26	945
8-9	0	1137	18	1155
9-10	2	914	18	934
14-15	0	937	28	965
15-16	0	951	39	990
16-17	3	897	33	933
TOTAL	6	5754	162	5922

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1671	5	0	0	0
2043	5	0	1	0
1717	14	0	0	0
2024	22	0	0	0
2168	23	0	0	0
2107	23	0	0	0
11730	92	0	1	0

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South St. Andrews Pl

East/West Hollywood Blvd

Day: Wednesday Date: April 29, 2015 Weather: SUNNY

Hours: 7-10 am & 2-5 pm Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	7	1	100	103
BIKES	4	0	59	72
BUSES	2	0	96	125

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	28	8.15	2	8.45	239	8.00	332	8.00
PM PK 15 MIN	30	14.15	2	14.15	307	15.30	279	15.00
AM PK HOUR	99	7.30	5	8.45	873	8.00	1175	8.00
PM PK HOUR	90	14.00	5	14.15	1190	15.30	1045	14.15

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	8	0	68	76
8-9	12	0	69	81
9-10	12	0	42	54
14-15	10	0	80	90
15-16	7	1	66	74
16-17	10	0	69	79
TOTAL	59	1	394	454

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	1	0	1	2
8-9	0	0	2	2
9-10	0	0	3	3
14-15	0	0	3	3
15-16	1	0	4	5
16-17	1	0	2	3
TOTAL	3	0	15	18

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
78	43	2	77	1
83	45	0	77	3
57	39	0	87	1
93	82	8	75	1
79	81	0	107	2
82	62	2	91	0
472	352	12	514	8

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	2	634	31	667
8-9	1	843	29	873
9-10	0	760	16	776
14-15	4	969	23	996
15-16	1	1126	22	1149
16-17	2	1131	21	1154
TOTAL	10	5463	142	5615

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	25	942	4	971
8-9	35	1139	1	1175
9-10	24	919	1	944
14-15	40	951	2	993
15-16	42	978	2	1022
16-17	22	918	3	943
TOTAL	188	5847	13	6048

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1638	0	0	61	12
2048	0	0	37	3
1720	0	0	30	1
1989	0	0	36	12
2171	0	0	23	0
2097	0	0	33	3
11663	0	0	220	31

Appendix C

Threshold T-1 Consistency Tables

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:

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.

Frontage 1 Existing PROW'/Curb' : Existing 60'/15' Required 70'/15' Proposed 65'/15'
Hollywood Boulevard

Frontage 2 Existing PROW'/Curb' : Existing 30'/10' Required 36'/12' Proposed 36'/12'
St Andrews Place

Frontage 3 Existing PROW'/Curb' : Existing 40'/15' Required 36'/12' Proposed _____
Carlton Way

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**

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

B.1 Does the project 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 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
- 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
- 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

[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.

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

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 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.*

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**

[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.

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 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.

TABLE C-1
PROJECT CONSISTENCY WITH MOBILITY PLAN 2035

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Chapter 1 - Safety First	
Policy 1.1, Roadway User Vulnerability Design, plan, and operate streets to prioritize the safety of the most vulnerable roadway user.	**Consistent.** With development of the Project, Hollywood Boulevard, St Andrews Place, and Carlton Way along the Project frontage would be improved to provide adequate pedestrian safety and refuge areas. The Project's plans reflect 5' dedications along Hollywood Boulevard and St Andrews Place to satisfy the right-of-way and roadway standards and to meet the goals and long-term needs of the Mobility Plan. Further, the Project does not propose modifying, removing, or otherwise affecting existing bicycle infrastructure, and the Project driveway is not proposed along a street with an existing bicycle facility.
Policy 1.2 Complete Streets Implement a balanced transportation system on all streets, tunnels, and bridges using complete streets principles to ensure the safety and mobility of all users.	**Consistent.** The Project Site is located in the vicinity of several Complete Street Networks that each prioritize a specific mode with the goal of providing improved connectivity around the Project Site. The Transit - Enhanced Network (TEN) includes streets that prioritize travel for public transit riders. TEN improvements often include prioritizing bus lanes and/or providing enhanced transit amenities at existing stops. Hollywood Boulevard adjacent to the Project Site is identified as part of the TEN. The Bicycle - Enhanced Network (BEN) includes low-stressed protected bicycle paths, lanes, and routes that prioritize bicycle safety by providing improved bicycle facilities. Hollywood Boulevard and Wilton Place are identified as part of the BEN. Finally, Pedestrian - Enhanced District (PED) include arterial streets that could benefit from additional pedestrian amenities to improve the overall safety and attractiveness of walking connectivity. Hollywood Boulevard east of Wilton Place is identified as part of the PED. The Project supports the goals of the Complete Streets Network.
Chapter 2 - World Class Infrastructure	
Policy 2.3 Pedestrian Infrastructure Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.	**Consistent.** The Project provides pedestrian and bicycle access via the foyer entrance on Hollywood Boulevard and lobby entrance on St Andrews Place. Both entrances are separate from the vehicular access on St Andrews Place. Sidewalks along the north, east, and south boundaries of the Project Site provide connectivity to pedestrian crossings, including high-visibility continental crosswalks at the intersections of St Andrews Place & Hollywood Boulevard and St Andrews Place and Carlton Way immediately adjacent to the Project Site. Thus, the Project ensures high-quality pedestrian access and provides a safe and comfortable walking environment.
Policy 2.5 Transit Network Improve the performance and reliability of existing and future bus service.	**Consistent.** As discussed above, the TEN includes streets that prioritize travel for public transit riders. TEN improvements often include prioritizing bus lanes and/or providing enhanced transit amenities at existing stops. Hollywood Boulevard adjacent to the Project Site is identified as part of the TEN. The Project supports the goals of the TEN.
Policy 2.6 Bicycle Networks Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. (includes scooters, skateboards, rollerblades, etc.)	**Consistent.** As discussed above, the BEN includes low-stressed protected bicycle paths, lanes, and routes that prioritize bicycle safety by providing improved bicycle facilities. Hollywood Boulevard and Wilton Place are identified as part of the BEN. Further, the Project Site also provides 13 short-term bicycle parking spaces and 100 long-term bicycle parking spaces for all uses on-site. The Project supports the goals of the BEN.
Policy 2.10 Loading Areas Facilitate the provision of adequate on and off-street loading areas.	**Consistent.** The Project anticipates loading for residential move-in and move-out will take place along the curb of St Andrews Place. The curbside is sufficient to meet the Project loading needs without disrupting operations within the public right-of-way.
Policy 2.17 Street Widenings Carefully consider the overall implications (costs, character, safety, travel, infrastructure, environment) of widening a street before requiring the widening, even when the existing right of way does not include a curb and gutter or the resulting roadway would be less than the standard dimension.	**Consistent.** The Project's plans reflect a 3' road widening on St Andrews Place. There will be no proposed widening of Hollywood Boulevard as the historic building of California Bank at 5620 Hollywood Boulevard sits immediately west of the Project Site. Further, this section of Hollywood Boulevard has a road-narrowing bump out at the pedestrian crosswalk that precludes the road from being widened.

Notes:

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

TABLE C-1 CONT.
PROJECT CONSISTENCY WITH MOBILITY PLAN 2035

Chapter 3 - Access for All Angelenos	
Policy 3.1 Access for All Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes – including goods movement – as integral components of the City's transportation system.	**Consistent.** As discussed above, the Project provides pedestrian and bicycle access via the foyer entrance on Hollywood Boulevard and lobby entrance on St Andrews Place. Both entrances are separate from the vehicular access on St Andrews Place. Sidewalks along the north, east, and south boundaries of the Project Site provide connectivity to pedestrian crossings, including high-visibility continental crosswalks at the intersections of St Andrews Place & Hollywood Boulevard and St Andrews Place and Carlton Way immediately adjacent to the Project Site. Additionally, the Project provides 13 short-term bicycle parking spaces and 100 long-term bicycle parking spaces for all uses on-site, and several streets in the vicinity of the Project Site are identified as part of the BEN. The Project Site is in an identified Transit-Oriented Community (TOC) and a transit priority zone (TPA) which indicates that the Project Site is located within 0.15 miles of a major transit stop. The intersection of Western Avenue & Hollywood Boulevard is a major transit stop for the Los Angeles County Metropolitan Transportation Authority (Metro) B Line. As such, the Project recognizes all moves of travel as integral to the City of Los Angeles' (City) transportation system and encourages multi-modal access tot he Project Site.
Policy 3.2 People with Disabilities Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.	**Consistent.** The Project's vehicular and pedestrian entrances would be designed in accordance with LADOT standards and would comply with Americans with Disabilities Act (ADA) requirements. The Project design would also be in compliance with all ADA requirements and would provide direct connections to pedestrian amenities at adjacent intersections.
Policy 3.8 Bicycle Parking Provide bicyclists with convenient, secure, and well-maintained bicycle parking facilities.	**Consistent.** As discussed above, the Project provides 13 short-term bicycle parking spaces and 100 long-term bicycle parking spaces for all uses on-site, and several streets in the vicinity of the Project Site are identified as part of the BEN.
Chapter 4 - Collaboration, Communication, & Informed Choices	
Policy 4.8 Transportation Demand Management Strategies Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.	**Consistent.** The Project incorporates design features, which include TDM measures to reduce the number of single occupancy vehicle trips to the Project Site, including the following: •Include bike parking per LAMC •Unbundle Parking
Policy 4.13 Parking and Land Use Management Balance on-street and off-street parking supply with other transportation and land use objectives.	**Consistent.** The Project would provide sufficient off-street parking to accommodate Project parking demand. The Project would also retain the existing on-street parking around Project frontage and may open up additional curb space as only one driveway is proposed as part of the Project..
Chapter 5 - Clean Environments & Healthy Communities	
Policy 5.1 Sustainable Transportation Encourage the development of a sustainable transportation system that promotes environmental and public health.	**Consistent.** As part of the Project, secured bicycle parking facilities and pedestrian connections within the Project Site and connecting to off-site pedestrian facilities would be provided. This would promote active transportation modes such as biking and walking. Additionally, the Project is located within 0.15 miles of the Metro B Line, providing residents, employees, and visitors to the Project with public transportation alternatives.
Policy 5.2 Vehicle Miles Traveled (VMT) Support ways to reduce vehicle miles traveled (VMT) per capita.	**Consistent.** The Project is estimated to generate lower VMT per capita for residents and employees than the average for the area, as demonstrated in Section 3B. Additionally, the Project incorporates design features, which include TDM measures to reduce the number of single occupancy vehicle trips to the Project Site, including the following: •Include bike parking per LAMC •Unbundle Parking

Notes:

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

TABLE C-2
PROJECT CONSISTENCY WITH PLAN FOR A HEALTHY LOS ANGELES

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Chapter 1 - Los Angeles, a Leader in Health and Equity	
Policy 1.5 Plan for Health Improve Angelenos' health and well-being by incorporating a health perspective into land use, design, policy, and zoning decisions through existing tools, practices, and programs.	**Consistent.** The Project would enhance pedestrian access within and around the Project Site by providing access via the foyer entrance on Hollywood Boulevard and lobby entrance on St Andrews Place. Both entrances are separate from the vehicular access on St Andrews Place. Sidewalks along the north, east, and south boundaries of the Project Site provide connectivity to pedestrian crossings, including high-visibility continental crosswalks at the intersections of St Andrews Place & Hollywood Boulevard and St Andrews Place and Carlton Way immediately adjacent to the Project Site. Sidewalk widening, landscaping, and street trees would be implemented within the Project's entrance area and along the perimeters of the Project Site. Further, the northeast corner of the Project Site would serve as public green space and include amenities such as public art. Further, the Project provides infrastructure and services to encourage bicycling for residents, employees, and visitors to the Project Site. There would be 13 short-term and 100 long-term bicycle parking spaces provided by the Project. As such, it would encourage the use of active travel modes and thereby promote healthy living.
Chapter 2 - A City Built for Health	
Policy 2.8 Basic Amenities Promote increased access to basic amenities, which include public restrooms and free drinking water in public spaces, to support active living and access to health-promoting resources.	**Consistent.** The Project would provide substantial amounts of open space to support active living. As discussed above, the northeast corner of the Project Site would serve as public green space and include amenities such as public art.
Chapter 5 - An Environment Where Life Thrives	
Policy 5.7 Land Use Planning for Public Health and GHG Emission Reduction Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and others susceptible to respiratory diseases.	**Consistent.** The Project is estimated to generate lower VMT per capita for residents and employees than the average for the area, as demonstrated in Section 3B. Additionally, the Project incorporates design features, which include TDM measures to reduce the number of single occupancy vehicle trips to the Project Site, including the following: •Include bike parking per LAMC •Unbundle Parking VMT directly contributes to GHG emissions, so a reduced VMT per capita also reduces GHG per capita.

Notes:

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

TABLE C-3
PROJECT CONSISTENCY WITH HOLLYWOOD COMMUNITY PLAN

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Objective 1: To coordinate the development of Hollywood with that of other parts of the City of Los Angeles and the metropolitan area. To further the development of Hollywood as a major center of population, employment, retail services, and entertainment; and to perpetuate its image as the international center of the motion picture industry.	**Consistent.** The Project would provide both market-rate and affordable residential units to further the development of Hollywood as a major center of population.
Objective 3: To make provision for the housing required to satisfy the varying needs and desires of all economic segments of the Community, maximizing the opportunity for individual choice.	**Consistent.** The Project's provision of 40 affordable units and both market-rate and affordable units in a variety of configurations, as well as variety of one- and two-bedroom units, would contribute to the goal of providing all economic segments of the community with opportunities to have their needs and desires met.
Objective 6: To make provision for a circulation system coordinated with land uses and densities and adequate to accommodate traffic; and to encourage and the expansion and improvement of public transportation service.	**Consistent.** The Project would provide residential land uses within 0.15 miles of the Metro B Line. The Project's close proximity to transit provides alternative modes of transportation for residents to take to and from the Project Site.

Notes:

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

TABLE C-4
PROJECT CONSISTENCY WITH VERMONT/WESTERN TRANSIT ORIENTED DISTRICT SPECIFIC PLAN

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Purpose C. Establish a clean, safe, comfortable and pedestrian oriented community environment for residents to shop in and use the public community services in the neighborhood.	**Consistent.** The Project would establish a pedestrian oriented environment within and around the Project Site by providing access via the foyer entrance on Hollywood Boulevard and lobby entrance on St Andrews Place. Both entrances are separate from the vehicular access on St Andrews Place. Sidewalks along the north, east, and south boundaries of the Project Site provide connectivity to pedestrian crossings, including high-visibility continental crosswalks at the intersections of St Andrews Place & Hollywood Boulevard and St Andrews Place and Carlton Way immediately adjacent to the Project Site. Sidewalk widening, landscaping, and street trees would be implemented within the Project's entrance area and along the perimeters of the Project Site. Further, the northeast corner of the Project Site would serve as a pestrian plaza providing green space and including amenities such as art.
Purpose E. Guide all development, including use, location, height and density, to assure compatibility of uses and to provide for the consideration of transportation and public facilities, aesthetics, landscaping, open space and the economic and social well-being of the area residents.	**Consistent.** The Project would follow all development and design guidelines to ensure compatibility with surrounding uses, as well as provide close proximity to transit (0.15 miles from the Metro B Line), open space, and an enhanced pedestrian environment to residents of the area.
Purpose G. Create a transit friendly area by requiring conformance to pedestrian oriented design guidelines that establish building façade treatments, landscape standards, criteria for shade-producing building overhands and awnings, street lighting and security lighting for streets, alleys, sidewalks and other pedestrian areas that adjoin new developments.	**Consistent.** The Project would create a transit friendly area 0.15 miles away from the Metro B Line and includes pedestrian oriented designs such as accessible sidewalks, access to pedestrian amenities, and a vehicular access driveway designed in accordance with the City's design considerations. The Project would implement landscaping and street trees uniformly within the sidewalk to provide adequate shade, as well as a more comfortable environment for pedestrians. Further, the Project would provide substantial amounts of open space to support active living. As discussed above, the northeast corner of the Project Site would serve as public green space and include amenities such as public art.

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in the *Vermont/Western Transit Oriented District Specific Plan (Station Neighborhood Area Plan) (SNAP)* , Los Angeles Department of City Planning, March 2001.

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

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Goal 3: Promote a balanced community meeting the needs of the residential, commercial, industrial, arts and entertainment sectors.	**Consistent.** The Project would provide a balance of market-rate and affordable residential dwelling units, as well as a variety of one- and two-bedroom units, to meet various residential needs in the Hollywood area.
Goal 9: Provide housing choices and increase the supply and improve the quality of housing for all income and age groups, especially for persons with low and moderate incomes; and to provide home ownership opportunities and other housing choices which meet the needs of the resident population.	**Consistent.** The Project's provision of 40 affordable units and both market-rate and affordable units in a variety of configurations, as well as variety of one- and two-bedroom units, would contribute to the goal of providing all economic segments of the community with opportunities to have their needs and desires met.
Goal 12: Support and encourage a circulation system which will improve the quality of life in Hollywood, including pedestrian, automobile, parking and mass transit systems with an emphasis on serving existing facilities and meeting future needs.	**Consistent.** The Project would enhance pedestrian access within and around the Project Site by providing access via the foyer entrance on Hollywood Boulevard and lobby entrance on St Andrews Place. Both entrances are separate from the vehicular access on St Andrews Place. Sidewalks along the north, east, and south boundaries of the Project Site provide connectivity to pedestrian crossings, including high-visibility continental crosswalks at the intersections of St Andrews Place & Hollywood Boulevard and St Andrews Place and Carlton Way immediately adjacent to the Project Site. Sidewalk widening, landscaping, and street trees would be implemented within the Project's entrance area and along the perimeters of the Project Site. Further, the northeast corner of the Project Site would serve as public green space and include amenities such as public art. Additionally, the Project is located within 0.5 miles of the Metro B Line, providing residents, employees, and visitors to the Project with public transportation alternatives.

Notes:

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

TABLE C-6
PROJECT CONSISTENCY WITH CITYWIDE DESIGN GUIDELINES

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Pedestrian-First Design	
Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all Design projects to be safe and accessible and contribute to a better public right-of-way for people of all ages, genders, and abilities, especially the most vulnerable - children, seniors, and people with disabilities. **Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience** Design to avoid pedestrian and vehicular conflicts and to create an inviting and comfortable public right-of-way. A pleasant and welcoming public realm reinforces walkability and improves the quality of life for users. **Guideline 3: Design projects to actively engage with streets and public space and maintain human scale** New projects should be designed to contribute to a vibrant and attractive public realm that promotes a sense of civic pride. Better connections within the built environment contribute to a livable and accessible city and a healthier public realm.	**Consistent.** The Project design includes accessible sidewalks, access to pedestrian amenities, and a vehicular access driveway designed in accordance with the City's design considerations. The Project would implement landscaping and street trees uniformly within the sidewalk to provide adequate shade, as well as a more comfortable environment for pedestrians, and the northeast corner of the Project Site would become a pedestrian plaza providing green space and including amenities such as art. Further, the orientation of the Project, including a transparent, welcoming lobby along Hollywood Boulevard and ground floor townhomes with landscaped terraces, ensures that the Project actively engages with the street and its surrounding uses.

Notes:

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

TABLE C-7
PROJECT CONSISTENCY WITH WALKABILITY CHECKLIST

Objective, Policy, Program, or Plan [a]	**Analysis of Project Consistency**
Sidewalks	
Objective Support ease of pedestrian movement and enrich the quality of the public realm by providing appropriate connections and street furnishings in the public right-of-way. **Policies** 1. Delineate the pedestrian corridor. 2. Provide for pedestrian safety and comfort. 3. Encourage pedestrian travel. 4. Create active environments by supporting a variety of pedestrian activities. 5. Create, preserve, and enhance neighborhood identity and "placemaking." 6. Comply with governmental regulations for all improvements in the public right-of-way.	**Consistent.** The Project design includes accessible sidewalks, access to pedestrian amenities, and an open space plaza to invite pedestrian activity. The Project would implement landscaping and street trees uniformly within the sidewalk to provide adequate shade, as well as a more comfortable environment for pedestrians.
Crosswalks / Street Crossings	
Objective Pedestrian safety is the primary concern in designing and managing street crossings. Crossings that are safe, easy to use, and well-marked support active, pedestrian-friendly environments and link both sides of the street physically and visually. **Policies** 1. Appropriately locate street crossings in response to the anticipated traffic flow and convenience of the pedestrian. 2. Provide for pedestrian safety and comfort. 3. Increase the level of caution of pedestrians and motorists. 4. Create a link between the two sides of the street or mark a block's mid-point or end-point. 5. Ensure crosswalks are in compliance with LADOT and Public Works regulations.	**Consistent.** The Project provides pedestrian and bicycle access via the foyer entrance on Hollywood Boulevard and lobby entrance on St Andrews Place. Both entrances are separate from the vehicular access on St Andrews Place. Sidewalks along the north, east, and south boundaries of the Project Site provide connectivity to pedestrian crossings, including high-visibility continental crosswalks at the intersections of St Andrews Place & Hollywood Boulevard and St Andrews Place and Carlton Way immediately adjacent to the Project Site. Thus, the Project ensures high-quality pedestrian access and provides a safe and comfortable walking environment.
On-Street Parking	
Objective On-street parking is often desired in residential and commercial areas for its convenient access to street front entrances. Residents, shoppers, and businesses are amenable to limited slowing of traffic as a trade-off for the economic benefits of on-street parking. **Policies** 1. Maximize on-street parking. 2. Directly serve adjacent street front entrances with on-street parking. 3. Create a buffer between pedestrians and the roadway. 4. Comply with applicable governmental regulations for all parking in the public right-of-way.	**Consistent.** The Project would not interfere with on-street parking, which is currently provided on all streets surrounding the Project Site. The Project would also provide sufficient off-street parking on-site to accommodate the requirements of the Project.

Notes:

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

TABLE C-7 CONT.
PROJECT CONSISTENCY WITH WALKABILITY CHECKLIST

Building Orientation	
Objective Use the relationship between building and street to improve neighborhood character and the pedestrian environment. **Policies** 1. Enliven the public realm by siting buildings so they interact with the sidewalk and the street. 3. Support ease of accessibility to buildings.	**Consistent.** The orientation of the Project, including a transparent, welcoming lobby along Hollywood Boulevard and ground floor townhomes with landscaped terraces, ensures that the Project actively engages with the street and its surrounding uses. The Project would also implement landscaping and street trees uniformly within the sidewalk to provide adequate shade, as well as a more comfortable environment for pedestrians, and the northeast corner of the Project Site would become a pedestrian plaza providing green space and including amenities such as art.
Off-Street Parking and Driveways	
Objective The safety of the pedestrian is primary in an environment that must accommodate pedestrians and vehicles. **Policies** 1. Ensure that clear and convenient access for pedestrians is not minimized by vehicular needs. 2. Eliminate auto-pedestrian conflicts. 3. Increase awareness between pedestrians and motorists. 4. Maintain the character of a pedestrian friendly street.	**Consistent.** The Project prioritizes the pedestrian experience, including safety, and would enhance pedestrian access within and around the Project Site by providing access via the foyer entrance on Hollywood Boulevard and lobby entrance on St Andrews Place. Both entrances are separate from the vehicular access on St Andrews Place. Vehicular access would be located in such a way as to minimize interaction between vehicles and pedestrians and would follow all City guidelines.

Notes:

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

Appendix D

VMT Analysis Worksheets

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

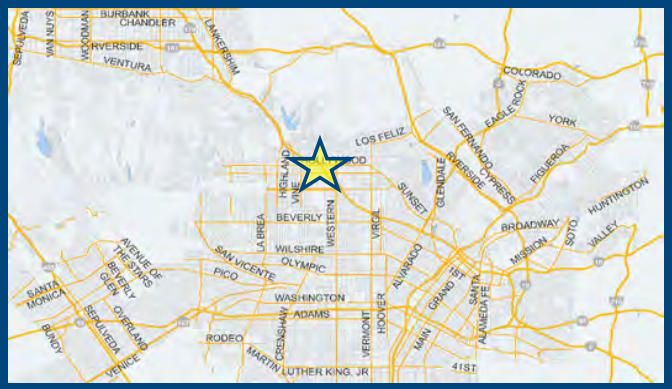
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: J1824 - 5600 Hollywood

Scenario:

Address: 5600 W HOLLYWOOD BLVD, 90028



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

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Industrial | Warehousing/Self-Storage	12.95	ksf
Industrial | Warehousing/Self-Storage	12.95	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 | Affordable Housing - Family	40	DU
Housing | Multi-Family	160	DU
Housing | Affordable Housing - Family	40	DU

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

Project Screening Summary

Existing Land Use	Proposed
24 Daily Vehicle Trips	785 Daily Vehicle Trips
155 Daily VMT	4,924 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	761 Net Daily Trips
The net increase in daily VMT ≤ 0	4,769 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

7/22/2020

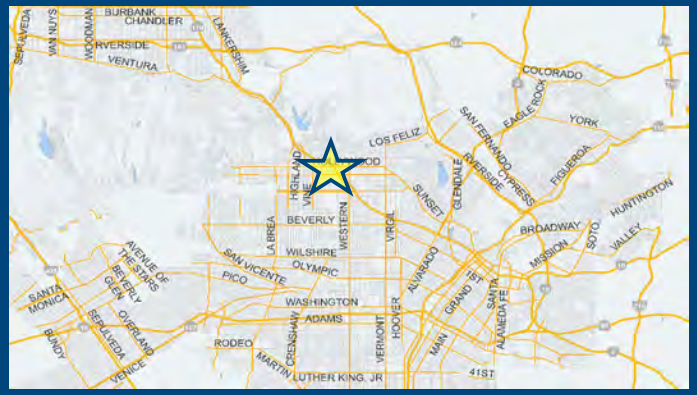
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: J1824 - 5600 Hollywood

Scenario:

Address: 5600 W HOLLYWOOD BLVD, 90028



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	160	DU
Housing | Affordable Housing - Family	40	DU

TDM Strategies

Select each section to show individual strategies

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

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

A Parking

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

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

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

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

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

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With
757 Daily Vehicle Trips	**757** Daily Vehicle Trips
4,747 Daily VMT	**4,747** Daily VMT
4.7 Household VMT per Capita	**4.7** 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

7/22/2020

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: July 22, 2020
Project Name: J1824 - 5600 Hollywood
Project Scenario:
Project Address: 5600 W HOLLYWOOD BLVD, 90028

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	160	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	40	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	*0.000*	*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: 0
Total Population: 486

Proposed Project		*With Mitigation*	
757	**Daily Vehicle Trips**	**757**	**Daily Vehicle Trips**
4,747	**Daily VMT**	**4,747**	**Daily VMT**
4.7	**Household VMT per Capita**	**4.7**	**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)	0	0
		Actual parking provision (spaces)	0	0
	Unbundle parking	Monthly cost for parking ($)	$50	$50
	Parking cash-out	Employees eligible (%)	0%	0%
	Price workplace parking	Daily parking charge ($)	$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: July 22, 2020
Project Name: J1824 - 5600 Hollywood
Project Scenario:
Project Address: 5600 W HOLLYWOOD BLVD, 90028

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	6%	6%	*0%*	*0%*	6%	6%	*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	*7%*	*7%*	*1%*	*1%*	*7%*	*7%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*
MAX. TDM EFFECT	*7%*	*7%*	*1%*	*1%*	*7%*	*7%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*

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

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: July 22, 2020
Project Name: J1824 - 5600 Hollywood
Project Scenario:
Project Address: 5600 W HOLLYWOOD BLVD, 90028

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	177	-22.6%	137	8.0	1,416	1,096
Home Based Other Production	491	-45.8%	266	5.1	2,504	1,357
Non-Home Based Other Production	229	-3.5%	221	7.1	1,626	1,569
Home-Based Work Attraction	0	0.0%	0	8.2	0	0
Home-Based Other Attraction	234	-53.4%	109	5.7	1,334	621
Non-Home Based Other Attraction	55	-5.5%	52	5.4	297	281

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	-6.6%	128	1,024	-6.6%	128	1,024
Home Based Other Production	-6.6%	249	1,268	-6.6%	249	1,268
Non-Home Based Other Production	-0.6%	220	1,559	-0.6%	220	1,559
Home-Based Work Attraction	-0.6%	0	0	-0.6%	0	0
Home-Based Other Attraction	-0.6%	108	617	-0.6%	108	617
Non-Home Based Other Attraction	-0.6%	52	279	-0.6%	52	279

MXD VMT Methodology Per Capita & Per Employee

Total Population: 486
Total Employees: 0
APC: Central

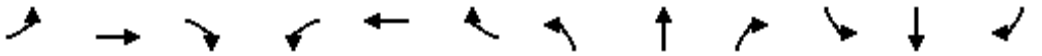
	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**2,292**	**2,292**
Total Home Based Work Attraction VMT	**0**	**0**
Total Home Based VMT Per Capita	**4.7**	**4.7**
Total Work Based VMT Per Employee	**N/A**	**N/A**

Appendix E

HCM Analysis Worksheets

HCM 6th Signalized Intersection Summary
1: Wilton & Hollywood

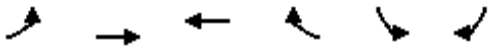
08/20/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	643	83	60	1032	23	287	71	63	9	135	22
Future Volume (veh/h)	16	643	83	60	1032	23	287	71	63	9	135	22
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	17	699	90	65	1122	25	312	77	68	10	147	24
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	117	1279	571	220	1279	29	351	87	386	23	344	56
Arrive On Green	0.36	0.36	0.36	0.48	0.48	0.48	0.24	0.24	0.24	0.23	0.23	0.23
Sat Flow, veh/h	490	3554	1585	687	3554	79	1442	356	1585	101	1480	242
Grp Volume(v), veh/h	17	699	90	65	561	586	389	0	68	181	0	0
Grp Sat Flow(s),veh/h/ln	490	1777	1585	687	1777	1856	1798	0	1585	1822	0	0
Q Serve(g_s), s	3.0	14.1	3.5	7.1	25.5	25.5	18.8	0.0	3.1	7.6	0.0	0.0
Cycle Q Clear(g_c), s	28.5	14.1	3.5	21.2	25.5	25.5	18.8	0.0	3.1	7.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.80		1.00	0.06		0.13
Lane Grp Cap(c), veh/h	117	1279	571	220	640	668	438	0	386	423	0	0
V/C Ratio(X)	0.14	0.55	0.16	0.30	0.88	0.88	0.89	0.00	0.18	0.43	0.00	0.00
Avail Cap(c_a), veh/h	117	1279	571	220	640	668	438	0	386	423	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.90	0.90	0.90	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	39.8	22.9	19.5	26.4	21.7	21.7	32.9	0.0	26.9	29.5	0.0	0.0
Incr Delay (d2), s/veh	2.6	1.7	0.6	3.1	14.3	13.8	22.7	0.0	1.0	3.1	0.0	0.0
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	0.8	10.0	2.4	2.3	16.7	17.2	16.1	0.0	2.2	6.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.4	24.6	20.1	29.5	36.0	35.5	55.5	0.0	27.9	32.6	0.0	0.0
LnGrp LOS	D	C	C	C	D	D	E	A	C	C	A	A
Approach Vol, veh/h		806			1212			457			181	
Approach Delay, s/veh		24.5			35.4			51.4			32.6	
Approach LOS		C			D			D			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		37.0		26.0		37.0		27.0				
Change Period (Y+Rc), s		4.6		5.1		4.6		5.1				
Max Green Setting (Gmax), s		32.4		20.9		32.4		21.9				
Max Q Clear Time (g_c+I1), s		27.5		9.6		30.5		20.8				
Green Ext Time (p_c), s		3.8		0.7		1.2		0.3				

Intersection Summary												
HCM 6th Ctrl Delay			34.7									
HCM 6th LOS			C									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	38	895	1194	19	3	81
Future Volume (veh/h)	38	895	1194	19	3	81
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	41	973	1298	21	3	88
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	112	2537	2921	47	126	112
Arrive On Green	0.82	0.82	1.00	1.00	0.07	0.07
Sat Flow, veh/h	84	3194	3672	58	1781	1585
Grp Volume(v), veh/h	501	513	644	675	3	88
Grp Sat Flow(s),veh/h/ln	1576	1617	1777	1860	1781	1585
Q Serve(g_s), s	0.0	7.7	0.0	0.0	0.1	4.9
Cycle Q Clear(g_c), s	6.1	7.7	0.0	0.0	0.1	4.9
Prop In Lane	0.08			0.03	1.00	1.00
Lane Grp Cap(c), veh/h	1330	1320	1450	1518	126	112
V/C Ratio(X)	0.38	0.39	0.44	0.44	0.02	0.79
Avail Cap(c_a), veh/h	1330	1320	1450	1518	374	333
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.86	0.86	1.00	1.00
Uniform Delay (d), s/veh	2.1	2.2	0.0	0.0	38.9	41.2
Incr Delay (d2), s/veh	0.2	0.2	0.9	0.8	0.1	11.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.2	2.4	0.6	0.6	0.1	4.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	2.2	2.4	0.9	0.8	39.0	52.6
LnGrp LOS	A	A	A	A	D	D
Approach Vol, veh/h		1014	1319		91	
Approach Delay, s/veh		2.3	0.8		52.2	
Approach LOS		A	A		D	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		78.5		11.5		78.5
Change Period (Y+Rc), s		5.1		5.1		5.1
Max Green Setting (Gmax), s		60.9		18.9		60.9
Max Q Clear Time (g_c+I1), s		2.0		6.9		9.7
Green Ext Time (p_c), s		13.4		0.2		9.4

Intersection Summary	
HCM 6th Ctrl Delay	3.4
HCM 6th LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	885	30	37	1196	13	72
Future Volume (veh/h)	885	30	37	1196	13	72
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900
Adj Flow Rate, veh/h	962	33	40	1300	14	78
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	2876	99	90	2703	18	99
Arrive On Green	0.82	0.82	0.82	0.82	0.07	0.07
Sat Flow, veh/h	3599	120	58	3380	243	1354
Grp Volume(v), veh/h	488	507	698	642	93	0
Grp Sat Flow(s),veh/h/ln	1777	1849	1737	1617	1614	0
Q Serve(g_s), s	6.1	6.1	0.0	10.7	5.1	0.0
Cycle Q Clear(g_c), s	6.1	6.1	9.6	10.7	5.1	0.0
Prop In Lane		0.07	0.06		0.15	0.84
Lane Grp Cap(c), veh/h	1458	1517	1467	1326	118	0
V/C Ratio(X)	0.33	0.33	0.48	0.48	0.79	0.00
Avail Cap(c_a), veh/h	1458	1517	1467	1326	375	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	2.0	2.0	2.3	2.4	41.0	0.0
Incr Delay (d2), s/veh	0.1	0.1	1.1	1.3	11.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.0	2.1	4.0	3.9	4.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	2.1	2.1	3.4	3.7	52.1	0.0
LnGrp LOS	A	A	A	A	D	A
Approach Vol, veh/h	995			1340	93	
Approach Delay, s/veh	2.1			3.5	52.1	
Approach LOS	A			A	D	

Timer - Assigned Phs	2				6	8
Phs Duration (G+Y+Rc), s	78.3				78.3	11.7
Change Period (Y+Rc), s	* 4.5				* 4.5	5.1
Max Green Setting (Gmax), s	* 60				* 60	20.9
Max Q Clear Time (g_c+I1), s	12.7				8.1	7.1
Green Ext Time (p_c), s	13.9				8.2	0.2

Intersection Summary	
HCM 6th Ctrl Delay	4.8
HCM 6th LOS	A

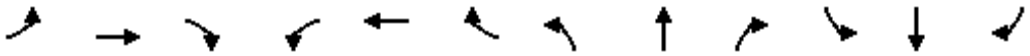
Notes

User approved volume balancing among the lanes for turning movement.

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

HCM 6th Signalized Intersection Summary
1: Wilton & Hollywood

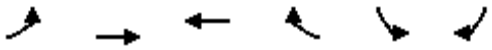
08/20/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	1054	143	49	909	22	358	127	64	13	125	12
Future Volume (veh/h)	21	1054	143	49	909	22	358	127	64	13	125	12
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	23	1146	155	53	988	24	389	138	70	14	136	13
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	135	1145	511	80	1142	28	386	137	460	35	342	33
Arrive On Green	0.32	0.32	0.32	0.64	0.64	0.64	0.29	0.29	0.29	0.22	0.22	0.22
Sat Flow, veh/h	557	3554	1585	423	3546	86	1331	472	1585	158	1532	146
Grp Volume(v), veh/h	23	1146	155	53	495	517	527	0	70	163	0	0
Grp Sat Flow(s),veh/h/ln	557	1777	1585	423	1777	1855	1804	0	1585	1836	0	0
Q Serve(g_s), s	3.5	29.0	6.6	0.0	20.1	20.1	26.1	0.0	3.0	6.8	0.0	0.0
Cycle Q Clear(g_c), s	23.6	29.0	6.6	29.0	20.1	20.1	26.1	0.0	3.0	6.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.05	0.74		1.00	0.09		0.08
Lane Grp Cap(c), veh/h	135	1145	511	80	573	598	523	0	460	410	0	0
V/C Ratio(X)	0.17	1.00	0.30	0.66	0.86	0.86	1.01	0.00	0.15	0.40	0.00	0.00
Avail Cap(c_a), veh/h	135	1145	511	80	573	598	523	0	460	410	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.93	0.93	0.93	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	38.2	30.5	22.9	30.5	14.4	14.4	32.0	0.0	23.7	29.8	0.0	0.0
Incr Delay (d2), s/veh	2.7	26.8	1.5	33.6	15.0	14.5	41.2	0.0	0.7	2.9	0.0	0.0
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	1.0	22.7	4.7	3.2	10.7	11.0	23.8	0.0	2.1	5.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.9	57.3	24.4	64.1	29.4	28.9	73.2	0.0	24.4	32.7	0.0	0.0
LnGrp LOS	D	F	C	E	C	C	F	A	C	C	A	A
Approach Vol, veh/h		1324			1065			597			163	
Approach Delay, s/veh		53.2			30.9			67.4			32.7	
Approach LOS		D			C			E			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		33.6		25.2		33.6		31.2				
Change Period (Y+Rc), s		4.6		5.1		4.6		5.1				
Max Green Setting (Gmax), s		29.0		20.1		29.0		26.1				
Max Q Clear Time (g_c+I1), s		31.0		8.8		31.0		28.1				
Green Ext Time (p_c), s		0.0		0.6		0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			47.3									
HCM 6th LOS			D									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	49	1188	999	41	12	62
Future Volume (veh/h)	49	1188	999	41	12	62
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	53	1291	1086	45	13	67
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	111	2602	2849	118	120	107
Arrive On Green	0.82	0.82	1.00	1.00	0.07	0.07
Sat Flow, veh/h	83	3261	3571	144	1781	1585
Grp Volume(v), veh/h	684	660	555	576	13	67
Grp Sat Flow(s),veh/h/ln	1642	1617	1777	1844	1781	1585
Q Serve(g_s), s	0.0	11.2	0.0	0.0	0.6	3.7
Cycle Q Clear(g_c), s	9.4	11.2	0.0	0.0	0.6	3.7
Prop In Lane	0.08			0.08	1.00	1.00
Lane Grp Cap(c), veh/h	1388	1325	1456	1511	120	107
V/C Ratio(X)	0.49	0.50	0.38	0.38	0.11	0.63
Avail Cap(c_a), veh/h	1388	1325	1456	1511	317	282
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.20	0.20	0.88	0.88	1.00	1.00
Uniform Delay (d), s/veh	2.3	2.5	0.0	0.0	39.4	40.9
Incr Delay (d2), s/veh	0.1	0.1	0.7	0.6	0.4	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.7	2.8	0.5	0.5	0.5	2.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	2.4	2.5	0.7	0.6	39.8	46.8
LnGrp LOS	A	A	A	A	D	D
Approach Vol, veh/h		1344	1131		80	
Approach Delay, s/veh		2.5	0.7		45.7	
Approach LOS		A	A		D	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		78.8		11.2		78.8
Change Period (Y+Rc), s		5.1		5.1		5.1
Max Green Setting (Gmax), s		63.8		16.0		63.8
Max Q Clear Time (g_c+I1), s		2.0		5.7		13.2
Green Ext Time (p_c), s		10.2		0.1		14.7

Intersection Summary	
HCM 6th Ctrl Delay	3.0
HCM 6th LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1188	22	44	1027	11	95
Future Volume (veh/h)	1188	22	44	1027	11	95
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900
Adj Flow Rate, veh/h	1291	24	48	1116	12	103
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	2866	53	112	2493	15	129
Arrive On Green	0.80	0.80	0.80	0.80	0.09	0.09
Sat Flow, veh/h	3662	66	86	3189	166	1426
Grp Volume(v), veh/h	642	673	576	588	116	0
Grp Sat Flow(s),veh/h/ln	1777	1858	1573	1617	1605	0
Q Serve(g_s), s	10.0	10.1	0.0	10.1	6.4	0.0
Cycle Q Clear(g_c), s	10.0	10.1	7.9	10.1	6.4	0.0
Prop In Lane		0.04	0.08		0.10	0.89
Lane Grp Cap(c), veh/h	1427	1492	1306	1298	145	0
V/C Ratio(X)	0.45	0.45	0.44	0.45	0.80	0.00
Avail Cap(c_a), veh/h	1427	1492	1306	1298	373	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	2.7	2.7	2.5	2.7	40.1	0.0
Incr Delay (d2), s/veh	0.2	0.2	1.1	1.1	9.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.8	4.0	3.8	4.1	5.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	2.9	2.9	3.6	3.9	49.8	0.0
LnGrp LOS	A	A	A	A	D	A
Approach Vol, veh/h	1315			1164	116	
Approach Delay, s/veh	2.9			3.7	49.8	
Approach LOS	A			A	D	

Timer - Assigned Phs	2				6	8
Phs Duration (G+Y+Rc), s	76.8				76.8	13.2
Change Period (Y+Rc), s	* 4.5				* 4.5	5.1
Max Green Setting (Gmax), s	* 60				* 60	20.9
Max Q Clear Time (g_c+I1), s	12.1				12.1	8.4
Green Ext Time (p_c), s	11.7				12.8	0.2

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

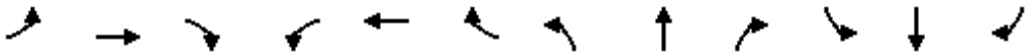
Notes

User approved volume balancing among the lanes for turning movement.

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

HCM 6th Signalized Intersection Summary
1: Wilton & Hollywood

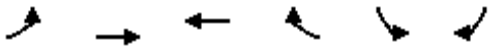
08/20/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	650	83	60	1051	27	287	71	63	11	135	22
Future Volume (veh/h)	16	650	83	60	1051	27	287	71	63	11	135	22
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	17	707	90	65	1142	29	312	77	68	12	147	24
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	117	1303	581	223	1298	33	335	83	368	28	346	57
Arrive On Green	0.37	0.37	0.37	0.49	0.49	0.49	0.23	0.23	0.23	0.24	0.24	0.24
Sat Flow, veh/h	479	3554	1585	682	3541	90	1442	356	1585	119	1463	239
Grp Volume(v), veh/h	17	707	90	65	573	598	389	0	68	183	0	0
Grp Sat Flow(s),veh/h/ln	479	1777	1585	682	1777	1854	1798	0	1585	1821	0	0
Q Serve(g_s), s	3.1	14.2	3.4	7.1	26.0	26.0	19.1	0.0	3.1	7.7	0.0	0.0
Cycle Q Clear(g_c), s	29.1	14.2	3.4	21.2	26.0	26.0	19.1	0.0	3.1	7.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.05	0.80		1.00	0.07		0.13
Lane Grp Cap(c), veh/h	117	1303	581	223	652	680	418	0	368	431	0	0
V/C Ratio(X)	0.15	0.54	0.15	0.29	0.88	0.88	0.93	0.00	0.18	0.42	0.00	0.00
Avail Cap(c_a), veh/h	117	1303	581	223	652	680	418	0	368	431	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.89	0.89	0.89	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	39.7	22.5	19.1	25.9	21.3	21.3	33.8	0.0	27.7	29.1	0.0	0.0
Incr Delay (d2), s/veh	2.6	1.6	0.6	2.9	14.2	13.7	29.8	0.0	1.1	3.0	0.0	0.0
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	0.8	10.0	2.4	2.2	16.8	17.3	17.1	0.0	2.3	6.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.3	24.2	19.7	28.8	35.5	35.0	63.7	0.0	28.8	32.2	0.0	0.0
LnGrp LOS	D	C	B	C	D	D	E	A	C	C	A	A
Approach Vol, veh/h		814			1236			457			183	
Approach Delay, s/veh		24.0			34.9			58.5			32.2	
Approach LOS		C			C			E			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		37.6		26.4		37.6		26.0				
Change Period (Y+Rc), s		4.6		5.1		4.6		5.1				
Max Green Setting (Gmax), s		33.0		21.3		33.0		20.9				
Max Q Clear Time (g_c+I1), s		28.0		9.7		31.1		21.1				
Green Ext Time (p_c), s		3.9		0.7		1.2		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			35.4									
HCM 6th LOS			D									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	38	904	1218	19	3	81
Future Volume (veh/h)	38	904	1218	19	3	81
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	41	983	1324	21	3	88
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	111	2535	2922	46	126	112
Arrive On Green	0.82	0.82	1.00	1.00	0.07	0.07
Sat Flow, veh/h	83	3191	3674	57	1781	1585
Grp Volume(v), veh/h	506	518	657	688	3	88
Grp Sat Flow(s),veh/h/ln	1572	1617	1777	1860	1781	1585
Q Serve(g_s), s	0.0	7.8	0.0	0.0	0.1	4.9
Cycle Q Clear(g_c), s	6.1	7.8	0.0	0.0	0.1	4.9
Prop In Lane	0.08			0.03	1.00	1.00
Lane Grp Cap(c), veh/h	1326	1320	1450	1518	126	112
V/C Ratio(X)	0.38	0.39	0.45	0.45	0.02	0.79
Avail Cap(c_a), veh/h	1326	1320	1450	1518	374	333
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.83	0.83	1.00	1.00
Uniform Delay (d), s/veh	2.1	2.2	0.0	0.0	38.9	41.2
Incr Delay (d2), s/veh	0.2	0.2	0.9	0.8	0.1	11.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.2	2.5	0.6	0.6	0.1	4.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	2.2	2.4	0.9	0.8	39.0	52.6
LnGrp LOS	A	A	A	A	D	D
Approach Vol, veh/h		1024	1345		91	
Approach Delay, s/veh		2.3	0.8		52.2	
Approach LOS		A	A		D	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		78.5		11.5		78.5
Change Period (Y+Rc), s		5.1		5.1		5.1
Max Green Setting (Gmax), s		60.9		18.9		60.9
Max Q Clear Time (g_c+I1), s		2.0		6.9		9.8
Green Ext Time (p_c), s		13.9		0.2		9.6

Intersection Summary	
HCM 6th Ctrl Delay	3.4
HCM 6th LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	885	39	39	1196	37	78
Future Volume (veh/h)	885	39	39	1196	37	78
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900
Adj Flow Rate, veh/h	962	42	42	1300	40	85
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	2766	121	92	2617	50	106
Arrive On Green	0.80	0.80	0.80	0.80	0.10	0.10
Sat Flow, veh/h	3562	151	62	3366	522	1109
Grp Volume(v), veh/h	493	511	697	645	126	0
Grp Sat Flow(s),veh/h/ln	1777	1843	1726	1617	1645	0
Q Serve(g_s), s	7.0	7.0	0.0	12.1	6.8	0.0
Cycle Q Clear(g_c), s	7.0	7.0	10.8	12.1	6.8	0.0
Prop In Lane		0.08	0.06		0.32	0.67
Lane Grp Cap(c), veh/h	1417	1470	1419	1290	157	0
V/C Ratio(X)	0.35	0.35	0.49	0.50	0.80	0.00
Avail Cap(c_a), veh/h	1417	1470	1419	1290	382	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	2.6	2.6	2.9	3.1	39.8	0.0
Incr Delay (d2), s/veh	0.1	0.1	1.2	1.4	9.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.8	2.9	5.2	5.1	5.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	2.7	2.7	4.2	4.5	48.8	0.0
LnGrp LOS	A	A	A	A	D	A
Approach Vol, veh/h	1004			1342	126	
Approach Delay, s/veh	2.7			4.3	48.8	
Approach LOS	A			A	D	

Timer - Assigned Phs	2				6	8
Phs Duration (G+Y+Rc), s	76.3				76.3	13.7
Change Period (Y+Rc), s	* 4.5				* 4.5	5.1
Max Green Setting (Gmax), s	* 60				* 60	20.9
Max Q Clear Time (g_c+I1), s	14.1				9.0	8.8
Green Ext Time (p_c), s	13.9				8.3	0.2

Intersection Summary	
HCM 6th Ctrl Delay	5.9
HCM 6th LOS	A

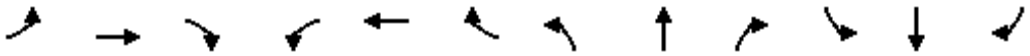
Notes

User approved volume balancing among the lanes for turning movement.

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

HCM 6th Signalized Intersection Summary
1: Wilton & Hollywood

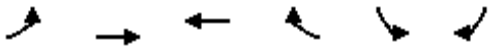
08/20/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	1070	143	49	920	24	358	127	64	17	125	12
Future Volume (veh/h)	21	1070	143	49	920	24	358	127	64	17	125	12
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	23	1163	155	53	1000	26	389	138	70	18	136	13
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	130	1145	511	80	1140	30	368	131	439	47	354	34
Arrive On Green	0.32	0.32	0.32	0.64	0.64	0.64	0.28	0.28	0.28	0.24	0.24	0.24
Sat Flow, veh/h	550	3554	1585	417	3539	92	1331	472	1585	198	1494	143
Grp Volume(v), veh/h	23	1163	155	53	502	524	527	0	70	167	0	0
Grp Sat Flow(s),veh/h/ln	550	1777	1585	417	1777	1854	1804	0	1585	1835	0	0
Q Serve(g_s), s	3.6	29.0	6.6	0.0	20.8	20.8	24.9	0.0	3.0	6.9	0.0	0.0
Cycle Q Clear(g_c), s	24.4	29.0	6.6	29.0	20.8	20.8	24.9	0.0	3.0	6.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.05	0.74		1.00	0.11		0.08
Lane Grp Cap(c), veh/h	130	1145	511	80	573	597	499	0	439	434	0	0
V/C Ratio(X)	0.18	1.02	0.30	0.66	0.88	0.88	1.06	0.00	0.16	0.38	0.00	0.00
Avail Cap(c_a), veh/h	130	1145	511	80	573	597	499	0	439	434	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.93	0.93	0.93	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	38.8	30.5	22.9	30.5	14.5	14.5	32.6	0.0	24.6	28.8	0.0	0.0
Incr Delay (d2), s/veh	2.9	30.6	1.5	33.6	16.1	15.6	55.9	0.0	0.8	2.6	0.0	0.0
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	1.0	23.7	4.7	3.2	11.1	11.3	26.1	0.0	2.2	5.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.7	61.1	24.4	64.1	30.7	30.1	88.4	0.0	25.4	31.4	0.0	0.0
LnGrp LOS	D	F	C	E	C	C	F	A	C	C	A	A
Approach Vol, veh/h		1341			1079			597			167	
Approach Delay, s/veh		56.5			32.1			81.0			31.4	
Approach LOS		E			C			F			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		33.6		26.4		33.6		30.0				
Change Period (Y+Rc), s		4.6		5.1		4.6		5.1				
Max Green Setting (Gmax), s		29.0		21.3		29.0		24.9				
Max Q Clear Time (g_c+I1), s		31.0		8.9		31.0		26.9				
Green Ext Time (p_c), s		0.0		0.6		0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			51.5									
HCM 6th LOS			D									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	49	1207	1012	41	12	62
Future Volume (veh/h)	49	1207	1012	41	12	62
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	53	1312	1100	45	13	67
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	109	2605	2851	117	120	107
Arrive On Green	0.82	0.82	1.00	1.00	0.07	0.07
Sat Flow, veh/h	81	3264	3573	142	1781	1585
Grp Volume(v), veh/h	695	670	562	583	13	67
Grp Sat Flow(s),veh/h/ln	1643	1617	1777	1845	1781	1585
Q Serve(g_s), s	0.0	11.5	0.0	0.0	0.6	3.7
Cycle Q Clear(g_c), s	9.6	11.5	0.0	0.0	0.6	3.7
Prop In Lane	0.08			0.08	1.00	1.00
Lane Grp Cap(c), veh/h	1389	1325	1456	1512	120	107
V/C Ratio(X)	0.50	0.51	0.39	0.39	0.11	0.63
Avail Cap(c_a), veh/h	1389	1325	1456	1512	317	282
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.16	0.16	0.84	0.84	1.00	1.00
Uniform Delay (d), s/veh	2.3	2.5	0.0	0.0	39.4	40.9
Incr Delay (d2), s/veh	0.0	0.0	0.7	0.6	0.4	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.7	2.8	0.5	0.5	0.5	2.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	2.4	2.6	0.7	0.6	39.8	46.8
LnGrp LOS	A	A	A	A	D	D
Approach Vol, veh/h		1365	1145		80	
Approach Delay, s/veh		2.5	0.6		45.7	
Approach LOS		A	A		D	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		78.8		11.2		78.8
Change Period (Y+Rc), s		5.1		5.1		5.1
Max Green Setting (Gmax), s		63.8		16.0		63.8
Max Q Clear Time (g_c+I1), s		2.0		5.7		13.5
Green Ext Time (p_c), s		10.5		0.1		15.1

Intersection Summary	
HCM 6th Ctrl Delay	3.0
HCM 6th LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1188	41	49	1027	24	99
Future Volume (veh/h)	1188	41	49	1027	24	99
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900
Adj Flow Rate, veh/h	1291	45	53	1116	26	108
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	2768	96	119	2410	32	134
Arrive On Green	0.79	0.79	0.79	0.79	0.10	0.10
Sat Flow, veh/h	3597	122	96	3135	312	1297
Grp Volume(v), veh/h	654	682	571	598	135	0
Grp Sat Flow(s),veh/h/ln	1777	1848	1529	1617	1621	0
Q Serve(g_s), s	11.0	11.0	0.0	11.1	7.3	0.0
Cycle Q Clear(g_c), s	11.0	11.0	8.3	11.1	7.3	0.0
Prop In Lane		0.07	0.09		0.19	0.80
Lane Grp Cap(c), veh/h	1404	1461	1252	1278	167	0
V/C Ratio(X)	0.47	0.47	0.46	0.47	0.81	0.00
Avail Cap(c_a), veh/h	1404	1461	1252	1278	395	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	3.1	3.1	2.9	3.1	39.5	0.0
Incr Delay (d2), s/veh	0.2	0.2	1.2	1.2	8.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.5	4.7	4.2	4.8	5.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	3.3	3.3	4.1	4.4	48.3	0.0
LnGrp LOS	A	A	A	A	D	A
Approach Vol, veh/h	1336			1169	135	
Approach Delay, s/veh	3.3			4.2	48.3	
Approach LOS	A			A	D	

Timer - Assigned Phs	2				6	8
Phs Duration (G+Y+Rc), s	75.6				75.6	14.4
Change Period (Y+Rc), s	* 4.5				* 4.5	5.1
Max Green Setting (Gmax), s	* 59				* 59	21.9
Max Q Clear Time (g_c+I1), s	13.1				13.0	9.3
Green Ext Time (p_c), s	11.8				13.1	0.3

Intersection Summary	
HCM 6th Ctrl Delay	6.0
HCM 6th LOS	A

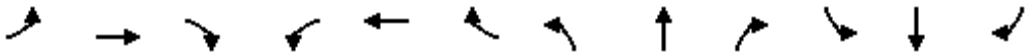
Notes

User approved volume balancing among the lanes for turning movement.

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

HCM 6th Signalized Intersection Summary
1: Wilton & Hollywood

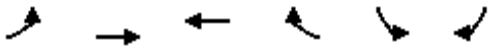
08/20/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	697	99	62	1160	24	325	74	66	9	140	28
Future Volume (veh/h)	25	697	99	62	1160	24	325	74	66	9	140	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	758	108	67	1261	26	353	80	72	10	152	30
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	1303	581	205	1306	27	357	81	386	21	324	64
Arrive On Green	0.37	0.37	0.37	0.49	0.49	0.49	0.24	0.24	0.24	0.23	0.23	0.23
Sat Flow, veh/h	429	3554	1585	639	3561	73	1465	332	1585	95	1437	284
Grp Volume(v), veh/h	27	758	108	67	629	658	433	0	72	192	0	0
Grp Sat Flow(s),veh/h/ln	429	1777	1585	639	1777	1857	1797	0	1585	1815	0	0
Q Serve(g_s), s	2.1	15.5	4.2	8.1	30.8	30.9	21.6	0.0	3.2	8.2	0.0	0.0
Cycle Q Clear(g_c), s	33.0	15.5	4.2	23.6	30.8	30.9	21.6	0.0	3.2	8.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.82		1.00	0.05		0.16
Lane Grp Cap(c), veh/h	90	1303	581	205	652	681	437	0	386	409	0	0
V/C Ratio(X)	0.30	0.58	0.19	0.33	0.97	0.97	0.99	0.00	0.19	0.47	0.00	0.00
Avail Cap(c_a), veh/h	90	1303	581	205	652	681	437	0	386	409	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.86	0.86	0.86	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	44.6	22.9	19.4	27.3	22.5	22.5	33.9	0.0	27.0	30.2	0.0	0.0
Incr Delay (d2), s/veh	8.3	1.9	0.7	3.6	25.3	24.7	40.7	0.0	1.1	3.8	0.0	0.0
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	1.4	10.8	2.9	2.4	21.1	21.9	20.2	0.0	2.4	7.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.9	24.8	20.1	30.9	47.8	47.3	74.6	0.0	28.1	34.0	0.0	0.0
LnGrp LOS	D	C	C	C	D	D	E	A	C	C	A	A
Approach Vol, veh/h		893			1354			505			192	
Approach Delay, s/veh		25.1			46.7			68.0			34.0	
Approach LOS		C			D			E			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		37.6		25.4		37.6		27.0				
Change Period (Y+Rc), s		4.6		5.1		4.6		5.1				
Max Green Setting (Gmax), s		33.0		20.3		33.0		21.9				
Max Q Clear Time (g_c+I1), s		32.9		10.2		35.0		23.6				
Green Ext Time (p_c), s		0.1		0.7		0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			43.0									
HCM 6th LOS			D									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	40	959	1328	20	3	84
Future Volume (veh/h)	40	959	1328	20	3	84
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	1042	1443	22	3	91
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	108	2502	2916	44	130	115
Arrive On Green	0.81	0.81	1.00	1.00	0.07	0.07
Sat Flow, veh/h	80	3160	3676	55	1781	1585
Grp Volume(v), veh/h	530	555	715	750	3	91
Grp Sat Flow(s),veh/h/ln	1537	1617	1777	1861	1781	1585
Q Serve(g_s), s	0.0	8.8	0.0	0.0	0.1	5.1
Cycle Q Clear(g_c), s	6.6	8.8	0.0	0.0	0.1	5.1
Prop In Lane	0.08			0.03	1.00	1.00
Lane Grp Cap(c), veh/h	1294	1316	1446	1514	130	115
V/C Ratio(X)	0.41	0.42	0.49	0.50	0.02	0.79
Avail Cap(c_a), veh/h	1294	1316	1446	1514	354	315
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.81	0.81	1.00	1.00
Uniform Delay (d), s/veh	2.2	2.4	0.0	0.0	38.8	41.0
Incr Delay (d2), s/veh	0.2	0.2	1.0	0.9	0.1	11.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.5	2.8	0.7	0.7	0.1	4.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	2.3	2.5	1.0	0.9	38.8	52.3
LnGrp LOS	A	A	A	A	D	D
Approach Vol, veh/h		1085	1465		94	
Approach Delay, s/veh		2.5	1.0		51.9	
Approach LOS		A	A		D	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		78.3		11.7		78.3
Change Period (Y+Rc), s		5.1		5.1		5.1
Max Green Setting (Gmax), s		61.9		17.9		61.9
Max Q Clear Time (g_c+I1), s		2.0		7.1		10.8
Green Ext Time (p_c), s		16.4		0.2		10.7

Intersection Summary		
HCM 6th Ctrl Delay		3.4
HCM 6th LOS		A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	949	31	39	1331	14	75
Future Volume (veh/h)	949	31	39	1331	14	75
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900
Adj Flow Rate, veh/h	1032	34	42	1447	15	82
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	2867	94	88	2687	19	104
Arrive On Green	0.82	0.82	0.82	0.82	0.08	0.08
Sat Flow, veh/h	3604	116	56	3376	247	1351
Grp Volume(v), veh/h	522	544	778	711	98	0
Grp Sat Flow(s),veh/h/ln	1777	1850	1729	1617	1615	0
Q Serve(g_s), s	6.9	6.9	0.0	13.0	5.4	0.0
Cycle Q Clear(g_c), s	6.9	6.9	11.7	13.0	5.4	0.0
Prop In Lane		0.06	0.05		0.15	0.84
Lane Grp Cap(c), veh/h	1451	1510	1455	1320	124	0
V/C Ratio(X)	0.36	0.36	0.53	0.54	0.79	0.00
Avail Cap(c_a), veh/h	1451	1510	1455	1320	359	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	2.1	2.1	2.6	2.7	40.8	0.0
Incr Delay (d2), s/veh	0.1	0.1	1.4	1.6	10.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.4	2.5	5.1	5.0	4.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	2.3	2.3	4.0	4.3	51.5	0.0
LnGrp LOS	A	A	A	A	D	A
Approach Vol, veh/h	1066			1489	98	
Approach Delay, s/veh	2.3			4.1	51.5	
Approach LOS	A			A	D	

Timer - Assigned Phs	2				6	8
Phs Duration (G+Y+Rc), s	78.0				78.0	12.0
Change Period (Y+Rc), s	* 4.5				* 4.5	5.1
Max Green Setting (Gmax), s	* 60				* 60	20.0
Max Q Clear Time (g_c+I1), s	15.0				8.9	7.4
Green Ext Time (p_c), s	16.8				9.2	0.2

Intersection Summary	
HCM 6th Ctrl Delay	5.1
HCM 6th LOS	A

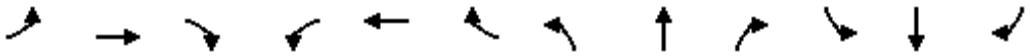
Notes

User approved volume balancing among the lanes for turning movement.

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

HCM 6th Signalized Intersection Summary
1: Wilton & Hollywood

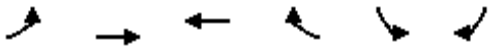
08/20/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	1176	171	51	1023	23	403	132	67	14	130	14
Future Volume (veh/h)	31	1176	171	51	1023	23	403	132	67	14	130	14
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	34	1278	186	55	1112	25	438	143	73	15	141	15
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	111	1196	534	80	1196	27	376	123	439	36	336	36
Arrive On Green	0.34	0.34	0.34	0.67	0.67	0.67	0.28	0.28	0.28	0.22	0.22	0.22
Sat Flow, veh/h	495	3554	1585	362	3553	80	1359	444	1585	161	1512	161
Grp Volume(v), veh/h	34	1278	186	55	556	581	581	0	73	171	0	0
Grp Sat Flow(s),veh/h/ln	495	1777	1585	362	1777	1856	1802	0	1585	1833	0	0
Q Serve(g_s), s	5.7	30.3	7.9	0.0	24.6	24.6	24.9	0.0	3.1	7.2	0.0	0.0
Cycle Q Clear(g_c), s	30.3	30.3	7.9	30.3	24.6	24.6	24.9	0.0	3.1	7.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.75		1.00	0.09		0.09
Lane Grp Cap(c), veh/h	111	1196	534	80	598	625	499	0	439	407	0	0
V/C Ratio(X)	0.31	1.07	0.35	0.69	0.93	0.93	1.17	0.00	0.17	0.42	0.00	0.00
Avail Cap(c_a), veh/h	111	1196	534	80	598	625	499	0	439	407	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.91	0.91	0.91	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	42.4	29.9	22.4	29.9	13.8	13.8	32.6	0.0	24.7	30.0	0.0	0.0
Incr Delay (d2), s/veh	7.0	46.3	1.8	35.9	21.5	20.9	94.4	0.0	0.8	3.2	0.0	0.0
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	1.7	28.6	5.7	3.3	12.4	12.8	34.4	0.0	2.3	6.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.3	76.2	24.2	65.7	35.3	34.7	126.9	0.0	25.5	33.2	0.0	0.0
LnGrp LOS	D	F	C	E	D	C	F	A	C	C	A	A
Approach Vol, veh/h		1498			1192			654			171	
Approach Delay, s/veh		69.1			36.4			115.6			33.2	
Approach LOS		E			D			F			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		34.9		25.1		34.9		30.0				
Change Period (Y+Rc), s		4.6		5.1		4.6		5.1				
Max Green Setting (Gmax), s		30.3		20.0		30.3		24.9				
Max Q Clear Time (g_c+I1), s		32.3		9.2		32.3		26.9				
Green Ext Time (p_c), s		0.0		0.6		0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			64.9									
HCM 6th LOS			E									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	51	1315	1117	43	12	65
Future Volume (veh/h)	51	1315	1117	43	12	65
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	55	1429	1214	47	13	71
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	106	2587	2855	110	122	108
Arrive On Green	0.82	0.82	1.00	1.00	0.07	0.07
Sat Flow, veh/h	77	3247	3581	135	1781	1585
Grp Volume(v), veh/h	757	727	618	643	13	71
Grp Sat Flow(s),veh/h/ln	1621	1617	1777	1846	1781	1585
Q Serve(g_s), s	0.0	13.4	0.0	0.0	0.6	3.9
Cycle Q Clear(g_c), s	11.1	13.4	0.0	0.0	0.6	3.9
Prop In Lane	0.07			0.07	1.00	1.00
Lane Grp Cap(c), veh/h	1370	1323	1454	1511	122	108
V/C Ratio(X)	0.55	0.55	0.43	0.43	0.11	0.66
Avail Cap(c_a), veh/h	1370	1323	1454	1511	317	282
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.80	0.80	1.00	1.00
Uniform Delay (d), s/veh	2.5	2.7	0.0	0.0	39.4	40.9
Incr Delay (d2), s/veh	0.0	0.0	0.7	0.7	0.4	6.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.8	2.9	0.5	0.5	0.5	3.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	2.5	2.7	0.7	0.7	39.7	47.5
LnGrp LOS	A	A	A	A	D	D
Approach Vol, veh/h		1484	1261		84	
Approach Delay, s/veh		2.6	0.7		46.3	
Approach LOS		A	A		D	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		78.8		11.2		78.8
Change Period (Y+Rc), s		5.1		5.1		5.1
Max Green Setting (Gmax), s		63.8		16.0		63.8
Max Q Clear Time (g_c+I1), s		2.0		5.9		15.4
Green Ext Time (p_c), s		12.4		0.1		17.7

Intersection Summary	
HCM 6th Ctrl Delay	3.1
HCM 6th LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1315	23	46	1146	11	99
Future Volume (veh/h)	1315	23	46	1146	11	99
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900
Adj Flow Rate, veh/h	1429	25	50	1246	12	108
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	2857	50	104	2477	15	134
Arrive On Green	0.80	0.80	0.80	0.80	0.09	0.09
Sat Flow, veh/h	3667	62	76	3184	159	1432
Grp Volume(v), veh/h	710	744	642	654	121	0
Grp Sat Flow(s),veh/h/ln	1777	1859	1558	1617	1605	0
Q Serve(g_s), s	12.0	12.0	0.0	12.2	6.7	0.0
Cycle Q Clear(g_c), s	12.0	12.0	9.4	12.2	6.7	0.0
Prop In Lane		0.03	0.08		0.10	0.89
Lane Grp Cap(c), veh/h	1420	1486	1289	1293	151	0
V/C Ratio(X)	0.50	0.50	0.50	0.51	0.80	0.00
Avail Cap(c_a), veh/h	1420	1486	1289	1293	357	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.78	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	3.0	3.0	2.8	3.0	40.0	0.0
Incr Delay (d2), s/veh	0.2	0.2	1.4	1.4	9.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.7	4.9	4.6	5.1	5.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	3.2	3.2	4.1	4.5	49.5	0.0
LnGrp LOS	A	A	A	A	D	A
Approach Vol, veh/h	1454			1296	121	
Approach Delay, s/veh	3.2			4.3	49.5	
Approach LOS	A			A	D	

Timer - Assigned Phs	2			6	8
Phs Duration (G+Y+Rc), s	76.4			76.4	13.6
Change Period (Y+Rc), s	* 4.5			* 4.5	5.1
Max Green Setting (Gmax), s	* 60			* 60	20.0
Max Q Clear Time (g_c+I1), s	14.2			14.0	8.7
Green Ext Time (p_c), s	14.1			15.3	0.2

Intersection Summary	
HCM 6th Ctrl Delay	5.7
HCM 6th LOS	A

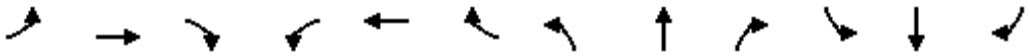
Notes

User approved volume balancing among the lanes for turning movement.

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

HCM 6th Signalized Intersection Summary
1: Wilton & Hollywood

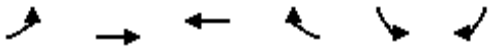
08/20/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	704	99	62	1179	28	325	74	66	11	140	28
Future Volume (veh/h)	25	704	99	62	1179	28	325	74	66	11	140	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	765	108	67	1282	30	353	80	72	12	152	30
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	88	1319	588	206	1317	31	340	77	368	26	330	65
Arrive On Green	0.37	0.37	0.37	0.49	0.49	0.49	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	419	3554	1585	635	3549	83	1465	332	1585	112	1421	281
Grp Volume(v), veh/h	27	765	108	67	641	671	433	0	72	194	0	0
Grp Sat Flow(s),veh/h/ln	419	1777	1585	635	1777	1855	1797	0	1585	1814	0	0
Q Serve(g_s), s	1.7	15.5	4.1	8.1	31.7	31.7	20.9	0.0	3.3	8.3	0.0	0.0
Cycle Q Clear(g_c), s	33.4	15.5	4.1	23.7	31.7	31.7	20.9	0.0	3.3	8.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.82		1.00	0.06		0.15
Lane Grp Cap(c), veh/h	88	1319	588	206	659	689	417	0	368	421	0	0
V/C Ratio(X)	0.31	0.58	0.18	0.33	0.97	0.97	1.04	0.00	0.20	0.46	0.00	0.00
Avail Cap(c_a), veh/h	88	1319	588	206	659	689	417	0	368	421	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.86	0.86	0.86	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	44.8	22.7	19.1	27.0	22.3	22.4	34.6	0.0	27.8	29.7	0.0	0.0
Incr Delay (d2), s/veh	8.8	1.9	0.7	3.6	26.5	26.0	54.1	0.0	1.2	3.6	0.0	0.0
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	1.5	10.8	2.9	2.4	21.8	22.5	22.0	0.0	2.4	7.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.6	24.5	19.8	30.5	48.9	48.4	88.7	0.0	29.0	33.3	0.0	0.0
LnGrp LOS	D	C	B	C	D	D	F	A	C	C	A	A
Approach Vol, veh/h		900			1379			505			194	
Approach Delay, s/veh		24.8			47.8			80.2			33.3	
Approach LOS		C			D			F			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		38.0		26.0		38.0		26.0				
Change Period (Y+Rc), s		4.6		5.1		4.6		5.1				
Max Green Setting (Gmax), s		33.4		20.9		33.4		20.9				
Max Q Clear Time (g_c+I1), s		33.7		10.3		35.4		22.9				
Green Ext Time (p_c), s		0.0		0.7		0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			45.4									
HCM 6th LOS			D									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	40	968	1352	20	3	84
Future Volume (veh/h)	40	968	1352	20	3	84
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	1052	1470	22	3	91
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	107	2499	2917	44	130	115
Arrive On Green	0.81	0.81	1.00	1.00	0.07	0.07
Sat Flow, veh/h	79	3156	3677	54	1781	1585
Grp Volume(v), veh/h	534	561	728	764	3	91
Grp Sat Flow(s),veh/h/ln	1532	1617	1777	1861	1781	1585
Q Serve(g_s), s	0.0	8.9	0.0	0.0	0.1	5.1
Cycle Q Clear(g_c), s	6.7	8.9	0.0	0.0	0.1	5.1
Prop In Lane	0.08			0.03	1.00	1.00
Lane Grp Cap(c), veh/h	1290	1316	1446	1514	130	115
V/C Ratio(X)	0.41	0.43	0.50	0.50	0.02	0.79
Avail Cap(c_a), veh/h	1290	1316	1446	1514	354	315
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.77	0.77	1.00	1.00
Uniform Delay (d), s/veh	2.2	2.4	0.0	0.0	38.8	41.0
Incr Delay (d2), s/veh	0.2	0.2	1.0	0.9	0.1	11.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.5	2.8	0.7	0.7	0.1	4.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	2.4	2.6	1.0	0.9	38.8	52.3
LnGrp LOS	A	A	A	A	D	D
Approach Vol, veh/h		1095	1492		94	
Approach Delay, s/veh		2.5	0.9		51.9	
Approach LOS		A	A		D	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	78.3	11.7	78.3
Change Period (Y+Rc), s	5.1	5.1	5.1
Max Green Setting (Gmax), s	61.9	17.9	61.9
Max Q Clear Time (g_c+I1), s	2.0	7.1	10.9
Green Ext Time (p_c), s	17.0	0.2	10.9

Intersection Summary	
HCM 6th Ctrl Delay	3.4
HCM 6th LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	949	40	41	1331	38	81
Future Volume (veh/h)	949	40	41	1331	38	81
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900
Adj Flow Rate, veh/h	1032	43	45	1447	41	88
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	2763	115	91	2600	51	109
Arrive On Green	0.79	0.79	0.79	0.79	0.10	0.10
Sat Flow, veh/h	3570	145	61	3356	519	1113
Grp Volume(v), veh/h	527	548	777	715	130	0
Grp Sat Flow(s),veh/h/ln	1777	1844	1714	1617	1644	0
Q Serve(g_s), s	7.8	7.8	0.0	14.6	7.0	0.0
Cycle Q Clear(g_c), s	7.8	7.8	13.1	14.6	7.0	0.0
Prop In Lane		0.08	0.06		0.32	0.68
Lane Grp Cap(c), veh/h	1412	1466	1405	1285	162	0
V/C Ratio(X)	0.37	0.37	0.55	0.56	0.80	0.00
Avail Cap(c_a), veh/h	1412	1466	1405	1285	365	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	2.7	2.7	3.2	3.4	39.7	0.0
Incr Delay (d2), s/veh	0.1	0.1	1.6	1.7	8.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.1	3.3	6.5	6.3	5.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	2.8	2.8	4.8	5.1	48.7	0.0
LnGrp LOS	A	A	A	A	D	A
Approach Vol, veh/h	1075			1492	130	
Approach Delay, s/veh	2.8			5.0	48.7	
Approach LOS	A			A	D	

Timer - Assigned Phs	2				6	8
Phs Duration (G+Y+Rc), s	76.0				76.0	14.0
Change Period (Y+Rc), s	* 4.5				* 4.5	5.1
Max Green Setting (Gmax), s	* 60				* 60	20.0
Max Q Clear Time (g_c+I1), s	16.6				9.8	9.0
Green Ext Time (p_c), s	16.7				9.3	0.2

Intersection Summary	
HCM 6th Ctrl Delay	6.2
HCM 6th LOS	A

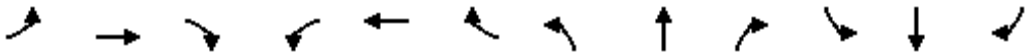
Notes

User approved volume balancing among the lanes for turning movement.

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

HCM 6th Signalized Intersection Summary
1: Wilton & Hollywood

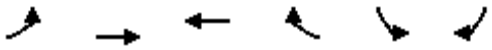
08/20/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	1192	171	51	1034	25	403	132	67	18	130	14
Future Volume (veh/h)	31	1192	171	51	1034	25	403	132	67	18	130	14
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	34	1296	186	55	1124	27	438	143	73	20	141	15
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	93	1161	518	80	1159	28	361	118	421	51	357	38
Arrive On Green	0.33	0.33	0.33	0.65	0.65	0.65	0.27	0.27	0.27	0.24	0.24	0.24
Sat Flow, veh/h	488	3554	1585	356	3547	85	1359	444	1585	208	1468	156
Grp Volume(v), veh/h	34	1296	186	55	563	588	581	0	73	176	0	0
Grp Sat Flow(s),veh/h/ln	488	1777	1585	356	1777	1855	1802	0	1585	1832	0	0
Q Serve(g_s), s	2.4	29.4	8.1	0.0	27.0	27.0	23.9	0.0	3.2	7.2	0.0	0.0
Cycle Q Clear(g_c), s	29.4	29.4	8.1	29.4	27.0	27.0	23.9	0.0	3.2	7.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.05	0.75		1.00	0.11		0.09
Lane Grp Cap(c), veh/h	93	1161	518	80	580	606	479	0	421	446	0	0
V/C Ratio(X)	0.37	1.12	0.36	0.69	0.97	0.97	1.21	0.00	0.17	0.39	0.00	0.00
Avail Cap(c_a), veh/h	93	1161	518	80	580	606	479	0	421	446	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.91	0.91	0.91	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	44.5	30.3	23.1	30.3	15.2	15.2	33.1	0.0	25.4	28.5	0.0	0.0
Incr Delay (d2), s/veh	10.8	64.5	1.9	35.9	29.0	28.3	114.2	0.0	0.9	2.6	0.0	0.0
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	1.9	32.3	5.8	3.3	14.3	14.7	37.3	0.0	2.3	6.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.3	94.8	25.1	66.2	44.2	43.5	147.3	0.0	26.3	31.1	0.0	0.0
LnGrp LOS	E	F	C	E	D	D	F	A	C	C	A	A
Approach Vol, veh/h		1516			1206			654			176	
Approach Delay, s/veh		85.3			44.9			133.8			31.1	
Approach LOS		F			D			F			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		34.0		27.0		34.0		29.0				
Change Period (Y+Rc), s		4.6		5.1		4.6		5.1				
Max Green Setting (Gmax), s		29.4		21.9		29.4		23.9				
Max Q Clear Time (g_c+I1), s		31.4		9.2		31.4		25.9				
Green Ext Time (p_c), s		0.0		0.7		0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			77.8									
HCM 6th LOS			E									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	51	1334	1130	43	12	65
Future Volume (veh/h)	51	1334	1130	43	12	65
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	55	1450	1228	47	13	71
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	105	2588	2856	109	122	108
Arrive On Green	0.82	0.82	1.00	1.00	0.07	0.07
Sat Flow, veh/h	75	3247	3583	133	1781	1585
Grp Volume(v), veh/h	769	736	625	650	13	71
Grp Sat Flow(s),veh/h/ln	1621	1617	1777	1846	1781	1585
Q Serve(g_s), s	0.0	13.7	0.0	0.0	0.6	3.9
Cycle Q Clear(g_c), s	11.4	13.7	0.0	0.0	0.6	3.9
Prop In Lane	0.07			0.07	1.00	1.00
Lane Grp Cap(c), veh/h	1369	1323	1454	1511	122	108
V/C Ratio(X)	0.56	0.56	0.43	0.43	0.11	0.66
Avail Cap(c_a), veh/h	1369	1323	1454	1511	317	282
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.78	0.78	1.00	1.00
Uniform Delay (d), s/veh	2.5	2.7	0.0	0.0	39.4	40.9
Incr Delay (d2), s/veh	0.0	0.0	0.7	0.7	0.4	6.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.9	3.0	0.5	0.5	0.5	3.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	2.6	2.8	0.7	0.7	39.7	47.5
LnGrp LOS	A	A	A	A	D	D
Approach Vol, veh/h		1505	1275		84	
Approach Delay, s/veh		2.7	0.7		46.3	
Approach LOS		A	A		D	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		78.8		11.2		78.8
Change Period (Y+Rc), s		5.1		5.1		5.1
Max Green Setting (Gmax), s		63.8		16.0		63.8
Max Q Clear Time (g_c+I1), s		2.0		5.9		15.7
Green Ext Time (p_c), s		12.6		0.1		18.1

Intersection Summary	
HCM 6th Ctrl Delay	3.1
HCM 6th LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1315	42	51	1146	24	103
Future Volume (veh/h)	1315	42	51	1146	24	103
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900
Adj Flow Rate, veh/h	1429	46	55	1246	26	112
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	2768	89	110	2399	32	138
Arrive On Green	0.79	0.79	0.79	0.79	0.11	0.11
Sat Flow, veh/h	3607	113	85	3131	303	1305
Grp Volume(v), veh/h	722	753	637	664	139	0
Grp Sat Flow(s),veh/h/ln	1777	1850	1514	1617	1620	0
Q Serve(g_s), s	13.1	13.1	0.0	13.3	7.6	0.0
Cycle Q Clear(g_c), s	13.1	13.1	9.9	13.3	7.6	0.0
Prop In Lane		0.06	0.09		0.19	0.81
Lane Grp Cap(c), veh/h	1399	1457	1236	1274	171	0
V/C Ratio(X)	0.52	0.52	0.52	0.52	0.81	0.00
Avail Cap(c_a), veh/h	1399	1457	1236	1274	360	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.77	0.77	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	3.4	3.4	3.1	3.4	39.4	0.0
Incr Delay (d2), s/veh	0.3	0.2	1.5	1.5	8.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.5	5.8	5.2	5.9	6.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	3.7	3.7	4.6	5.0	48.2	0.0
LnGrp LOS	A	A	A	A	D	A
Approach Vol, veh/h	1475			1301	139	
Approach Delay, s/veh	3.7			4.8	48.2	
Approach LOS	A			A	D	

Timer - Assigned Phs	2			6	8
Phs Duration (G+Y+Rc), s	75.4			75.4	14.6
Change Period (Y+Rc), s	* 4.5			* 4.5	5.1
Max Green Setting (Gmax), s	* 60			* 60	20.0
Max Q Clear Time (g_c+I1), s	15.3			15.1	9.6
Green Ext Time (p_c), s	14.3			15.7	0.3

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

Notes

User approved volume balancing among the lanes for turning movement.

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