# Appendix J

Transportation

# Appendix J.1

Transportation Assessment

# 6000 Hollywood Boulevard Development Project

## Transportation Assessment

Prepared for:
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LA21-3345

FEHR PEERS

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# Executive Summary

This report presents the assumptions, methodologies, and findings of the Transportation Assessment (TA) conducted by Fehr & Peers to evaluate the potential transportation impacts of the 6000 Hollywood Boulevard Development Project (Project) in the Hollywood area of the City of Los Angeles (City). The proposed Project consists of a mixed-use development project inclusive of residential, office, and restaurant/retail land uses to replace the existing Toyota of Hollywood car dealership.

This transportation assessment was conducted in line with guidance provided in the Los Angeles Department of Transportation's (LADOT) 2022 *Transportation Assessment Guidelines* (TAG) and the Project's TA Memorandum of Understanding (MOU) dated November 2022.

## CEQA Assessment

The analyses included in the CEQA assessment and presented in this report are:

- **Plan, Program, Ordinance, and Policy Review:** This analysis identified whether the Project's transportation requirements and corrective actions are consistent with the City's transportation goals and policies. Specifically, the analysis evaluated whether the Project has any potential conflicts with adopted City plans and policies.
- **Vehicle Miles Traveled Analysis:** This analysis assessed whether the Project would cause an impact on vehicle miles traveled (VMT). The analysis utilized the LADOT VMT Calculator tool (Version 1.4) to assess VMT impacts of the Project.
- **Geometric Design Feature Review:** This analysis reviewed the Project's site plan for increases in potential hazards due to the design of access to the Project. The analysis considered hazards relating to vehicles, bicycles, and pedestrians, and their safety, operational and capacity impacts.

Based on the thresholds of significance identified in the TAG and in accordance with CEQA, and as discussed in this report, the Project would have a less-than-significant impact on the transportation environment, and no mitigation measures are required.

## Non-CEQA assessment

The analyses included in the non-CEQA assessment and presented in this report are:

- **Pedestrian, Bicycle, and Transit Assessment:** This analysis evaluated the Project's potential effect on pedestrian, bicycle, and transit facilities in the vicinity of the Project. The analysis included an inventory of existing facilities, as well as an evaluation utilizing criteria provided in the TAG.
- **Project Access, Safety, and Circulation Evaluation:** This evaluation analyzed Project access and intersection operations in line with the evaluation methodologies and criteria provided in the TAG. Under Senate Bill 743 and the TAG, the Project's operational evaluation is not for consideration under CEQA and is instead analyzed in accordance with the TAG. Operational evaluations such as

intersection level of service (LOS) analysis are not considered metrics for determining transportation significant impacts under CEQA.

- **Project Construction Analysis:** This analysis addressed activities associated with Project construction through the lens of temporary transportation constraints, temporary loss of access, and temporary impacts to transit.
- **Residential Street Cut-Through Analysis:** This analysis covered potential increases in average daily traffic (ADT) on designated Local Streets near the Project that can be classified as cut-through trips generated by the Project, and that can adversely affect the character and function of those streets.

Based on the analyses outlined above, the following Project-related issues and recommended actions were identified:

- **Pedestrian, Bicycle, and Transit Assessment:** The Project would intensify use of existing deficient pedestrian and transit facilities. The following actions are recommended:
    - Coordinate with LADOT and the necessary City departments to explore measures to bring curb ramps in the vicinity of the Project up to ADA standards, such as intersections along Carlton Way.
    - Coordinate with StreetsLA, the manager of the City's Sidewalk and Transit Amenity Program (STAP), and the necessary City departments to provide a transit shelter at the bus stop located along Project frontage at the intersection of Hollywood Boulevard and Gower Street to provide an enhanced experience for transit riders.
- **Project Access, Safety, and Circulation Evaluation:** The Project is not anticipated to contribute to unacceptable or extended queueing, turn-pocket spillover, or intersection blockage at the two study intersections, which are Gower Street & Hollywood Boulevard and Bronson Avenue & Hollywood Boulevard. The westbound left-turn movement at the proposed west driveway is anticipated to operate with a level of service of E, but the 95$^{th}$ percentile queue would not exceed the storage length of 75 feet. Therefore, no recommended action is needed.
- **Project Construction Analysis:** Based on the assessment of pedestrian, bicycle, and transit access, construction of the Project would have some temporary adverse effects on pedestrian, bicycle, transit, and vehicle circulation in the vicinity of the proposed Project. No recommended actions were identified beyond establishing a Construction Traffic Management Plan and Construction Worker Parking Plan in coordination with the City.
- **Residential Street Cut-Through Analysis:** The Project is not projected to create an excessive burden on any of the street segments due to the Project's driveway locations and the nature of the street network. Therefore, no recommended action is needed.

# 1. Introduction

This report documents the assumptions, methodologies, and findings of the transportation assessment to evaluate the potential transportation impacts of the proposed 6000 Hollywood Boulevard Development Project (Project). The proposed Project consists of a mixed-use development project inclusive of residential, office, and restaurant/retail land uses to replace the existing Toyota of Hollywood car dealership.

## 1.1 Project Description

The Project includes the development of a residential tower and office tower office with retail and restaurant in the Hollywood Community Plan Area of the City of Los Angeles (City), Council District 13. The Project site currently includes the Toyota of Hollywood car dealership which includes 31,833 square feet of building area.

The Project would include the demolition of the existing Toyota of Hollywood dealership. The proposed residential use would be located within a 35-story building and a residential village that consists of 3 to 5 stories. The office use would be located within a six-story building. The retail and restaurant uses would be part of the residential village and office tower. The Project would provide a total of 894 vehicular parking spaces within four levels of parking, including three subterranean parking levels and one ground floor parking level. The proposed Project land use is summarized in **Table 1**.

**Table 1: Proposed Project Land Use**

| Land Use Type | ITE Land Use Category | Proposed Land Use Size |
|---|---|---|
| Residential | Multi-Family Housing | 306 dwelling units (DU) |
| Residential | Affordable Housing | 44 DU |
| Office | General Office Building | 136 thousand square feet (KSF) |
| Retail | General Retail | 18.004 KSF |
| Restaurant | High-Turnover (Sit-Down) Restaurant | 4.038 KSF |

Source: Office Untitled, 2023.

**Figure 1** shows the location of the Project site in the context of the surrounding roadway network. It is located along the south side of Hollywood Boulevard in the block between Gower Street and Bronson Avenue. Regional access to the Project site is provided by the US 101 (Hollywood) Freeway, which is accessible to the north via Gower Street, approximately 900 feet from the Project site, and to the east via Hollywood Boulevard, approximately 900 feet from the Project site. Local access is provided primarily by Gower Street and Hollywood Boulevard.

**Figure 2** shows the Project site plan. Vehicular access to the Project site would be provided via three driveways with various operational restrictions along Hollywood Boulevard that would provide access to

the Project's ground-level, subterranean parking, and loading zone. Below is a description of the Project's proposed driveways:

- **West Driveway:** The Project proposes a 36' wide full access intersection-style driveway with traffic signal to service the office and commercial uses of the Project. It would connect to the ground floor and subterranean parking.
- **Middle Driveway:** The Project proposes a 30' wide full access-in/right-out only driveway to serve the residential uses. It would connect to the resident pick-up/drop-off zone and subterranean parking. The middle driveway would also provide access for inbound trucks, which would connect to on-site loading zones.
- **East Driveway:** The Project proposes a right-out only driveway that would serve truck egress. Passenger vehicles would not use this driveway.

Primary pedestrian access to the Project would be provided along Hollywood Boulevard.

The Project is proposing the following modifications to the Hollywood Boulevard. **Figure 3** shows the proposed modifications to Hollywood Boulevard.

- Moving the existing mid-block pedestrian crossing to the west side of the Project's West Driveway and providing a full signal for pedestrian crossing and vehicular traffic. Both of the existing curb bulb-outs would be removed. A new curb bulb-out would be provided on the south side at the new pedestrian crossing.
- Adding a second mid-block pedestrian crossing with a signal at about 530 feet west of Bronson Avenue. A new curb bulb-out would be provided on the south side.
- Removing parking on the north side of the Hollywood Boulevard.
- Restriping Hollywood Boulevard to provide two left turn pockets at both proposed Project driveways and short sections of a two-way left turn lane (TWLTL). Left-turn ingress would be permitted from left-turn pockets into the Project site at both the West Driveway and the Middle Driveway. Left turn egress from the Project site would be permitted at the signalized West Driveway only.

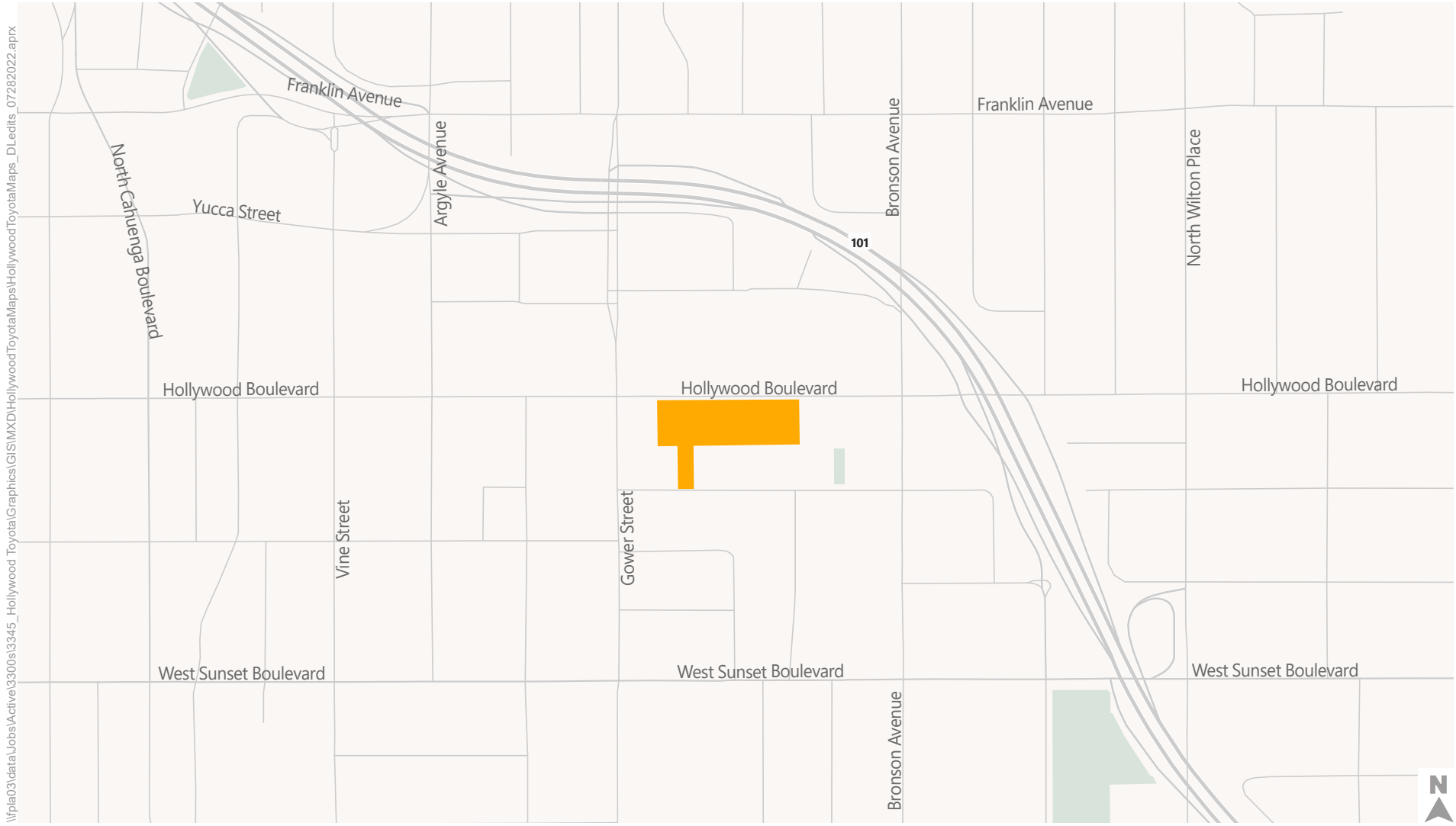
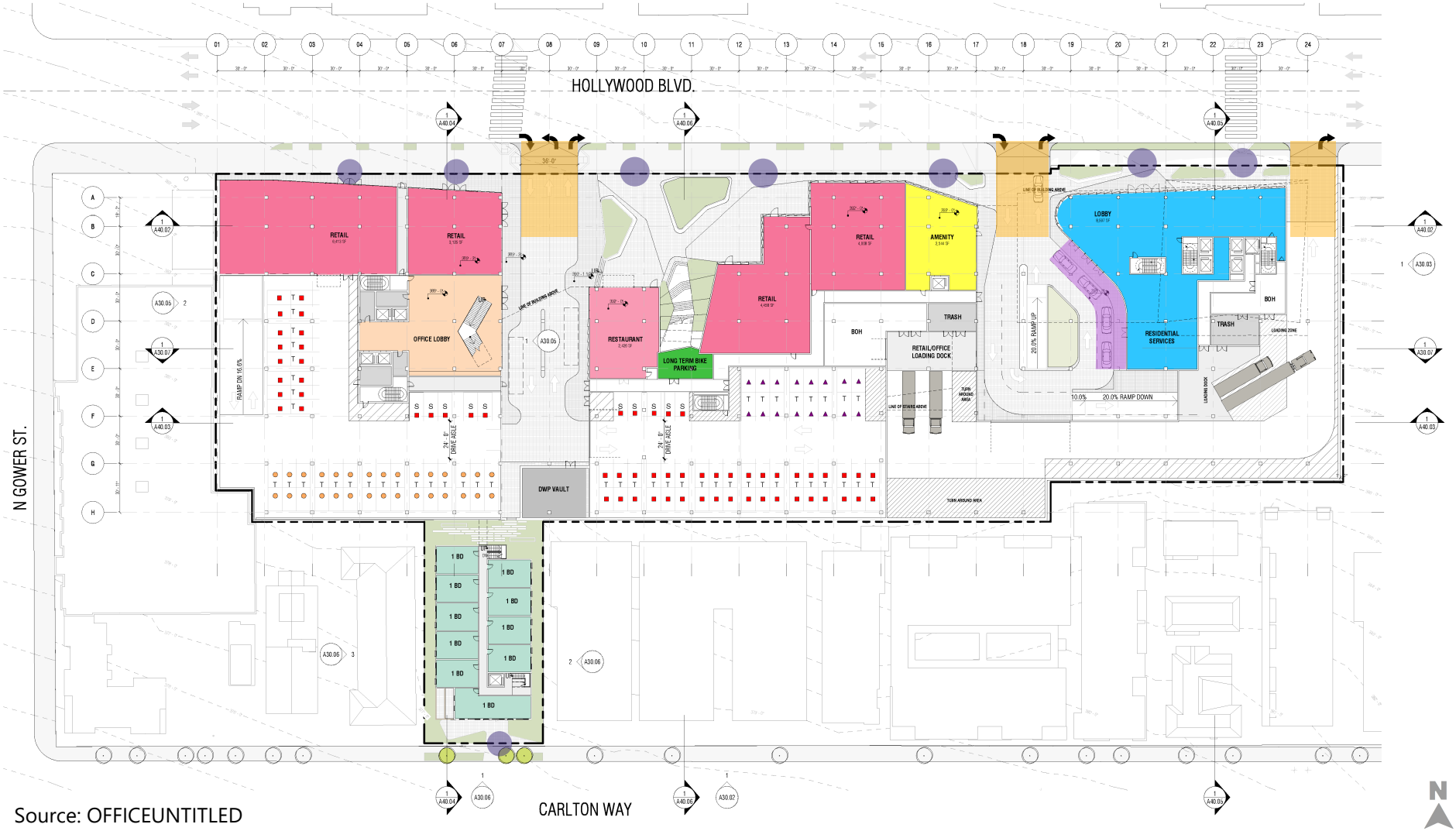



Figure 1

# 6000 Hollywood Boulevard Project Location




Source: OFFICEUNTITLED

## LEGEND

- RETAIL
- F&B
- OFFICE LOBBY
- OFFICE
- RESIDENTIAL LOBBY
- RESIDENTIAL AMENITY
- STUDIO
- 1 BEDROOM
- 2 BEDROOM
- 3 BEDROOM
- BIKE PARKING - LONG TERM
- RETAIL PARKING
- F&B PARKING
- OFFICE PARKING
- RESIDENTIAL PARKING
- T TANDEM
- S STANDARD
- C COMPACT
- P PARALLEL PARKING STALL

- Driveway
- Residential Loading Zone
- Pedestrian Entrance

Figure 2

# 6000 Hollywood Boulevard Project Site Plan

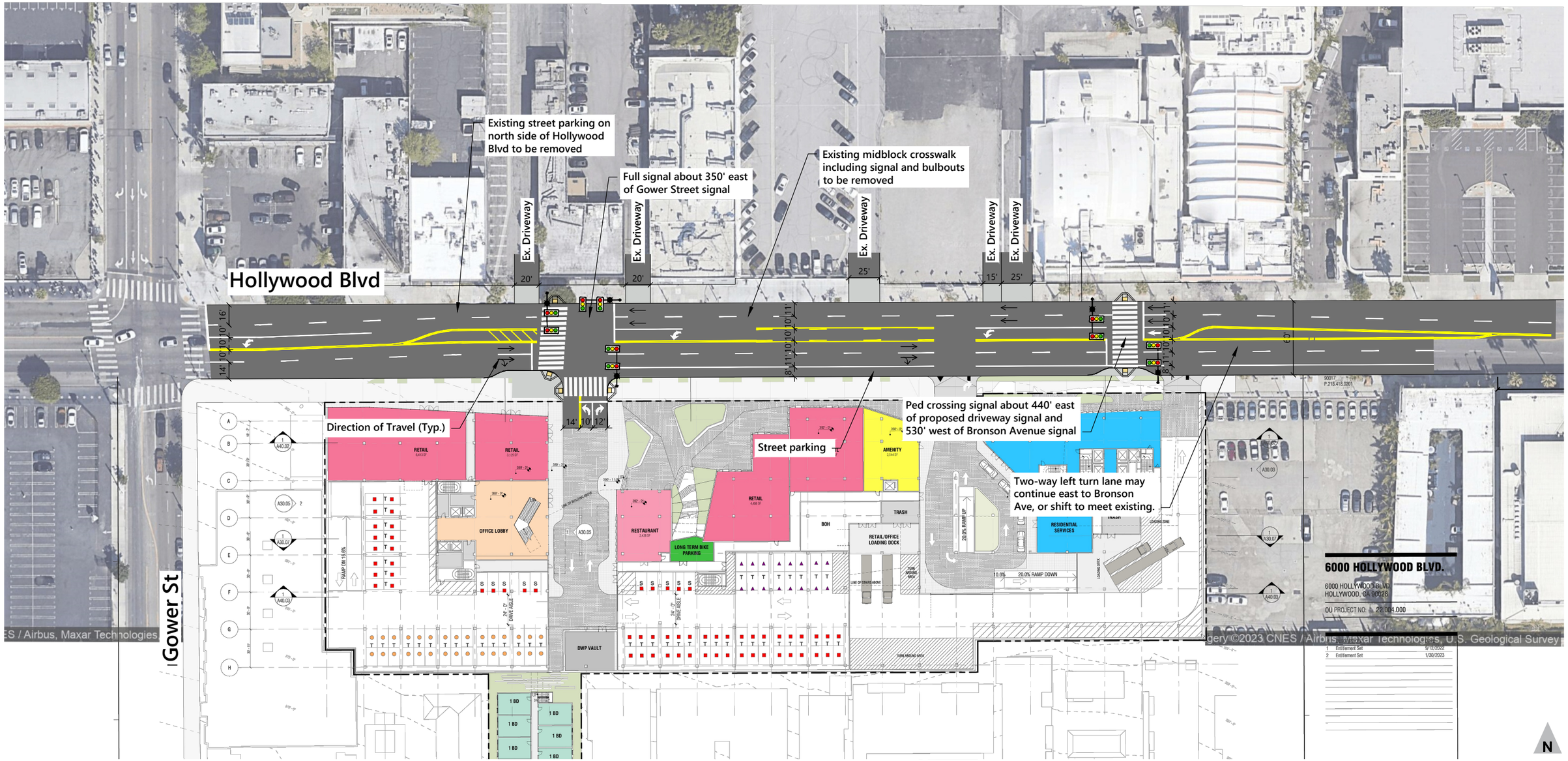



Figure 3

Proposed Modifications to Hollywood Boulevard (Parking on South Side)
6000 Hollywood Boulevard

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL
DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

## 1.2 Study Scope

The scope of work for this study was determined in consultation with the Los Angeles Department of Transportation (LADOT) and is in accordance with the City's CEQA transportation thresholds of significance and LADOT's *Transportation Assessment Guidelines* (TAG) adopted in July 2019,[1] and updated in August 2022.[2] The base assumptions and technical methodologies were discussed with LADOT as part of the study approach and agreed to in a transportation assessment memorandum of understanding (MOU) approved by LADOT in November 2022. The MOU is included in **Appendix A** to this document.

The TAG establishes an updated set of guidelines, methods, and impact criteria for CEQA considerations that focus on vehicle miles traveled (VMT), geometric hazards, freeway safety analysis, and policy conflicts. The TAG also establishes a framework for various non-CEQA analyses including a pedestrian, bicycle, and transit access assessment; a project access, safety, and circulation assessment; project construction review; and residential street cut-through analysis. Each area of analysis is described in the TAG with a discussion of screening criteria, the methodology for analysis, impact criteria, and potential corrective action options. **Table 2** outlines the issues areas evaluated for the Project based on the screening criteria set forth in the TAG. The screening analysis is available for reference in **Appendix B**.

**Table 2: TAG Screening Criteria Issue Areas**

| TAG Issue Area | Analysis Required? |
|---|---|
| ***CEQA Analyses:*** | |
| Conflicts with Plans, Programs, Ordinances, and Policies | Yes |
| Causing Substantial Additional Vehicle Miles Traveled | Yes |
| Substantially Inducing Additional Automobile Travel | No |
| Geometric Design Features | Yes |
| Freeway Safety Analysis | No |
| ***Non-CEQA Analyses:*** | |
| Pedestrian, Bicycle, and Transit Access | Yes |
| Project Access, Safety, and Circulation | Yes |
| Project Construction | Yes |
| Residential Street Cut-Through | Yes |

Source: Fehr & Peers, 2023.

## 1.3 Organization of Report

This report is divided into four chapters, including this introduction, as follows:

[1] On July 30, 2019, the Los Angeles City Council adopted a resolution formally implementing the City's updated transportation thresholds of significance for CEQA analyses. The TAG is the document providing the guidance for conducting both CEQA and non-CEQA transportation analyses.
[2] City of Los Angeles Department of Transportation, *Transportation Assessment Guidelines*, August 2022.

- **Chapter 1: Introduction –** Introduces the Project description and required scope of the transportation assessment.
- **Chapter 2: Environmental Setting –** Describes the existing transportation system in the study area, including an overview of local and regional auto, pedestrian, bicycle, and transit access to the Project. Also describes cumulative conditions within the study area, including proposed transportation system improvements and related development projects.
- **Chapter 3: CEQA Transportation Assessment –** Includes required CEQA analyses, including a plans, programs, ordinances, and policies review; VMT analysis; and geometric hazards evaluation.
- **Chapter 4: Non-CEQA Transportation Assessment –** Summarizes the required non-CEQA transportation analyses, including a pedestrian, bicycle, and transit access assessment; access, safety, and circulation evaluation; and a construction analysis.

In August 2023, the Los Angeles Department of Transportation (LADOT) launched the Hollywood Boulevard Safety and Mobility Project (Hollywood Safety Project) to improve traffic safety and accessibility on Hollywood Blvd. On February 1st, 2024, LADOT hosted a virtual town hall for the Hollywood Safety Project to provide information to the community about the project outreach and conceptual design. The project extent is Hollywood Boulevard between Gower Street and the intersection of Sunset Boulevard and Fountain Avenue. At the same time, Council District 13 and the Bureau of Engineering are leading a separate but related effort to implement protected bike lanes and other streetscape improvements on Hollywood Boulevard between La Brea Avenue and Gower Street, which was announced as the Access to Hollywood Project in March 2024. Since the Hollywood Safety Project and the Access to Hollywood Project were both launched after the Notice of Preparation for the 6000 Hollywood Boulevard Project's environmental impact report published in May 2023, they are not required to be included as a related project in the Project's transportation assessment. Since both projects are anticipated to be built before the Project's Opening Year (2029), however, it is appropriate to also evaluate the potential transportation impacts of the Project in the context of implementation of both street projects. Fehr & Peers conducted a separate evaluation of the potential transportation impacts of the Project in consideration of these two projects and this separate analysis is presented in Appendix I.

# 2. Environmental Setting

The Project site is located at 6000 Hollywood Boulevard. It is developed with the existing Toyota of Hollywood car dealership and is located along the south side of Hollywood Boulevard in the block between Gower Street and Bronson Avenue. **Figure 1** shows the project site location. The study area bounds for the transportation assessment are a half-mile radius from the Project site for transit and bike assessments and a quarter-mile radius for pedestrian assessment, which were selected based on guidance in the LADOT TAG and approved by LADOT through the Project MOU process.

## 2.1 Existing Conditions

The Project site is situated in the Hollywood Community Plan Area of the City of Los Angeles (City), a highly urbanized center of population, employment, retail services, and entertainment. The site is located within the boundaries of the Hollywood Redevelopment Plan, as well as in a Transit Priority Area (TPA), as defined by California Public Resources Code, § 21099(a)(7) and City Zoning Information File (ZI) 2452.

The Project site is currently developed with an active car dealership, which includes a service center and surface parking areas. Auto access to the Project site is currently provided via four driveways along Hollywood Boulevard. Pedestrian access to the Project site is located along Hollywood Boulevard.

Land uses located adjacent to the Project site include a hotel and surface parking lot to the east and residential buildings to the south.

### Existing Street System

Regional access to the Project site is provided primarily by the US 101 (Hollywood) Freeway, which is accessible approximately 900 feet north and 900 feet east of the Project site and provides connections both within the City of Los Angeles and throughout the State of California. Local access to the Project site is provided by major streets serving the area including Hollywood Boulevard, Sunset Boulevard, and Franklin Avenue in the east-west direction, and Vine Street, Gower Street, Bronson Avenue, and Wilton Place in the north-south direction. **Table 3** and **Table 4** provide an overview of the regional and local roadways, respectively, serving the Project site. The street descriptions include the designation of the roadway under the *Mobility Plan 2035*[3] . In addition, the *Mobility Plan 2035* identifies corridors proposed to prioritize bicycle, pedestrian, transit, and vehicle infrastructure improvements. Each of the networks are defined as the following:

- **The Neighborhood-Enhanced Network** (NEN) is a selection of streets that provide comfortable and safe routes for localized travel of slower-moving modes such as walking, bicycling, or other slow speed motorized means of travel.

[3] *Mobility Plan 2035, An Element of the General Plan*, Los Angeles Department of Planning, was approved by the Los Angeles City Council in August 2015 and amended in September 2016.

- **The Transit-Enhanced Network** (TEN) is the network of arterial streets prioritized to improve existing and future bus service for transit riders.
- **The Bicycle-Enhanced Network** (BEN) is a network of streets to receive treatments that prioritize bicyclists. Tier 1 Protected Bicycle Lanes are bicycle facilities that are separated from vehicular traffic. Tier 2 and Tier 3 Bicycle Lanes are facilities on roadways with striped separation. Tier 2 Bicycle Lanes are those more likely to be built by 2035.
- **The Vehicle-Enhanced Network** (VEN) identifies streets that prioritize vehicular movement and offer safe, consistent travel speeds and reliable travel times.
- **The Pedestrian-Enhanced Districts** (PEDs) identify where pedestrian improvements on arterial streets could be prioritized to provide better walking connections to and from the major destinations within communities.

**Table 3: Regional Freeway Access to the Project Site[1]**

| Name | Direction | Posted Speed (mph) | Total Number of Lanes | Nearby Access Points |
|---|---|---|---|---|
| US 101 Freeway | Northwest-Southeast | 55 | 8 | Highland Avenue, Cahuenga Boulevard, Vine Street, Gower Street, Hollywood Boulevard, Sunset Boulevard |

Notes
1. Characteristics for the segment of the freeway closest to the Project site.

Source: Fehr & Peers, 2023.

**Table 4: Local Street Access to the Project Site[1]**

| Name | Designation[2] | Posted Speed (mph) | Total Number of Lanes | Parking | Bike Facilities | Mobility Plan 2035 Network[2] |
|---|---|---|---|---|---|---|
| ***East-West Roadways*** | | | | | | |
| Sunset Boulevard | Avenue I | 35 | Off-peak: 4[3]<br>Peak: 6[3] | Both sides during off-peak periods | | HIN, BEN, VEN, PED |
| Hollywood Boulevard | Avenue I | 35 | 4[3] | Both sides of street (limited) | | HIN, BEN, TEN, PED |
| Franklin Avenue | Modified Avenue II | 35 | 4[3] | Both sides of street (limited) | | HIN, NEN, PED |
| Carlton Way | Local Street – Standard | 25 | 2 | Both sides of street | | NEN (east of Bronson Avenue) |
| ***North-South Roadways*** | | | | | | |
| Vine Street | Avenue II | 35 | 4[3] | Both sides of street | Class III Sharrowed Route | HIN, BEN, PED |
| Gower Street | Modified Avenue III | 35 | 2 south of Sunset Blvd, 3 between Sunset and Hollywood Blvd (Off-peak), [4] north of Hollywood Blvd[3] | Both sides of street (limited) | | PED |
| Bronson Avenue | Modified Avenue III | 35 | 2[3] | Both sides of street | | NEN, PED |
| Wilton Place | Modified Avenue III | 35 | 4 south of Harold Way, 3 between Harold Way and Hollywood Blvd, 2 north of Hollywood Blvd[3] | Both sides of street north of Hollywood Boulevard, west side of street south of Hollywood Boulevard (with east side parking restricted during Peak) | | HIN, BEN, NEN |

Notes
1. Characteristics for the segment of the roadway closest to the Project site.
2. As designated by the City of Los Angeles, *Mobility Plan 2035, An Element of the General Plan*.
3. Left turn pockets provided along portions of street.

Source: Fehr & Peers, 2023.

## Existing Public Transit Service

The Project site is located within a Transit Priority Area, and within a Tier 3 Transit Oriented Communities (TOC) area[4]. **Figure 4** shows nearby transit facilities in the context of the Project site. The Project site is well served by a variety of public transit options, including local and regional bus lines and the Metro rail system. The Metro B Line Hollywood/Vine Station is approximately one-quarter mile west of the Project site. **Table 5** summarizes transit lines and ridership in the Project site vicinity.

**Table 5: Transit Lines and Ridership within a Quarter-Mile of the Project Site**

| Line | Description | Peak Hour Headway | 2022 Annual Ridership[1] |
|---|---|---|---|
| ***LA Metro*** | | | |
| 2 | Downtown LA – Westwood *via Sunset Boulevard* | 7-10 minutes | 4,059,957 |
| 180 | Hollywood-Glendale-Pasadena *via Los Feliz Boulevard and Colorado Boulevard* | 12 minutes | 1,948,465 |
| 207 | Hollywood – Athens *via Western Avenue* | 6-10 minutes | 5,329,159 |
| 217 | Hollywood/Vine Station – La Cienega Station *via Hollywood Boulevard-Fairfax Avenue* | 10-13 minutes | 1,804,422 |
| B Line | North Hollywood-Downtown LA | 15 minutes | 19,373,430 |
| ***LADOT DASH*** | | | |
| Hollywood | Hollywood Loop (Clockwise & Counterclockwise) *via Fountain Avenue-Highland Avenue-Franklin Avenue-Vermont Avenue* | 30 minutes | 119,840 |
| Hollywood/Wilshire | Hollywood-Wiltern Theater *via Sunset Boulevard-Gower Street-Melrose Avenue-Western Avenue* | 25 minutes | 74,784 |

Notes:
1. LA Metro Ridership data (Metro Ridership Stats) and LADOT Ridership Report; accessed June 2023.
Fehr & Peers, 2023.

[4] The City of Los Angeles Transit Oriented Communities Incentive Program includes four tiers of TOC areas based on a site's distance from a "Major Transit Stop". Tier 3 indicates the site has access to high-frequency local, rapid, and regional rail transit.
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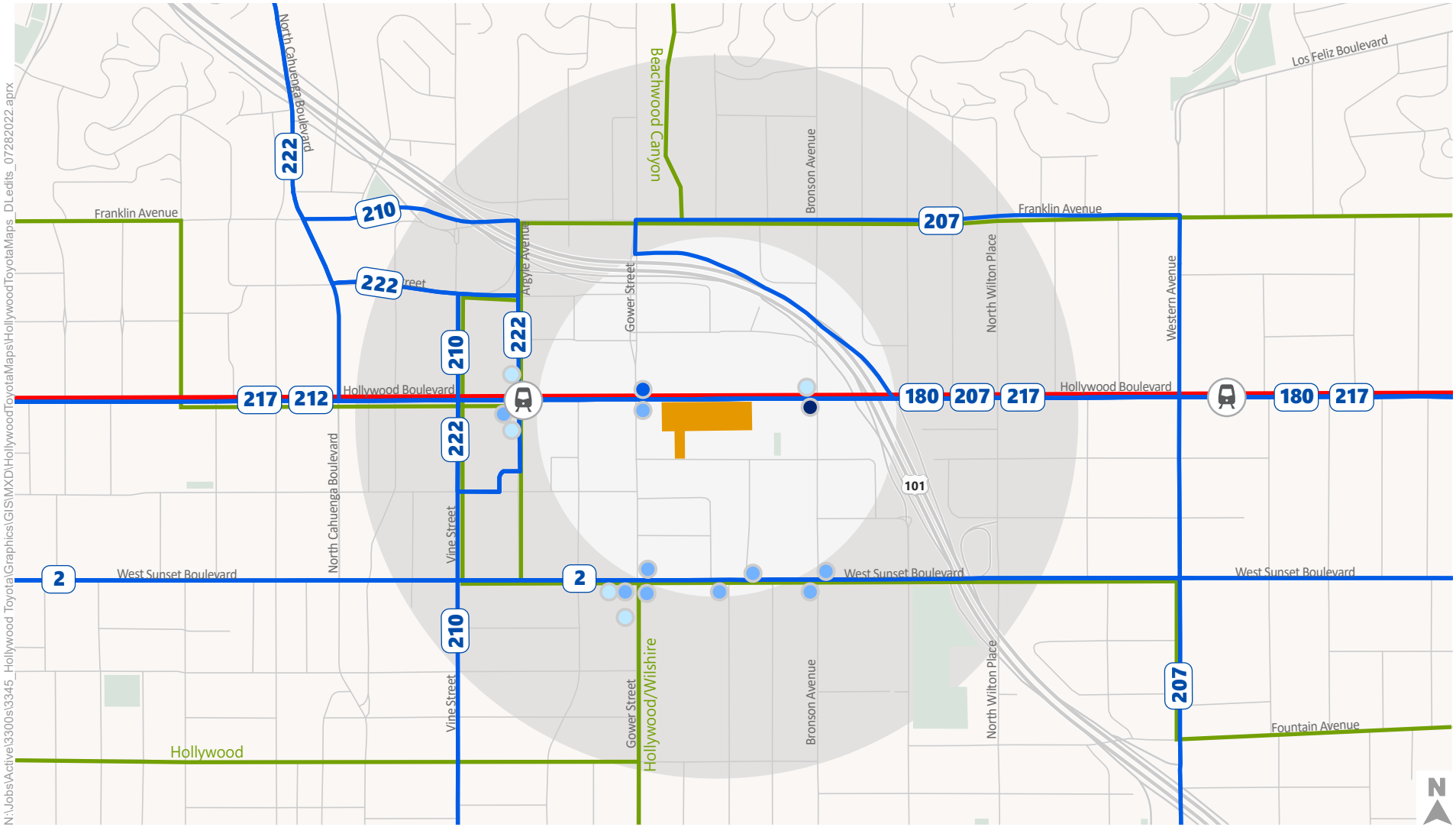



Figure 4

# Transit Facilities
# 6000 Hollywood Boulevard Project

## Pedestrian and Bicycle Facilities

### *Pedestrian Facilities*

Major roadways surrounding the Project site, including Sunset Boulevard, Hollywood Boulevard, Franklin Avenue, Vine Street, Gower Street, and Bronson Avenue are part of the City's Pedestrian-Enhanced District. The study area generally has a mature network of pedestrian facilities (summarized in **Table 6**, **Table 7**, and **Figure 5**) including sidewalks and pedestrian safety features, however many of the intersections in the study area are missing ADA-compliant tactile warning strips on one or more corners.

### *Bicycle Facilities*

**Figure 6** shows existing bicycle facilities in the Project area. Existing bicycle facilities in the study area are mainly comprised of Class III sharrowed routes, including on Franklin Avenue, Yucca Street, Selma Avenue, Fountain Avenue, and Vine Street.

### *High-Injury Network*

The City's high-injury network (HIN) is comprised of streets with the highest concentration of traffic collisions that result in severe injuries and deaths, with an emphasis on those involving people walking and bicycling. As shown in **Figure 5** and **Figure 6**, the Project study area has several streets that have been identified as part of the HIN, including portions of Franklin Avenue, Yucca Street, Hollywood Boulevard, Selma Avenue, Sunset Boulevard, North Wilton Place, and Vine Street.

**Table 6: Existing Pedestrian Amenities – Sidewalk Widths and Crossing Distance[1,2]**

| Street Name | Study Area Extents | Direction | Existing Sidewalk Width (feet) | Average Distance between Marked Crossings (feet)[4] | Street Trees |
|---|---|---|---|---|---|
| Yucca Street | Vista Del Mar Avenue to Bronson Avenue | East-West | 5'-8' | N/A (no marked crossings) | |
| Carlos Avenue | Vista Del Mar Avenue to Bronson Avenue | East-West | 5'-12' | 900' | ✓ |
| Hollywood Boulevard | Argyle Avenue to US 101 NB On-/Off-Ramps | East-West | 8'-20' | 450' | ✓ |
| Carlton Way | Gower Street to Canyon Drive | East-West | 5'-9' | N/A (only 1 marked crossing) | ✓ |
| Selma Avenue | Vista Del Mar Avenue to La Baig Avenue | East-West | 5'-11' | N/A (only 1 marked crossing) | ✓ |
| Harold Way | Gower Street to La Baig Avenue | East-West | 5'-10' | N/A (no marked crossings) | ✓ |
| Sunset Boulevard | Gower Street to Bronson Avenue | East-West | 12'-15' | 440' | ✓ |
| Vista Del Mar Avenue | Yucca Street to Carlos Avenue | North-South | 4' | N/A (no marked crossings) | |
| El Centro Avenue | Hollywood Boulevard to Selma Avenue | North-South | 11'-13' | N/A (only 1 marked crossing) | ✓ |
| Gower Street | Yucca Street to Sunset Boulevard | North-South | 9'-12' | 700' | ✓ |
| La Baig Avenue | Selma Avenue to Sunset Boulevard | North-South | 4'-9' | N/A (only 1 marked crossing) | ✓ |
| Gordon Street | Carlton Way to Sunset Boulevard | North-South | 5'-11' | N/A (only 1 marked crossing) | ✓ |
| Bronson Avenue | Yucca Street to Sunset Boulevard | North-South | 5'-11' | 730' | ✓ |

Notes
1. This inventory was completed using aerial imagery and field visits.
2. Sidewalks are on both sides of all streets listed in this table.
3. Portions of the sidewalk have a clear width that does not meet the Caltrans standards. Caltrans' *Permanent Pedestrian Facilities ADA Compliance Handbook* requires a minimum clear width of 48" along sidewalks. https://dot.ca.gov/-/media/dot-media/programs/civil-rights/documents/permanent-pedestrian-facilities-ada-compliance-handbook-a11y.pdf
4. Rounded up to the nearest 10.

Source: Fehr & Peers, 2023.

**Table 7: Existing Pedestrian Amenities – Intersection Amenities[1]**

| Intersection | Pedestrian Signals[2] | Pedestrian Button[3] | Crosswalk Type | Curb Ramp Type | Tactile Warning[4] |
|---|---|---|---|---|---|
| Yucca Street/ Vista Del Mar Avenue | SSSC | | *None* | All: Diagonal | 0/2 |
| Yucca Street/ Gower Street | SSSC | | *None* | All: Diagonal | 0/2 |
| Yucca Street/ Bronson Avenue | SSSC | | N: Continental | All: Diagonal | 0/2 |
| Carlos Avenue/ Vista Del Mar Avenue | SSSC | | *None* | *None* | - |
| Carlos Avenue/ Gower Street | ✓ | EB/WB | All: Continental | All: Diagonal | 4/4 |
| Carlos Avenue/ La Baig Avenue | SSSC | | N: Ladder | All : Diagonal | 0/2 |
| Carlos Avenue/ Tamarind Avenue | SSSC | | *None* | All : Diagonal | 0/2 |
| Carlos Avenue/ Bronson Avenue | SC | | W: Continental | All: Diagonal | 0/2 |
| Hollywood Boulevard/ Argyle Avenue | ✓ | ✓ | All: Continental | All : Diagonal | 3/4 |
| Hollywood Boulevard/ El Centro Avenue | SSSC | | S: Continental | All: Diagonal | 1/2 |
| Hollywood Boulevard/ Gower Street | ✓ | × | All: Continental | All: Diagonal | 4/4 |
| Hollywood Boulevard/ Bronson Avenue | ✓ | NB/SB | All: Continental | All: Diagonal | 4/4 |
| Hollywood Boulevard/ US-101 On-Ramp | ✓ | × | N/S: Ladder | NW : Diagonal<br>NE : Directional<br>SW : Directional<br>SE: Directional | 4/4 |
| El Centro Avenue/ Vista Del Mar Avenue | SSSC | | *None* | All: Diagonal | 1/2 |
| Carlton Way/ Gower Street | SSSC | | *None* | All: Diagonal | 0/2 |
| Carlton Way/ Gordon Street | SC | | *None* | All: Diagonal | 0/2 |
| Carlton Way/ Bronson Avenue | SSSC | | *None* | NW: Diagonal<br>NE: Directional (WB only)<br>SW: Diagonal<br>SE: Diagonal | 0/4 |
| Selma Avenue/ Vista Del Mar Avenue | SSSC | | *None* | All: Diagonal | 2/2 |

| Intersection | Pedestrian Signals[2] | Pedestrian Button[3] | Crosswalk Type | Curb Ramp Type | Tactile Warning[4] |
|---|---|---|---|---|---|
| Selma Avenue/ El Centro Avenue | SC | | *None* | All: Diagonal | 3/4 |
| Selma Avenue/ Gower Street (west leg) | ✓ | ✓ | All: Continental | NW : Diagonal<br>NE : Directional<br>SW : Directional | 2/3 |
| Selma Avenue/ Gower Street (east leg) | ✓ | ✓ | All: Continental | SW : Directional<br>SE : Diagonal<br>NE : Diagonal | 2/3 |
| Harold Way/ Gower Street | SSSC | | *None* | All: Diagonal | 0/2 |
| Harold Way/ La Baig Avenue | SC | | *None* | All: Diagonal | 0/2 |
| Harold Way/ Bronson Avenue | SSSC | | *None* | All: Diagonal | 1/2 |
| Sunset Boulevard/ Gower Street | ✓ | ✓ | All: Continental | NW : Directional<br>NE : Diagonal<br>SW : Diagonal<br>SE: Diagonal | 1/4 |
| Sunset Boulevard/ La Baig Avenue | SSSC | | N: Continental | All: Diagonal | 0/2 |
| Sunset Boulevard/ Gordon Street (south leg) | ✓ | ✓ | W/S: Continental | NW: Directional<br>SW: Diagonal<br>SE: Diagonal | 1/3 |
| Sunset Boulevard/ Gordon Street (north leg) | ✓ | ✓ | N/E: Continental | NW : Diagonal<br>NE : Diagonal<br>SE : Directional | 2/3 |
| Sunset Boulevard/ Tamarind Avenue | SSSC | | S: Continental | All: Diagonal | 0/2 |
| Sunset Boulevard/ Bronson Avenue | ✓ | ✓ | All: Continental | All: Diagonal | 2/4 |

Notes
1. This inventory was completed using aerial imagery and reflects existing conditions.
2. SC = Stop Controlled; AWSC = All Way Stop Controlled; SSSC = Side Street Stop Controlled
3. NB/SB and EB/WB designations indicate presence of pedestrian push buttons for corresponding direction of movement. NB = Northbound; SB = Southbound; EB = Eastbound; WB = Westbound
4. The number of curb ramps equipped with tactile warnings out of the total number of curb ramps at the intersection.

Source: Fehr & Peers, 2023.

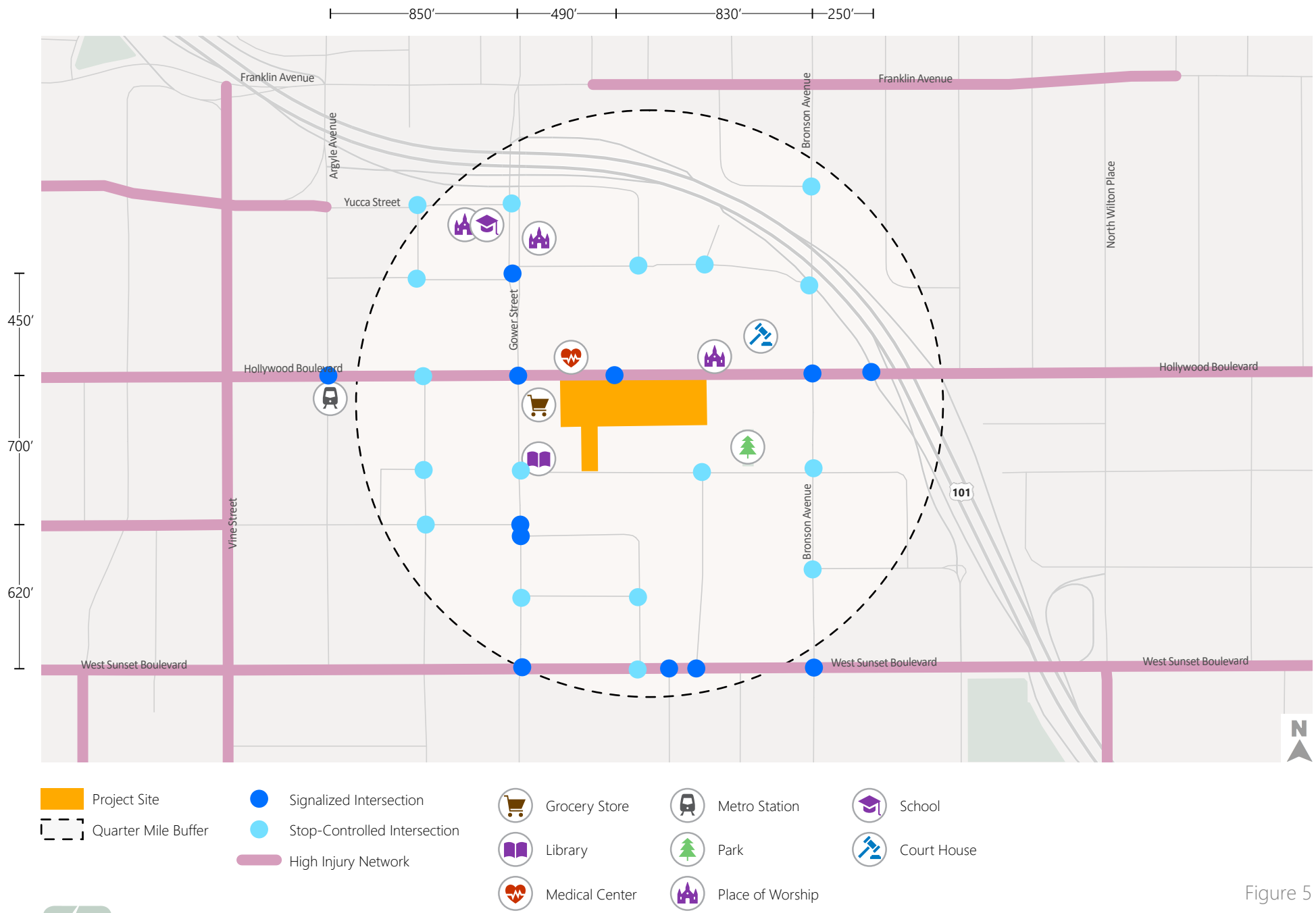



Figure 5

## Pedestrian Destinations and Facilities
## 6000 Hollywood Boulevard Project

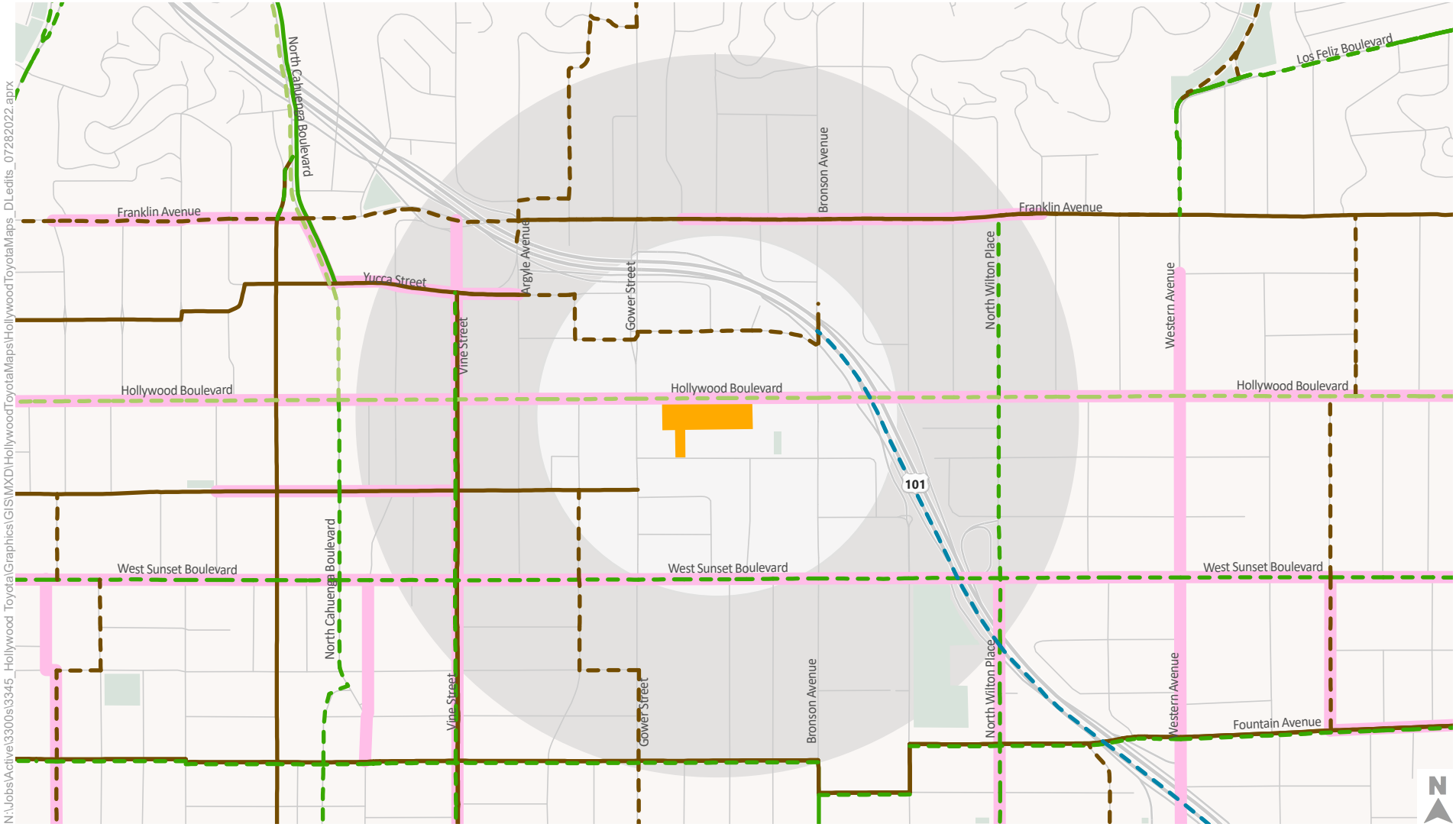



Figure 6

# Bicycle Facilities
# 6000 Hollywood Boulevard Project

## 2.2 Cumulative Conditions

This section details the planned transportation improvements and proposed land use developments within the study area that are anticipated to be completed or underway by Project buildout.

### Transportation Infrastructure Projects

There are several transportation infrastructure projects proposed in the study area, including bicycle facilities proposed in the Mobility Plan 2035, the Walk of Fame Master Plan, and two more city projects on Hollywood Boulevard that were publicized after the Notice of Preparation of the Project. These projects are described below:

- ***Mobility Plan 2035*:** This document identifies corridors proposed to receive improved bicycle, pedestrian, and vehicle infrastructure improvements. Proposed bicycle facilities are broken down into three tiers:
    - **Tier 1 Protected Bicycle Lanes** are bicycle facilities on arterial roadways with physical separation, which are equivalent to Class IV Bikeways (Separated Bikeways or Cycle Tracks) per Caltrans' guidance[5]. Roadways with planned Tier 1 facilities in the study area include Hollywood Boulevard.
    - **Tier 2 and Tier 3 Bicycle Lanes** are facilities on roadways with striped separation, which are equivalent to Class II Bikeways (Bike Lanes). Tier 2 Bicycle Lanes are those which are more likely to be built by 2035. Roadways with planned Tier 2 facilities in the study area include Vine Street and Wilton Place. Planned Tier 3 facilities in the study area include Sunset Boulevard.

  **Figure 6** shows the planned bicycle improvements in the study area per the *Mobility Plan 203*5.

- ***Walk of Fame Master Plan*:** This "street for everyone" concept was introduced by Councilmember O'Farrell in 2020 as part of his *HEART of Hollywood* initiative. It could involve eliminating a vehicle travel lane and a parking lane in each direction on Hollywood Boulevard between La Brea Avenue and Gower Street and reallocating the right-of-way to accommodate: 25-foot sidewalks on each side of the street, 6-foot protected bike lanes in each direction, 11-foot travel lanes in each direction, a center turn lane, and turn pockets where needed[6]. Since the Walk of Fame project was in its conceptual planning phase and not funded at the time of the Project's Notice of Preparation (NOP), it was not factored into this report. Subsequently, the announcement of two near-future city projects on Hollywood Boulevard—the Hollywood Boulevard Safety and Mobility Project and the Access to Hollywood Project—by LADOT and Council District 13 in August 2023 and March 2024 respectively, presented new considerations. Given that these projects emerged post-NOP but are anticipated to be built before the Project's Opening Year (2029), additional transportation analyses with these projects assumed in future base conditions is presented in **Appendix I**.

[5] *Design Information Bulletin Number 89-02, Class IV Bikeway Guidance (Separated Bikeways/Cycle Tracks),* Caltrans: https://dot.ca.gov/-/media/dot-media/programs/design/documents/dib-89-02-final-a11y.pdf. Accessed on 3/17/2023.
[6] Walk of Fame Master Plan: https://cao.lacity.gov/capital/stpoc20230601j.pdf. Accessed on 4/2/2024.

## Related Projects

Related projects are developments expected to be implemented in the vicinity of the proposed Project site prior to the buildout date of the proposed Project. The list of related projects within a half-mile radius of the Project was prepared based on data from LADOT and Department of City Planning. **Table 8** includes the full list of related projects and their corresponding land use, size, and trip generation assumed to be in place by Year 2029. The location of each related project is illustrated in **Figure 7**.

### Table 8: Related Projects and Related Projects Trip Generation

| # | Project Location[1] | Land Use | Size | | Estimated Trip Generation[2] | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Daily | AM Peak Hour Trips | | | PM Peak Hour Trips | | |
| | | | | | | In | Out | Total | In | Out | Total |
| 1 | 6100 Hollywood Boulevard | Apartments | 220 | DU | 1439 | 24 | 76 | 100 | 86 | 46 | 132 |
| | | Retail | 3.27 | KSF | | | | | | | |
| 2 | 1546 Argyle Avenue | Apartments | 276 | DU | 1971 | 16 | 101 | 117 | 128 | 64 | 192 |
| | | Retail | 27 | KSF | | | | | | | |
| 3 | 6220 Yucca Street | Apartments | 269 | DU | 591 | 9 | 45 | 54 | 46 | 27 | 73 |
| | | Retail | 7.76 | KSF | | | | | | | |
| 4 | 1720 Vine Street | Apartments | 1,005 | DU | 6346 | 171 | 290 | 461 | 368 | 264 | 632 |
| | | Retail | 30 | KSF | | | | | | | |
| | | Other | 350 | Person | | | | | | | |
| 5 | 6360 Hollywood Boulevard | Hotel | 57 | Room | 162 | -7 | 6 | -1 | 9 | -5 | 4 |
| 6 | 1400 Vine Street | Apartments | 198 | DU | 1446 | 70 | 93 | 163 | 97 | 56 | 153 |
| | | Retail | 16 | KSF | | | | | | | |
| 7 | 6007 West Sunset Boulevard | Apartments | 109 | DU | 856 | 13 | 27 | 40 | 34 | 25 | 59 |
| | | Other | 14.657 | KSF | | | | | | | |
| 8 | 1725 North Bronson Avenue | Apartments | 129 | DU | 502 | 10 | 28 | 38 | 25 | 17 | 42 |
| 9 | 6266 West Sunset Boulevard | Apartments | 153 | DU | 162 | 3 | 29 | 32 | 11 | 1 | 12 |
| | | Retail | 13.026 | KSF | | | | | | | |
| 10 | 6400 Sunset Boulevard[3] | Apartments | 200 | DU | -59 | 14 | 76 | 90 | 24 | -26 | -2 |
| | | Retail | 7 | KSF | | | | | | | |
| 11 | 6350 Selma Avenue | Apartments | 260 | DU | -765 | -26 | 30 | 4 | -30 | -57 | -87 |
| | | Retail | 6.79 | KSF | | | | | | | |
| 12 | 6050 Sunset Boulevard | Office | 560.692 | KSF | 94 | 108 | -11 | 97 | -31 | 96 | 65 |
| | | Production Support | 28.25 | KSF | | | | | | | |
| | | Soundstages | 30 | KSF | | | | | | | |
| | | Mill Space | 7 | KSF | | | | | | | |
| 13 | 6061 Sunset Boulevard | Office | 489.863 | KSF | 3750 | 330 | 48 | 378 | 121 | 354 | 475 |
| | | Restaurant/ Event | 19.915 | KSF | | | | | | | |
| | | Screening room | 14.256 | KSF | | | | | | | |
| 14 | 1360 Vine Street[4] | Office | 463.521 | KSF | 3182 | 277 | 43 | 320 | 138 | 335 | 473 |
| | | Restaurant | 20.902 | KSF | | | | | | | |

| # | Project Location[1] | Land Use | Size | | Estimated Trip Generation[2] | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Daily | AM Peak Hour Trips | | | PM Peak Hour Trips | | |
| | | | | | | In | Out | Total | In | Out | Total |
| 15 | 6407 Sunset Boulevard[3] | Hotel | 275 | Room | 1285 | 51 | 26 | 77 | 53 | 60 | 113 |
| | | Retail | 1.9 | KSF | | | | | | | |

Notes:

1. Projects in development within a ½-mile of the project site. Related projects based on data from Los Angeles Department of Transportation and Department of City Planning as of 1/5/2024. KSF = thousand square feet; DU = dwelling units.
2. Trip Generation based on data from LADOT, project traffic assessment reports, or estimated based on ITE Trip Generation (11th Edition, 2021) or LADOT Transportation Assessment Guidelines (TAG, 2022).
3. Related Projects located on the periphery of the project site's ½-mile buffer.
4. There are multiple options proposed in the DEIR for 1360 Vine Street project. The option that is estimated to generate the most trips was analyzed for transportation assessment purpose.

Fehr & Peers, 2024.

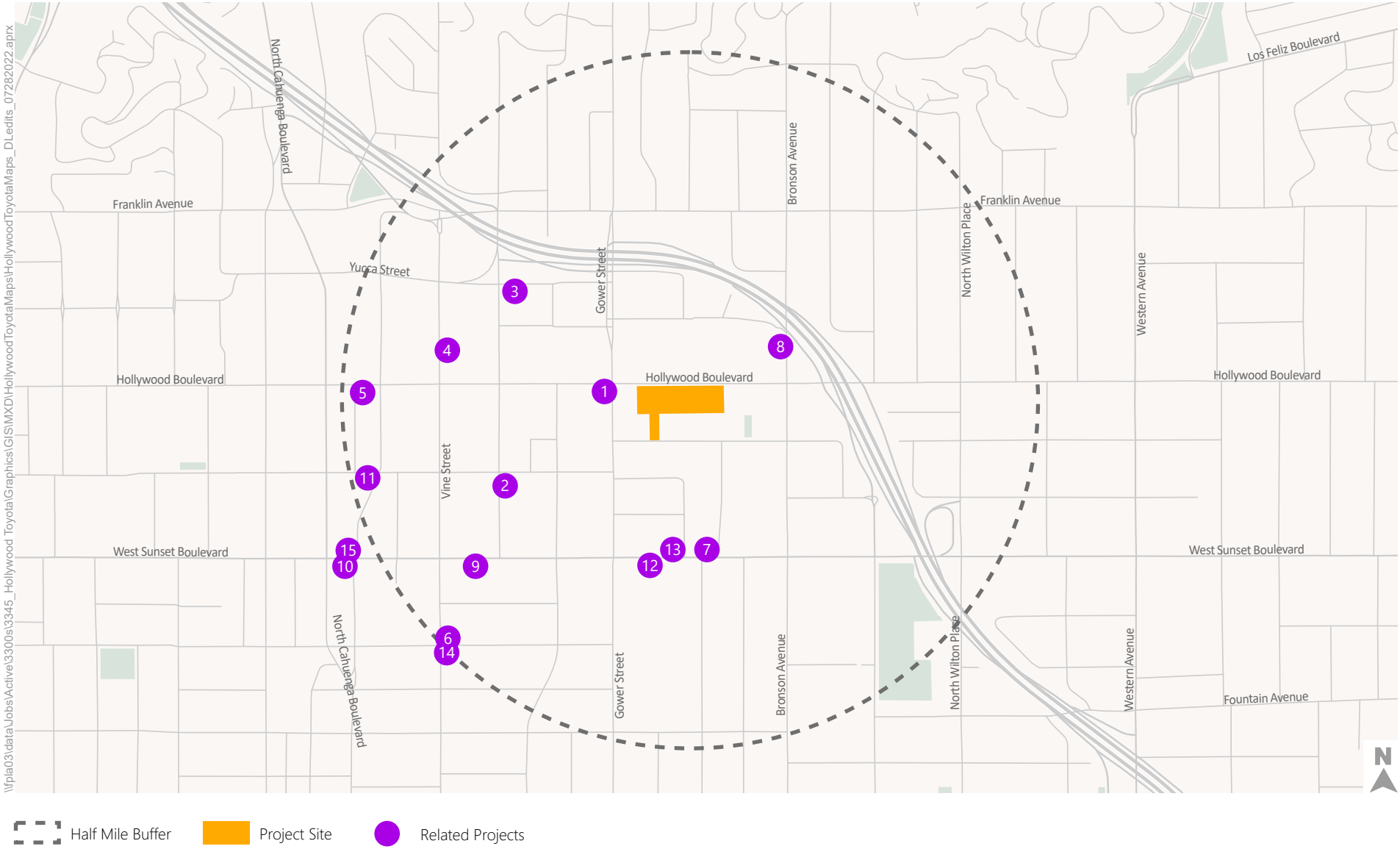



Figure 7

# Related Projects
# 6000 Hollywood Boulevard Project

# 3. CEQA Transportation Assessment

## 3.1 Plans, Programs, Ordinances, and Policies Review

A review was conducted to determine whether the Project conflicts with a transportation-related City plan, program, ordinance, or policy that was adopted to protect the environment.

> **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?

Under CEQA, a project is considered to not conflict with an applicable plan if it is consistent with the overall intent of the plan and would not preclude the attainment of its primary goals. A project does not need to be in perfect conformity with each and every policy. Any conflict with an applicable policy, plan, or regulation is only a significant impact under CEQA if the policy, plan, or regulation was adopted for the purpose of avoiding or mitigating an environmental effect and if the conflict itself would result in a direct physical impact on the environment. This evaluation was conducted in alignment with CEQA guidelines and LADOT TAG, and includes a review of the following City documents:

- ***City of Los Angeles General Plan*** is a comprehensive policy document that informs future land use decisions. It is comprised of several elements that provide guidance for how land is used and how the City allocates its resources.
    - The *City of Los Angeles Mobility Plan 2035 (2016)*, adopted under the City's General Plan, is considered an update to the Transportation Element. It incorporates "complete streets" principles and lays the policy foundation for the operation and design of streets and public right-of-way.
    - *The Plan for a Healthy Los Angeles (2015)* is an element of the City's General Plan and lays the foundation to create healthier communities for all Angelenos. The Plan "provides a high-level policy vision, along with measurable objectives and implementation programs to elevate health and environmental justice as a priority for the City's future growth and development."
- ***Citywide Design Guidelines (2019)*** establishes ten guidelines to carry out the common design objectives laid out in the City's General Plan Framework Element and 35 Community Plans. The guidelines are organized around one of three design approaches: Pedestrian-First Design, 360 Degree Design, and Climate-Adopted Design.
- ***Hollywood Community Plan (2023 Update)*** is one of 35 Community Plans in the City that establishes policies and programs that inform the framework for local land use, circulation, and service systems within the selected community plan area. The Hollywood Community Plan (HCP) Update was adopted by the Los Angeles City Council on May 3, 2023, which includes a revision of the goals and policies, revisions to the community plan lane use map, an update to the zoning of certain areas, and a zoning tool to implement some of the goals and policies. The HCP Update envisions "a compact community that mixes residential, commercial and industrial uses in new and

interesting ways". The HCP Update's transportation-related vision is to provide a "rich, multimodal transit system, an inviting walking environment, and mixed-use housing along transit corridors" that promotes "a livable community and enable many Hollywood residents to reduce their use of cars".

- ***Hollywood Redevelopment Plan (2003)*** (HRP) sets forth the re-planning, redesign, and rehabilitation, and/or development of areas which are stagnant or improperly utilized and which could not be accomplished by private enterprise acting alone, without public participation and assistance. Transportation-related guidelines for the City, including circulation, parking, and loading facilities, are described in Section 518 of the HRP.
- ***Municipal Code of the City of Los Angeles (2002)*** codifies the regulatory and penal ordinances of the City. The current Sixth Edition assists City officials, departments, and other governmental agencies in their functions, and "will serve the people as the official source of information regarding the regulations enacted by the City of Los Angeles for the preservation of the public peace, health and safety."
- ***Vision Zero Los Angeles (2017)***[7] is a plan that strives to eliminate traffic-related deaths in Los Angeles by 2025 through multiple strategies such as modifying streets to better serve vulnerable road users.

## Conflicts with Relevant Plans, Programs, Ordinances, and Policies

**Table 9** provides a discussion of the Project's potential conflicts with the plans described above. **Appendix C** provides a detailed evaluation of the Project's potential conflicts regarding specific questions presented in the TAG. As can be seen below in **Table 9** and in the detailed evaluation in **Appendix C**, the Project would not conflict with the various regional and local plans, programs, ordinances, and policies related to transportation.

**Table 9: Conflict with Plans, Programs, Ordinances, and Policies Review**

| Plan, Program, Ordinance, or Policy | Conflict Review |
|---|---|
| *City of Los Angeles Mobility Plan 2035* | The Project's proposed land use and design features, including site access; pedestrian, bicycle, and transit accessibility; and loading areas, would not conflict with the policies of the *Mobility Plan 2035*. Hollywood Boulevard is part of the Pedestrian Enhanced District, the Bicycle Enhanced Network, and Transit Enhanced Network. The Project would not conflict with the implementation of future projects in the public right-of-way on these networks. |
| *Citywide Design Guidelines* | The Project would not conflict with the circulation components of the *Citywide Design Guidelines*. The guidelines call for incorporating vehicular access such that it does not discourage and/or inhibit the pedestrian experience and promoting a safe, comfortable, and accessible pedestrian experience. |

[7] *Vision Zero Los Angeles 2015-2025 Action Plan*, effective January 2017.

| Plan, Program, Ordinance, or Policy | Conflict Review |
|---|---|
| *Hollywood Community Plan (2023 Update)* | The Project would not conflict with the transportation components of the *Hollywood Community Plan*. The Project's mixed-use nature supports the community plan's objective to further the development of Hollywood as a compact community that mixes residential, commercial and industrial uses in new and interesting ways. The residential component aligns with the community plan's goal to provide a variety of housing types, densities, forms, and designs and a mix of uses and services that support the needs of residents throughout Hollywood. The proposed intensity (floor-to-area ratio) and character for office and restaurant uses coincide with the plan's intent to promote employment opportunities near transit infrastructure that support sustainable and walkable neighborhoods. |
| *Hollywood Redevelopment Plan* | The Project would not conflict with the overall intent of the HRP to promote a balanced community and a safe and positive environment. The Project is located within a quarter-mile from high-capacity transit and would provide sufficient vehicle and bicycle parking. The Project supports the HRP's goal to promote the development of Hollywood Boulevard within the Hollywood commercial core as a unique place which contains active retail and entertainment uses at the street level, provides for residential uses, and is pedestrian oriented. |
| *Municipal Code of the City of Los Angeles* | The Project and its features would not conflict with the City's Municipal Code. While the Project would include parking in excess of the LAMC minimum requirements, it would include features to encourage walking and bicycling, including providing the number of bicycle parking spaces required by LAMC. In addition, 30 percent of the Project's parking spaces would be capable of supporting future electric vehicle supply equipment. |
| *Plan for a Healthy Los Angeles* | The Project would not conflict with the *Plan for a Healthy Los Angeles*. It strives to reduce vehicle trips and vehicle miles traveled by providing mixed-use development with a variety of land uses in a neighborhood with high walkability and transit access. The Project's residential component would include both market-rate housing and affordable housing, which supports the plan's vision of access to affordable, healthy, and safe housing for residents of all ages and income levels. The Project's office, retail, and restaurant components would provide employment options for a growing neighborhood residential population and creating a work destination that is easily accessible via public transportation. |
| *Vision Zero Los Angeles* | The Project would not conflict with the goals and objectives set forth in *Vision Zero Los Angeles* and would not conflict with the implementation of future Vision Zero projects in the public right-of-way. The north boundary of the Project is Hollywood Boulevard, which is identified as part of the HIN. The Project proposes to replace the existing mid-block signalized pedestrian crossing on Hollywood Boulevard with two crossings with pedestrian signal control, which would improve pedestrian safety and convenience. The Project is not located in a Safe Routes to School program area. |

## Cumulative Analysis

The nearest related project to the Project Site is a mixed-use project with 220 residential units located at 6100 Hollywood Boulevard west of the Project Site. Since the Project and the 6100 Hollywood Boulevard project do not have driveways on the same block or on the same street (the proposed driveway of 6100 Hollywood Boulevard is on Gower Street), the two projects in combination with each other are expected to have a less-than-significant cumulative impact. Other related projects located farther from the Project Site would not share adjacent street frontages with the Project Site. Accordingly, the Project would not

contribute to significant cumulative impacts in conflict with transportation policies and standards and thus, would not conflict with City transportation policies or standards.

### Conclusion and Recommended Actions

The Project features, location, and design generally support multimodal transportation options and would not conflict with City plans, policies, ordinances, and programs put in place to protect the environment. The Project would result in a less-than-significant impact, and therefore there are no recommended actions or mitigation measures required.

## 3.2 Vehicle Miles Traveled Analysis

In accordance with the Governor's Office of Planning and Research (OPR) CEQA guidance as well as *City of Los Angeles Mobility Plan 2035* goals and objectives, the City has set the following significance criteria for transportation impacts based on vehicle miles traveled for land use projects and plans.

> **Threshold T-2.1:** For a land use project, would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(1)?

The Project's impact on vehicle miles traveled was assessed utilizing LADOT's VMT Calculator Version 1.4. The VMT Calculator considers a project's land uses, proposed transportation demand management strategies, and location within the City to estimate the project's impact on vehicle miles traveled, assessed against the City's established impact criteria.

### Impact Criteria

The LADOT *Transportation Assessment Guidelines* establishes that a land use project may have a potential significant impact if the proposed project meets one or more of the following criteria:

- For residential projects, the project would generate daily household VMT per capita exceeding 15% below the existing average household VMT per capita for the Area Planning Commission (APC) area in which the project is located.
- For office projects, the project would generate daily work VMT per employee exceeding 15% below the existing average work VMT per employee for the APC in which the project is located.
- For regional serving projects including retail projects, entertainment projects, and/or event centers, the project would result in a net increase in VMT. Retail projects fewer than 50,000 square feet in size are considered local-serving. New retails uses greater than 50,000 square feet may also be considered local-serving, if an applicant provides documentation that most of the vehicle trips would be originating from the project area.

For mixed-use projects, the project VMT impact should be considered significant if, after taking credit for internal capture, the project exceeds the impact criteria for any one (or all) of a particular project land use. **Table 10** outlines the City's VMT impact criteria based on these guidelines. The Project is in the Central APC, which has a daily household VMT per Capita threshold of 6.0 and a daily work VMT per employee threshold of 7.6.

**Table 10: City of Los Angeles VMT Impact Criteria (15% Below APC Average)**

| Area Planning Commission | Daily Household VMT per Capita | Daily Work VMT per Employee |
|---|---|---|
| **Central** | **6.0** | **7.6** |
| East Los Angeles | 7.2 | 12.7 |
| Harbor | 9.2 | 12.3 |
| North Valley | 9.2 | 15.0 |
| South Los Angeles | 6.0 | 11.6 |
| South Valley | 9.4 | 11.6 |
| West Los Angeles | 7.4 | 11.1 |

Source: LADOT *Transportation Assessment Guidelines*, 2022.

A project could have a significant cumulative impact on VMT if the project has both a significant project-level impact as determined above and is not consistent with the Southern California Association of Governments'[8] Regional Transportation Plan/Sustainable Communities Strategy[9] (SCAG RTP/SCS) in terms of development location, density, and intensity.

*Impact Analysis*

*Project Daily Vehicle Trips and VMT*

As estimated by the VMT Calculator and shown in **Appendix D,** the Project would generate an estimated 3,077 daily vehicle trips and 20,516 daily VMT.

*Residential Vehicle Miles Traveled*

In alignment with TAG guidance for residential projects, household VMT per capita was estimated using LADOT's VMT Calculator. The VMT Calculator utilizes the Institute of Transportation Engineers *Trip Generation Manual* (ITE, 9th Edition),[10] U.S. EPA's MXD (mixed-use) methodology, and socioeconomic, transit, and trip length data from the LA Citywide Travel Demand Model to account for a project's land use mix, location, and density to estimate vehicle miles traveled for a project. The estimated household VMT per capita for the Project is presented in **Table 12**.

[8] SCAG is the nation's largest metropolitan planning organization. Its primary purpose is to research and develop regional plans for transportation, growth management, hazardous waste management, and air quality.

[9] The RTP/SCS is a regional plan developed by SCAG that demonstrates compliance with air quality conformity requirements and emissions reductions targets. It provides a comprehensive look at future transportation needs and maps out how the region will integrate transportation and land use. The latest update is *Connect SoCal* (2020-2045 RTP/SCS) adopted by the SCAG Regional Council in 2020.

[10] The LA VMT Calculator was under development prior to release of the 10th and 11th Editions of ITE's *Trip Generation* manual. The VMT Calculator was validated to LA conditions based on the empirical counts conducted at market rate residential, affordable housing, office, and mixed-use sites in the city, regardless of the source of the rates used as a starting point.

**Table 11: Project Household VMT per Capita**

| Proposed Project Daily Household VMT per Capita[1] | Threshold of Significance[2] | Significant VMT Impact? |
|---|---|---|
| 4.3 | 6.0 | No |

Notes
1. Project Daily Household VMT per Capita estimated using the VMT Calculator Version 1.3.
2. Threshold of significance for residential land use projects in the Central APC.

Source: Fehr & Peers, 2023.

The Project's estimated daily household VMT per capita is below the Central APC's threshold of significance; therefore, the residential component of the Project is not expected to have a significant VMT impact.

*Office Vehicle Miles Traveled*

In alignment with TAG guidance for office projects, work VMT per employee was estimated using LADOT's VMT Calculator, using the same methodology and data mentioned above to estimate vehicle miles traveled for a project. The estimated work VMT per employee for the Project is presented in **Table 13**.

**Table 12: Project Work VMT per Employee**

| Proposed Project Daily Work VMT per Employee[1] | Threshold of Significance[2] | Significant VMT Impact? |
|---|---|---|
| 7.0 | 7.6 | No |

Notes
1. Project Daily Work VMT per Employee estimated using the VMT Calculator Version 1.3.
2. Threshold of significance for office land use projects in the Central APC.

Source: Fehr & Peers, 2023.

The Project's estimated daily work VMT per employee is below the Central APC's threshold of significance; therefore, the office component of the Project is not expected to have a significant VMT impact.

*Retail Vehicle Miles Traveled*

The Project is a mixed-use development that contains residential and office space with restaurant and retail land uses. The total size of the retail component is less than 50,000 square feet and intended to be local-serving, primarily serving the office land uses of the development and the surrounding area. As described in the TAG, local-serving retail development tends to shorten trips and reduce VMT. Given this, no additional VMT analysis was conducted for the retail portions of the Project, and the Project is not expected to have a significant impact on retail VMT.

*Cumulative Impacts*

In alignment with the LADOT TAG, the Project was checked for consistency with the SCAG RTP/SCS. Given the Project's location in a dense, urban area; proximity to quality transit; and mixed-use nature, the Project

would be consistent with the applicable goals and objectives of the SCAG RTP/SCS. Given that, and that the Project would not have a significant project-level impact on VMT, the Project would not have a cumulative impact on VMT.

## Conclusion and Recommended Actions

The analysis demonstrates that under the City's VMT methodology and thresholds, the Project would result in a less-than-significant impact on VMT. This conclusion is based on research and substantial evidence that mixed-use infill developments with this level of transit proximity and accessibility tend to generate fewer overall vehicle trips, and those vehicle trips tend to be shorter than if the Project were built in a less dense area with less access to multimodal travel options. See Appendix D for additional information about the inputs and supporting documentation for the VMT analysis.

The Project does not need to implement a transportation demand management (TDM) strategy as mitigation for VMT since the Project would not have a significant VMT impact. However, it would still be subject to the TDM requirements currently laid out in LAMC 12.26J for commercial projects in excess of 25,000 square feet.

## 3.3 Geometric Design Feature Review

The Project's preliminary site plan was reviewed for potential geometric design hazards potentially resulting from the proposed configuration of Project auto, bicycle, and pedestrian access points. The LADOT TAG lists the following threshold of significance for proposed land use projects:

> **Threshold T-3:** Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

### Impact Analysis

*Auto Access*

There are four existing auto access points serving the Project Site, two serving the dealership service, and the other two serving the dealership parking. The proposed Project would relocate and redesign auto access by providing a total of three vehicle access points to the Project via Hollywood Boulevard. Below is a description of the Project's proposed driveways:

- **West Driveway:** The Project proposes a 36' wide full access intersection-style driveway with traffic signal to service the office and commercial uses of the Project. It would connect to ground floor and subterranean parking.
- **Middle Driveway:** The Project proposes a 30' wide full access-in/right-out only driveway to serve the residential uses. It would connect to the resident pick-up/drop-off zone and subterranean parking. The middle driveway would also provide access for inbound trucks, which would connect to on-site loading zones.
- **East Driveway:** The Project proposes a right-out only driveway that serves loading trucks egress. Passenger vehicles would not use this driveway.

The new driveways would be designed to comply with LADOT standards and would not require the removal or relocation of existing transit stops. The Project is proposing following modifications to Hollywood Boulevard.

- Moving the existing mid-block pedestrian crossing to the west side of the Project's West Driveway and providing a full signal for pedestrian crossing and vehicular traffic. Both of the existing curb bulb-outs would be removed. A new curb bulb-out would be provided on the south side at the new pedestrian crossing.
- Adding a second mid-block pedestrian crossing with a signal at about 530 feet west of Bronson Avenue. A new curb bulb-out would be provided on the south side.
- Removing parking on the north side of the Hollywood Boulevard.
- Restriping Hollywood Boulevard to provide left-turn pockets at both proposed Project driveways and short sections of a two-way left turn lane (TWLTL). Left-turn ingress would be permitted from left-turn pockets into the Project site at both the West Driveway and the Middle Driveway. Left turn egress from the Project site would be permitted at the signalized West Driveway only.

*Pedestrian and Bicycle Access*

Hollywood Boulevard adjacent to the Project is part of the designated HIN. The Project's proposed modifications to pedestrian crossings on Hollywood Boulevard (aforementioned) would improve pedestrian safety by providing two signalized pedestrian crossings within the long (approximately one-quarter mile) block between Gower Street and Bronson Avenue. Pedestrian access to the Project site would be provided via existing sidewalks around the street frontages of the Project site and through pedestrian entry points on Hollywood Boulevard and Carlton Way. Residents and visitors arriving to the Project site by bicycle would have the same access opportunities as pedestrians and would be able to utilize on-site bicycle parking facilities. The Project's access locations would be designed to the City standards and would provide adequate sight distance, sidewalks, crosswalks, and pedestrian movement controls that meet the City's requirements to protect pedestrian safety.

## Conclusion and Recommended Actions

The Project's design does not include hazardous geometric design features. The roadways adjacent to the Project site are part of the urban roadway network and contain no sharp curves and the development of the Project would not result in roadway alterations such that hazards would be introduced adjacent to the Project site. In addition, the proposed residential, office, and commercial uses would be consistent with other mixed uses surrounding the Project site, and the proposed uses would not introduce hazards due to incompatible uses. Thus, the Project would result in a less-than-significant impact to hazards due to a geometric design feature or incompatible uses. **Appendix E** contains more detailed responses to the TAG evaluation questions that support this conclusion.

# 4. Non-CEQA Transportation Assessment

The purpose of the non-CEQA transportation assessment required in LADOT's *Transportation Assessment Guidelines* is to promote orderly development, evaluate and address transportation-system deficiencies, and promote public safety and the general welfare by ensuring that development projects are properly related to their sites, surrounding properties, and traffic circulation.

## 4.1 Pedestrian, Bicycle, and Transit Access

The pedestrian, bicycle, and transit facilities assessment are intended to determine a project's potential effects on pedestrian, bicycle, and transit facilities in the vicinity of a proposed project based on an evaluation of physical or demand-based considerations that would affect the experience of people utilizing the multimodal transportation network.

The pedestrian, bicycle, and transit facilities surrounding the Project Site were assessed to determine potential Project effects on pedestrian, bicycle, and transit facilities in the vicinity of the Project**. Figure 5, Table 6**, and **Table 7** provide a map of existing pedestrian destinations and inventory of the pedestrian facilities (i.e., crosswalks and curb ramps) within 1,320 feet of the edge of the Project Site. The Project Site itself would provide amenities such as retail, restaurant, and a plaza, which are expected to be local-serving and will be open to the public and Project residents/tenants and employees.

As shown in **Table 7**, which describes existing pedestrian amenities, curb ramps with tactile warnings and/or marked crosswalks are not present at some of the nearby unsignalized intersections, particularly in residential areas along Carlos Avenue and Carlton Way. At signalized intersections, traffic signals are either programmed to provide walk phases during every signal cycle or push buttons are provided. Tactile warning strips exist at crosswalk ramps at the two nearby signalized intersections: Hollywood Boulevard/Gower Street and Hollywood Boulevard/Bronson Avenue.

The LADOT TAG evaluation criteria, outlined in **Table 13** below, were used to evaluate whether direct or indirect Project effects would lead to removal, modification, or degradation of pedestrian, bicycle, or transit facilities.

**Table 13: Pedestrian, Bicycle, and Transit Evaluation Criteria**

| Evaluation Criteria | Project Effect? | Description |
|---|---|---|
| ***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, including but not limited to:*** | | |

| Evaluation Criteria | Project Effect? | Description |
|---|---|---|
| Removal or degradation of existing bikeways and/or supporting facilities (e.g., bikeshare stations, on-street bike racks/parking, bike corrals, etc.)? | No | There are currently no supporting bicycle facilities immediately adjacent to the Project site. The Project would provide 42 short-term and 202 long-term bicycle parking spaces within the Project site in compliance with Code requirements. |
| Removal or degradation of existing transit and/or local circulator facilities including stops, benches, shelters, concrete pads, bus lanes, or other amenities? | No | The Project would not remove or degrade transit and/or local circulator facilities. |
| Removal of other existing transportation system elements supporting sustainable mobility? | No | The Project would not remove existing transportation system elements, nor would it impede the implementation of such facilities. The Project encourages the development of a sustainable transportation system with its provision of bicycle parking, maintenance of sidewalks, and proposed development near transit. |
| Increase street crossing distance for pedestrians; increase number of travel/turning lanes; or increase turning radius or turning speeds? | No | The Project would add a westbound left turn pocket at the West Driveway and relocate the existing pedestrian mid-blocking crossing to the west side of the Project's West Driveway. This would be an intersection-style driveway with a full signal for pedestrian crossing and vehicular traffic. Both of the existing curb bulb-outs would be removed. A new curb bulb-out would be provided on the south side at the new pedestrian crossing. Although this would increase the street crossing distance from 48 feet to 54 feet, the Project is also proposing to add a second mid-block pedestrian crossing with a signal about 530 feet west of Bronson Avenue. A new curb bulb-out would be provided on the south side. The modifications overall would increase pedestrian crossing safety and convenience. |
| Removal, degradation, or narrowing of an existing sidewalk, path, crossing, or pedestrian access way? | No | The Project would not remove, degrade, or narrow any existing sidewalk, path, crossing, or pedestrian access way. |
| Removal or narrowing of existing sidewalk-street buffering elements (e.g., curb extension, parkway, planting strip, street trees, etc.)? | No | The Project is proposing to modify the lane configurations on Hollywood Boulevard along the Project frontage and relocate the existing pedestrian mid-block crossing, which would result in the removal of a curb bulb-out on the north side of street. In return, the Project is proposing to add a second protected pedestrian crossing with a new curb bulb-out on the south side of the street to increase pedestrian safety. |

| Evaluation Criteria | Project Effect? | Description |
|---|---|---|
| ***Would the Project intensify use of existing pedestrian, bicycle, or transit facilities, including but not limited to the following:*** | | |
| Increase in pedestrian or vehicle volume, thereby increasing the need or attraction to cross a street at unmarked pedestrian crossings or unsignalized or uncontrolled intersections where a crossing is not available without significant rerouting? | No | The Project would generate an increase in pedestrian and vehicle volumes at intersections around the Project site. However, all crosswalks along Hollywood Boulevard adjacent to the Project Site are controlled by traffic signals. The proposed modifications to Hollywood Boulevard would provide a total of two mid-block pedestrian crossings with signal control within the long (approximately one-quarter mile) block between Gower Street and Bronson Avenue. |
| Result in new pedestrian demand between project site entries/exits and major destinations or transit stops expected to serve the development where there are missing pedestrian facilities (e.g., gaps in the sidewalk network) or substandard pedestrian facilities (e.g., narrow or uneven sidewalks, no crosswalks at intersections or mid-block, no marked crossing, or push button crossing rather than actuated, etc.)? | Yes | There are no missing pedestrian facilities between the Project entries/exits along Hollywood Boulevard and major destinations. There are some missing pedestrian facilities along Carlton Way, such as lacking tactile warnings with unmarked pedestrian crossings, as shown in **Table 7**. However, these unmarked pedestrian crosswalks are at stop-controlled intersections where drivers would be required to stop and yield to pedestrians with an intent to cross. |
| Increase transit demand at bus stops that lack marked crossings, with insufficient sidewalks, or are in isolated, unshaded, or unlit areas? | Yes | All bus stops near the Project site are accessible by crosswalks and sidewalks. However, the Project would generate greater transit demand at bus stops that are missing critical amenities including lighting, shade, trash receptacles, or a place to sit. Figure 4 provides an inventory of bus shelters and benches at stops near the Project. The eastbound bus stop on Hollywood Boulevard on the far side of Gower Street is missing a shelter. The westbound bus stop on Hollywood Boulevard on the near side of Gower Street is missing benches. |
| Increase pedestrian demand of streets on the High-Injury Network | No | The Project and its access points are located on Hollywood Boulevard, which is currently on the HIN. The Project is proposing to relocate the existing pedestrian mid-block crossing and add a second protected pedestrian crossing on Hollywood Boulevard to improve pedestrian safety. In addition, the Project would not conflict with the implementation of future Vision Zero projects in the public right-of-way. |

Note:
The responses provided above reflect conditions upon Project completion. During construction there may be temporary closures that result in temporary impacts.

## Conclusion and Recommended Actions

Based on the above evaluation of pedestrian, bicycle, and transit access, the Project would intensify use of existing deficient pedestrian and transit facilities. The following actions are recommended:

- Coordinate with LADOT and the necessary City departments to explore measures to bring curb ramps in the vicinity of the Project up to ADA standards, such as intersections along Carlton Way.
- Coordinate with StreetsLA, the manager of the City's Sidewalk and Transit Amenity Program (STAP), and the necessary City departments to provide a transit shelter at the bus stop located along Project frontage at the intersection of Hollywood Boulevard and Gower Street to provide an enhanced experience for transit riders.

## 4.2 Project Access, Safety, and Circulation Evaluation

Project access, safety, and circulation were evaluated from the perspective of nearby intersection and Project driveway operations. Under Senate Bill 743 and the LADOT TAG, the operational evaluation performed for the Project is not subject to CEQA and is instead provided outside of the CEQA process for informational purposes only.

### Analysis Scenarios

Traffic operations were evaluated for the following scenarios:

- **Baseline (2022) Conditions:** Baseline (2022) conditions with signal and roadway configurations that reflect existing, on-the-ground conditions. Counts were collected in May 2022 when schools were still in session.
- **Opening Year (2029) No Project:** Opening Year (2029) conditions with projected ambient and related project vehicle trip growth in the study area, but without the proposed Project. No roadway modifications were assumed between Baseline (2022) and Opening Year (2029) Conditions.
- **Opening Year (2029) Plus Project:** Opening Year (2029) conditions described above plus the proposed Project.

### Study Intersection Locations

The list of study intersections was developed in conjunction with LADOT staff and based on guidance provided in LADOT TAG. The LADOT TAG specifies that intersections immediately adjacent to the project and in proximity to the project through which 100 or more project-generated trips would travel should be analyzed. The qualifying study intersections are listed in **Table 14** and shown in **Figure 8**.

**Table 14: Study Intersections**

| Intersection | Study Intersections | Year of Count |
|---|---|---|
| 1 | Gower Street & Hollywood Boulevard | 2022 |
| 2 | Bronson Avenue & Hollywood Boulevard | 2022 |

Source: Fehr & Peers, 2023.

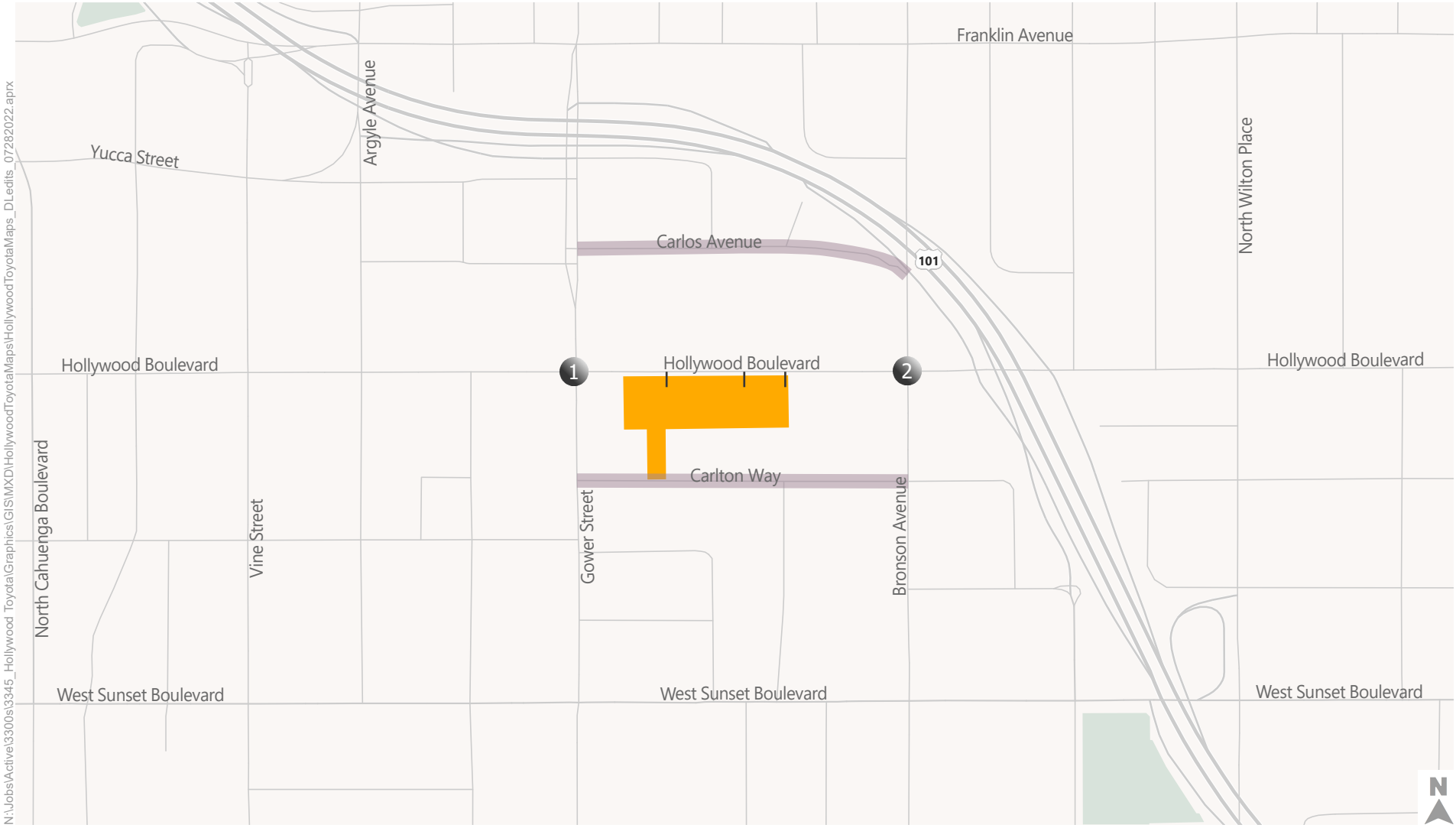



Figure 8

# 6000 Hollywood Boulevard Project Study Intersections and Segments

## Analysis Methodology

Per the direction of LADOT, this analysis uses the *Highway Capacity Manual, 6th Edition* (HCM) (Transportation Research Board, 2016) methodology to evaluate the operation of Project driveways and nearby intersections. This was performed using the Synchro 11.0 software program. Synchro calculates vehicle delay and level of service (LOS) based on procedures outlined in the HCM. This methodology was used to determine the intersection delay in seconds and corresponding LOS at the signalized and unsignalized intersections. The calculation of delay represents the amount of delay experienced by vehicles passing through the intersection. Access is considered constrained if the addition of Project related trips contributes to unacceptable queueing at a Project driveway or nearby signalized intersections.

At signalized and all-way stop intersections, the delay and corresponding LOS represent the average delay experienced. For two-way stop intersections, the delay and corresponding LOS represent the worst-case approach. HCM level of service thresholds for signalized and unsignalized intersections are presented in **Table 15.**

**Table 15: Level of Service Thresholds for Signalized and Unsignalized Intersections**

| LOS | LOS Definition[1] | Signalized Intersection Average Control Delay (sec/veh) | Unsignalized Intersection Average Control Delay (sec/veh) |
|---|---|---|---|
| A | Excellent. No vehicle waits longer than one red light and no approach phase is fully used. | ≤ 10.0 | ≤ 10.0 |
| B | Very good. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles. | > 10.1 to 20.0 | > 10.1 to 15.0 |
| C | Good. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles. | > 20.1 to 35.0 | > 15.1 to 25.0 |
| 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. | > 35.1 to 55.0 | > 25.1 to 35.0 |
| E | Poor. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles. | > 55.1 to 80.0 | > 35.1 to 50.0 |
| 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 | > 80.0 | > 50.0 |

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

## Baseline (2022) Conditions

This section presents traffic operations for the weekday morning and afternoon peak hours at the study intersections in Baseline (2022) Conditions. The lane configurations utilized in the analysis represent on-the-ground conditions for each study intersection in 2022. Signal timing and phasing parameters were provided by LADOT.

### *Turning Movement Volumes*

Weekday morning and evening peak hour traffic counts were collected at the two study intersections in May 2022 as stay-at-home orders during the COVID-19 pandemic had been lifted and most businesses returned to working in person. Count sheets for these intersections are contained in **Appendix F**.

### *Operational Analysis*

**Table 16** summarizes the weekday peak hour LOS for the estimated turning movements at study intersections in Baseline (2022) conditions. The Baseline (2022) conditions morning and afternoon peak hour turning movement counts and lane configurations for each of the study intersections are presented in **Appendix G**. **Appendix H** provides the detailed LOS and queueing reports.

**Table 16: Peak-Hour Intersection LOS and 95th Percentile Queue Lengths in Baseline Year (2022) Conditions[1]**

| # | Study Intersection | Intersection LOS (AM/PM) | Baseline Year (2022) | |
|---|---|---|---|---|
| | | | Average Vehicular Delay (sec/veh) | LOS |
| 1 | Gower Street/ Hollywood Boulevard | AM | 23.8 | C |
| | | PM | 15.9 | B |
| 2 | Bronson Avenue/ Hollywood Boulevard | AM | 16.3 | B |
| | | PM | 23.7 | C |

Source: Fehr & Peers, 2023.

## Opening Year (2029) Conditions

This section presents traffic operations for the weekday morning and afternoon peak hours at the study intersections in Opening Year (2029) No Project and Plus Project Conditions. No changes to intersection design or configuration are anticipated between Baseline (2022) and Opening Year (2029) Conditions. Because traffic signals in the City are remotely monitored and adjusted according to current traffic conditions, it was assumed that traffic signals at study intersections would be optimized in any future year operations analysis.

### *Opening Year (2029) No Project Forecasts*

Opening Year (2029) No Project turning movement volumes were developed considering both background growth due to anticipated development in the region and related projects in the Project vicinity that are expected to be complete by 2029. Both the ambient growth factor and assumed related project trip generation were approved by LADOT through the MOU process.

An ambient growth factor of 0.4 percent per year was established based on estimates from the City of Los Angeles Travel Demand Forecasting Model. The ambient growth factor was applied to the Baseline (2022) turning movement volumes to reflect the effect of regional development.

Related project trip generation was estimated based on data from LADOT, project traffic assessment reports, or trip generation rates from ITE Trip Generation (11th Edition, 2021) or LADOT Transportation Assessment Guidelines (TAG, 2022). Related project trips were considered in Opening Year (2029) conditions and assigned to the transportation network based on observed and forecasted trip distribution patterns in the region. Related project trip generation was presented previously in Chapter 2 in **Table 8**, and the related project locations were mapped in **Figure 7**. The estimated Opening Year (2029) No Project morning and afternoon peak hour turning movement volumes at each of the study intersections are presented in **Appendix G**.

### *Project Traffic*

#### Project Trip Generation

The Project is a mixed-use development with the following land uses:

- 306 market-rate multi-family dwelling units
- 44 affordable housing units
- 136,000 sf office space
- 18,004 sf retail space
- 4,038 sf restaurant space

Trip generation rates from Trip Generation, 11th Edition (Institute of Transportation Engineers [ITE], 2021) and the LADOT TAG (2022) were used to estimate the number of peak hour trips associated with the Project and existing uses and are presented in **Table 17**. The Project is in an area that meets the Dense Multi-Use Urban ITE definition; therefore, the trip generation rates for Dense Multi-Use Urban were used when available per ITE and TAG guidance for the residential and office uses. These rates already consider the

effects of transit and other non-automotive modes on trip-making, so no further external trip adjustments were utilized for the residential and office uses. Because Dense Multi-Use Urban trip generation rates are not available from ITE for the retail and restaurant uses, ITE's General Urban/Suburban trip generation rates were used for these uses and a 15% trip generation adjustment that consider the effects of transit, walking, and biking were applied in accordance with the TAG. **Table 17** presents the trip generation methodology in detail. As shown, the Project is projected to generate a net increase of 158 vehicle trips (87 inbound/71 outbound) in the AM peak hour and 160 vehicle trips (64 inbound/96 outbound) in the PM peak hour.

**Table 17: Project Trip Generation**

| Land Use | ITE Land Use Code | Size | | Trip Generation Rates [a] | | | | | | Estimated Trip Generation | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | AM Peak Hour | | | PM Peak Hour | | | AM Peak Hour Trips | | | PM Peak Hour Trips | | |
| | | | | Fitted Curve Equation/ Rate | In% | Out% | Fitted Curve Equation/ Rate | In% | Out% | In | Out | Total | In | Out | Total |
| **PROPOSED PROJECT** | | | | | | | | | | | | | | | |
| Multi-Family Residential (High-Rise) | N/A [e] | 306 | DU | 0.23 | 11% | 89% | 0.30 | 69% | 31% | 8 | 62 | 70 | 63 | 29 | 92 |
| *Less: Internal capture [b]* | | | | | *5%* | *9%* | | *32%* | *34%* | *0* | *(6)* | *(6)* | *(20)* | *(10)* | *(30)* |
| Net External Vehicle Trips | | | | | | | | | | 8 | 56 | 64 | 43 | 19 | 62 |
| Affordable Housing | N/A [e] | 44 | DU | 0.49 | 37% | 63% | 0.35 | 56% | 44% | 8 | 14 | 22 | 8 | 7 | 15 |
| *Less: Internal capture [b]* | | | | | *5%* | *9%* | | *32%* | *34%* | *0* | *(1)* | *(1)* | *(3)* | *(2)* | *(5)* |
| Net External Vehicle Trips | | | | | | | | | | 8 | 13 | 21 | 5 | 5 | 10 |
| General Office Building | 710 [f] | 136 | ksf | T = 0.72(X) + 25.14 | 87% | 13% | T = 0.83(X) + 7.46 | 16% | 84% | 107 | 16 | 123 | 19 | 101 | 120 |
| *Less: Internal capture [b]* | | | | | *15%* | *72%* | | *24%* | *10%* | *(15)* | *(12)* | *(27)* | *(5)* | *(10)* | *(15)* |
| Net External Vehicle Trips | | | | | | | | | | 92 | 4 | 96 | 14 | 91 | 105 |
| Strip Retail Plaza (<40k) | 822 | 18.004 | ksf | 2.36 | 60% | 40% | 6.59 | 50% | 50% | 25 | 17 | 42 | 60 | 59 | 119 |
| *Less: Internal capture [b]* | | | | | *21%* | *31%* | | *27%* | *39%* | *(5)* | *(5)* | *(10)* | *(16)* | *(23)* | *(39)* |
| *Less: Walk/Bike/Transit Adjustment [c]* | | | | *15%* | | | *15%* | | | *(3)* | *(2)* | *(5)* | *(7)* | *(5)* | *(12)* |
| Total Driveway Trips | | | | | | | | | | 17 | 10 | 27 | 37 | 31 | 68 |
| *Less: Pass-by Adjustment [d]* | | | | *50%* | | | *50%* | | | *(8)* | *(5)* | *(13)* | *(18)* | *(15)* | *(33)* |
| Net External Vehicle Trips | | | | | | | | | | 9 | 5 | 14 | 19 | 16 | 35 |
| High-Turnover (Sit-Down) Restaurant | 932 | 4.038 | ksf | 9.57 | 55% | 45% | 9.05 | 61% | 39% | 21 | 18 | 39 | 23 | 14 | 37 |
| *Less: Internal capture [b]* | | | | | *53%* | *45%* | | *44%* | *63%* | *(11)* | *(8)* | *(19)* | *(10)* | *(9)* | *(19)* |
| *Less: Walk/Bike/Transit Adjustment [c]* | | | | *15%* | | | *15%* | | | *(2)* | *(2)* | *(4)* | *(2)* | *(1)* | *(3)* |
| Total Driveway Trips | | | | | | | | | | 8 | 8 | 16 | 11 | 4 | 15 |
| *Less: Pass-by Adjustment [d]* | | | | *20%* | | | *20%* | | | *(1)* | *(1)* | *(2)* | *(2)* | *0* | *(2)* |
| Net External Vehicle Trips | | | | | | | | | | 7 | 7 | 14 | 9 | 4 | 13 |
| **TOTAL DRIVEWAY TRIPS** | | | | | | | | | | 133 | 91 | 224 | 110 | 150 | 260 |

| Land Use | ITE Land Use Code | Size | Trip Generation Rates [a] | | | | | | Estimated Trip Generation | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | AM Peak Hour | | | PM Peak Hour | | | AM Peak Hour Trips | | | PM Peak Hour Trips | | |
| | | | Fitted Curve Equation/ Rate | In% | Out% | Fitted Curve Equation/ Rate | In% | Out% | In | Out | Total | In | Out | Total |
| **TOTAL PROJECT EXTERNAL VEHICLE TRIPS** | | | | | | | | | 124 | 85 | 209 | 90 | 135 | 225 |
| | | | | | | | | | | | | | | |
| **EXISTING USE ADJUSTMENT** | | | | | | | | | | | | | | |
| Dealership | 840 | 31.833 ksf | 1.86 | 73% | 27% | 2.42 | 40% | 60% | 43 | 16 | 59 | 31 | 46 | 77 |
| *Less: Walk/Bike/Transit Adjustment [c]* | | | *15%* | | | *15%* | | | *(6)* | *(2)* | *(8)* | *(5)* | *(7)* | *(12)* |
| Net External Vehicle Trips | | | | | | | | | 37 | 14 | 51 | 26 | 39 | 65 |
| **TOTAL EXISTING TRIPS** | | | | | | | | | 37 | 14 | 51 | 26 | 39 | 65 |
| **NET INCREMENTAL EXTERNAL TRIPS** | | | | | | | | | **87** | **71** | **158** | **64** | **96** | **160** |

Notes:

*[a] Source: Institute of Transportation Engineers (ITE), Trip Generation, 11th Edition, 2021, or LADOT Transportation Assessment Guidelines (TAG), 2022, unless otherwise noted.*

*[b] Internal capture represents the percentage of trips between land uses that occur within the site. The applied percentages were determined based on the Transportation Research Board (TRB) National Cooperative Highway Research Program (NCHRP) Report 684: Enhancing Internal Trip Capture Estimation for Mixed-Use Developments, 2010.*

*[c] Walk/bike/transit trip adjustment rate is based on LADOT's Transportation Assessment Guidelines (TAG), August 2022. The guidelines state that developments within a ¼-mile walking distance of a transit station, or of a stop serving a Metro Next Gen Tier 1 service line, may qualify for up to a 15% trip generation adjustment. For the office and residential component, no additional walk/bike/transit adjustment was applied since ITE and TAG Dense Multi-Use Urban setting already includes it.*

*[d] Pass-by trip adjustment applied to account for the percentage of trips that would already be on the adjacent roadway but make a stop by the project site. The pass-by trip rate for Retail and High Turnover Restaurant is based on LADOT's Transportation Assessment Guidelines (TAG), August 2022.*

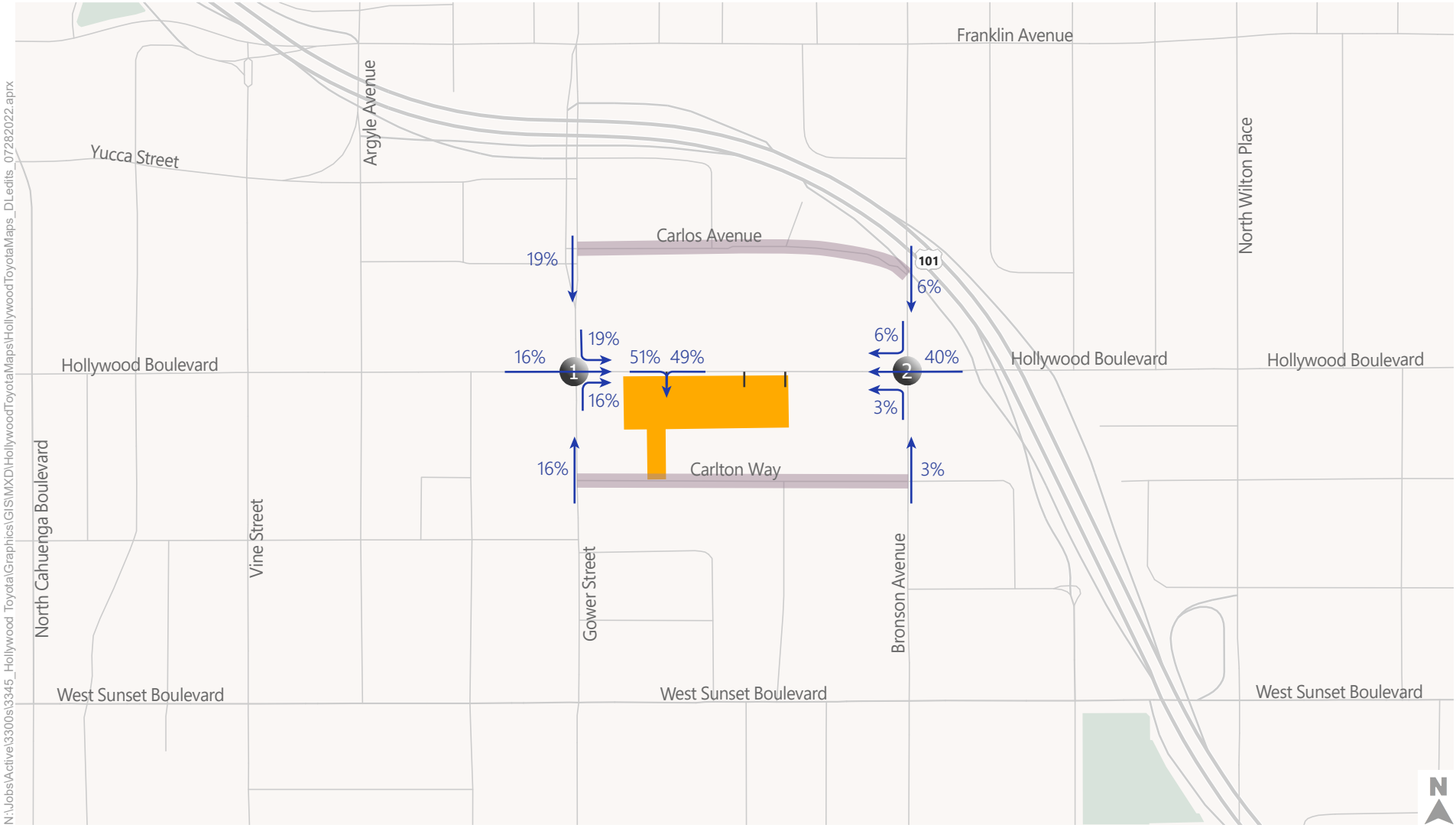
*[e] For the residential component, rates from the LA TAG for Multifamily High-Rise Dense Multi-Use Urban Area and Affordable Housing Family Inside TPA Area were used. These rates are based on empirical data and take into account transit-related vehicle trip reduction, so no further adjustment was made. In/Out percentages are from ITE for land use code 222, subcategory "Close to Rail Transit," setting "Dense Multi-Use Urban." The proposed project also includes low-rise and mid-rise units, but since they are sharing the same location and accessibility benefits with the high-rise units, the trip generate rates for high-rise were used for all market-rate residential units.*

*[f] For the office component, ITE Dense Multi-Use Urban setting chosen to reflect the surrounding area context. These rates account for transit-related vehicle trip reduction, so no further adjustment was made.*

### Project Traffic Distribution and Assignment

The geographic distribution of trips generated by the Project is dependent on the characteristics of the street system serving the Project Site, the level of accessibility of routes to and from the Project Site, and locations of employment, commercial centers, and residential areas to which residents of the Project and from which the employees/visitors to the Project would be drawn. A select zone analysis was conducted for the proposed uses using the City of Los Angeles' travel demand model to inform the general distribution pattern for this study. The estimated distribution of Project trips is illustrated in **Figure 9.**

The traffic to be generated by the Project was assigned to the street network using the distribution patterns described in **Figure 9**. **Appendix G** provides the assignment of the Project-generated peak hour traffic volumes at the analyzed intersections during the AM and PM peak hours. The assignment of traffic volumes took into consideration the locations of and turning restrictions at the Project driveways. The estimated Opening Year (2029) Plus Project morning and afternoon peak hour turning movement volumes at each of the study intersections are presented in **Appendix G.**




Project Site

Project Driveway

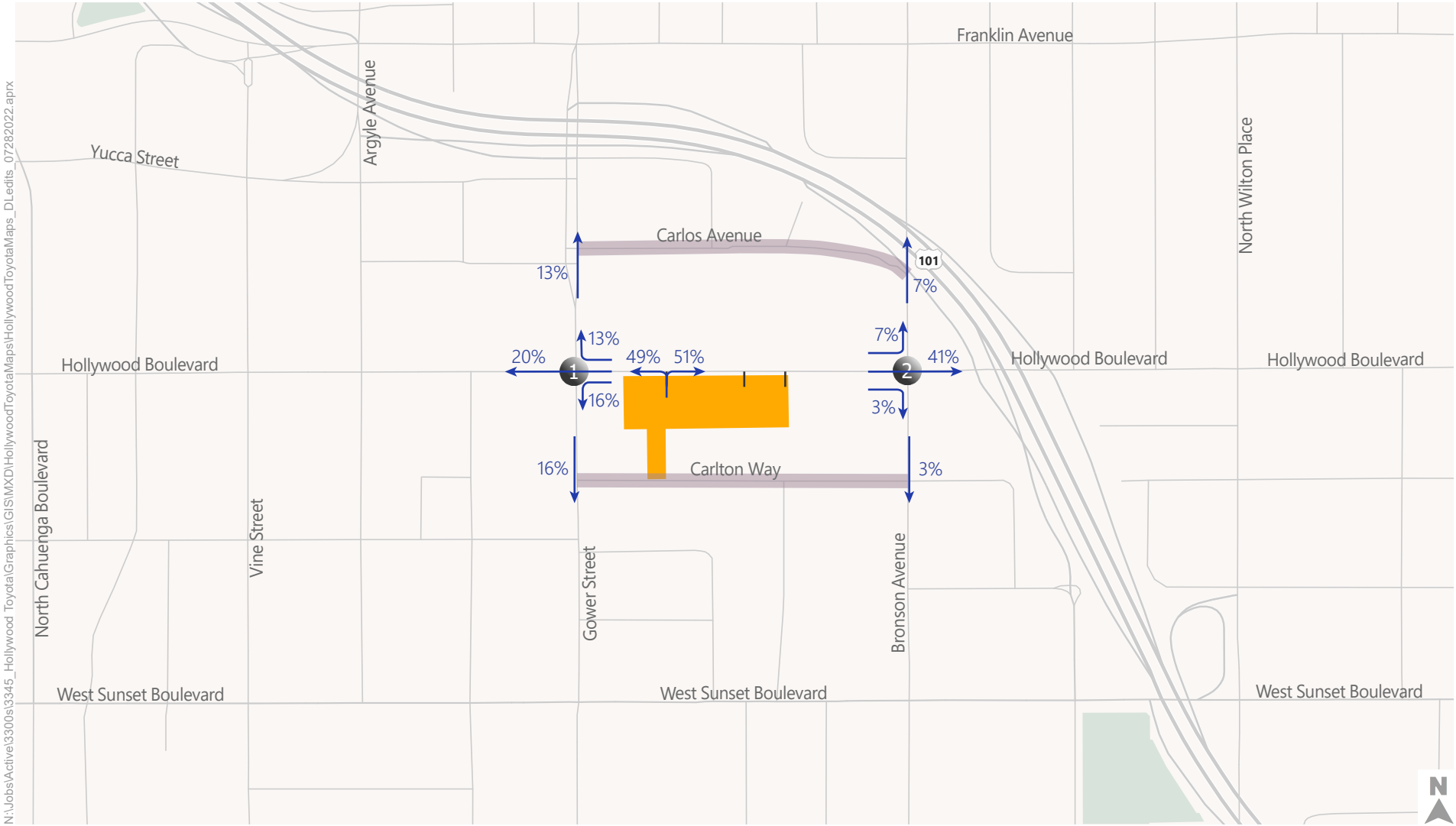
Study Intersection

Roadway Segment Proposed for Residential Street Cut-Through Analysis (Non-CEQA)

X% Study Intersection and Segment Trip Distribution

Figure 9A

# 6000 Hollywood Boulevard Project
# Non-residential Inbound Trip Distribution




Project Site

Project Driveway

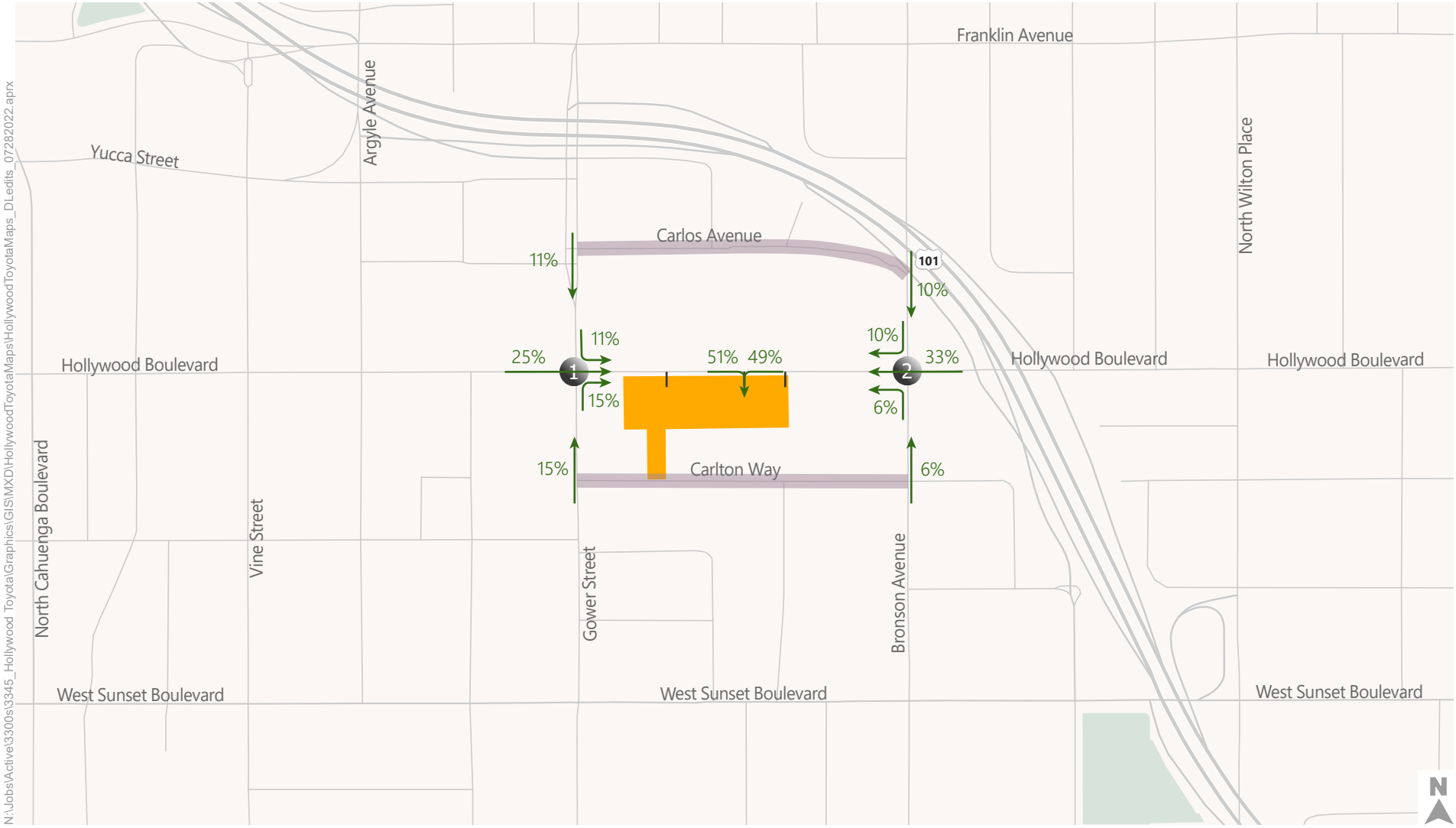
Study Intersection

Roadway Segment Proposed for Residential Street Cut-Through Analysis (Non-CEQA)

X% Study Intersection and Segment Trip Distribution

Figure 9B

# 6000 Hollywood Boulevard Project
# Non-residential Outbound Trip Distribution




Project Site

Project Driveway

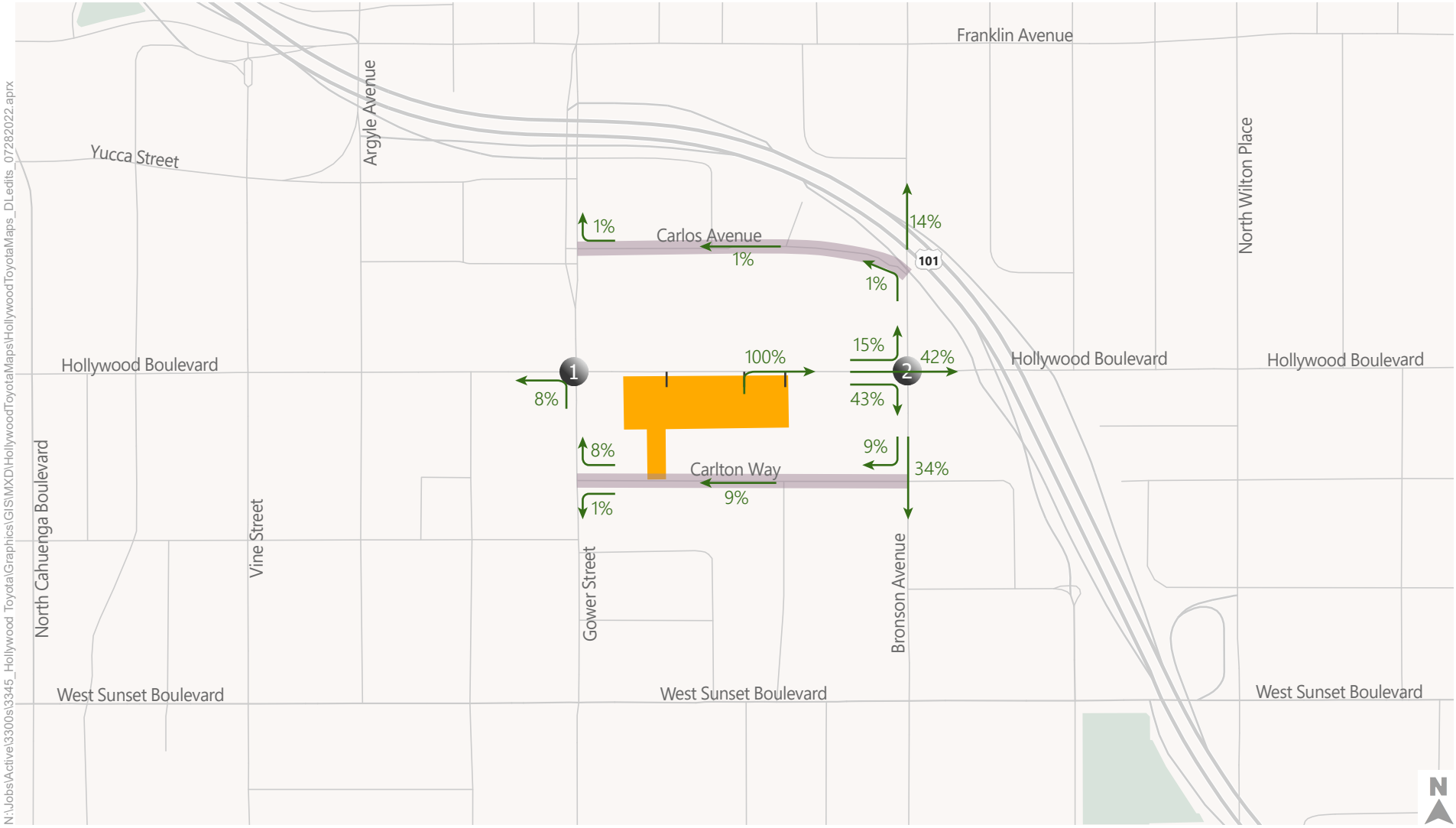
Study Intersection

Roadway Segment Proposed for Residential Street Cut-Through Analysis (Non-CEQA)

X% Study Intersection and Segment Trip Distribution

Figure 9C

# 6000 Hollywood Boulevard Project
# Residential Inbound Trip Distribution




Project Site

Project Driveway

Study Intersection

Roadway Segment Proposed for Residential Street Cut-Through Analysis (Non-CEQA)

X% Study Intersection and Segment Trip Distribution

Figure 9D

# 6000 Hollywood Boulevard Project
# Residential Outbound Trip Distribution

*Intersection Operational Analysis*

The Opening Year (2029) No Project and Plus Project peak hour traffic volumes were analyzed to determine the projected LOS and 95th percentile queue lengths for the turn pockets and through movements at the analyzed intersections. Project access is considered constrained if a project's traffic would contribute to unacceptable queuing on an Avenue or Boulevard (as designated in the *Mobility Plan* 2035) at project driveway(s) or would cause or substantially extend queuing at nearby signalized intersections.

Per the TAG, the Project would be considered to contribute to unacceptable or extended queuing under any of the following conditions:

- Additional queue along through lanes and either of the following conditions are expected:
    - The projected peak hour intersection LOS is D and the through lane queue increases by greater than 75 feet on any approach with the directional approach LOS at E or F, or
    - The projected peak hour intersection LOS is E or F and the through lane queue increases by greater than 50 feet on any approach with the directional approach LOS at E or F.
- Spill over from turn pockets into through lanes
- Blocks cross streets or alleys
- Spill over from drive-throughs into streets (not applicable to the Project)
- Contribute to "gridlock" congestion, where "gridlock" is defined as when traffic queues between closely spaced intersections impedes the flow of traffic through upstream intersections.

**Table 18** presents the Opening Year (2029) and Opening Year Plus Project LOS along with the 95th percentile queue lengths and approach LOS for the individual vehicular movements at the study intersections. No turning movement at any of the two study intersections are projected to meet these conditions. Therefore, the Project is not anticipated to contribute to unacceptable or extended queueing, turn-pocket spillover, or intersection blockage.

Detailed intersection LOS and queuing worksheets for the study intersections are presented in **Appendix H**.

**Table 18: Opening Year (2029) Intersection Level of Service and Queueing Analysis**

| # | Study Intersection | No Project | | | Plus Project | | | Movement[1] | Storage Length[3] | 95th Percentile Queue[3] | | | | Project Contributes to Unacceptable Queuing[2] | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Intersection LOS (AM/PM) | Movement[1] | Directional LOS | | Intersection LOS (AM/PM) | Directional LOS | | | No Project | | Plus Project | | | |
| | | | | AM | PM | | AM | PM | | | | | | | |
| | | | | | | | | | | AM | PM | AM | PM | AM | PM |
| 1 | Gower Street & Hollywood Boulevard | B/B | EBL | B | B | B/B | B | B | EBL | 175 | 50 | 50 | 50 | 50 | No | No |
| | | | EBT | B | B | | B | B | EBT | 775 | 150 | 225 | 150 | 225 | No | No |
| | | | EBR | B | B | | B | B | EBR | 150 | 25 | 25 | 25 | 25 | No | No |
| | | | WBL | A | A | | A | A | WBL | 100 | 25 | 25 | 25 | 50 | No | No |
| | | | WBT | A | A | | A | A | WBT | 450 / 300[4] | 25 | 25 | 25 | 50 | No | No |
| | | | WBR | A | A | | A | A | WBR | | | | | | | |
| | | | NBL | D | D | | D | D | NBL | 75 | 50 | 125 | 75 | 125 | No | No |
| | | | NBT | B | C | | B | C | NBT | 575 | 125 | 275 | 125 | 275 | No | No |
| | | | NBR | B | C | | B | C | NBR | | | | | | | |
| | | | SBL | C | C | | C | C | SBL | 75 | 50 | 75 | 50 | 75 | No | No |
| | | | SBT | C | C | | C | C | SBT | 350 | 425 | 325 | 425 | 325 | No | No |
| | | | SBR | B | B | | B | B | SBR | 75 | 125 | 75 | 125 | 75 | No | No |
| 2 | Bronson Avenue & Hollywood Boulevard | C/D | EBL | A | A | C/D | B | A | EBL | 100 | 25 | 25 | 25 | 25 | No | No |
| | | | EBT | A | A | | A | A | EBT | 800 / 500[4] | 25 | 25 | 150 | 25 | No | No |
| | | | EBR | A | A | | A | A | EBR | | | | | | | |
| | | | WBL | A | B | | B | B | WBL | 150 | 75 | 75 | 125 | 75 | No | No |
| | | | WBT | A | B | | A | B | WBT | 200 | 175 | 225 | 175 | 225 | No | No |
| | | | WBR | A | B | | A | B | WBR | | | | | | | |
| | | | NBL | D | D | | D | D | NBL | 100 | 50 | 100 | 50 | 100 | No | No |
| | | | NBT | A | A | | A | A | NBT | 1,225 | 350 | 925 | 325 | 975 | No | No |
| | | | NBR | D | F | | D | F | NBR | | | | | | | |
| | | | SBL | D | F | | D | F | SBL | 1,225 | 125 | 150 | 125 | 150 | No | No |
| | | | SBT | A | A | | A | A | SBT | | | | | | | |
| | | | SBR | E | C | | D | C | SBR | | | | | | | |

Notes

1. EBL= Eastbound left, EBT = Eastbound through, EBR = Eastbound right, WBL = Westbound left, WBT = Westbound through, WBR = Westbound right, NBL = Northbound left, NBT = Northbound through, NBR = Northbound right, SBL = Southbound left, SBT = Southbound through, SBR = Southbound right.
2. Unacceptable queuing as defined in the report text, per the August 2022 Los Angeles Department of Transportation Assessment Guidelines.
3. Queue lengths are outputs derived from the Opening Year Conditions Synchro peak hour models developed for this Project. The 95th percentile queue length is a conservative assumption commonly employed for intersection design considerations and does not represent the typical queue length an average driver would experience. Storage lengths and queues are shown in feet and rounded up to the nearest 25.
4. With Project storage lengths would change with the proposed Project modifications to Hollywood Boulevard.

Source: Fehr & Peers, 2023.

## 4.3 Site Access Evaluation

This section evaluates Project site access, including projected levels of service and queuing at the Project driveways.

### Project Driveways

Vehicular access to the Project Site would be provided via three driveways with various operational restrictions along Hollywood Boulevard that would provide access to the building's ground-level, subterranean parking, and loading zone. The west driveway would provide full access with traffic signal to serve the office and commercial uses of the Project. It would connect to the ground floor and subterranean parking. The middle driveway would provide full access-in/right-out only access to serve the residential uses. It would connect to the residential pick-up/drop-off zone and subterranean parking. The middle driveway would also provide access for inbound trucks, which connects to loading zones. The east driveway would be a right-out only driveway that would serve truck egress. Passenger vehicles would not use this driveway. The new driveways would be designed to comply with LADOT standards and would not require the removal or relocation of existing transit stops.

*Project Driveway Operational Analysis*

An LOS and queueing analysis was completed to understand potential driveway operations during the weekday AM and PM peak periods. **Table 19** summarizes the outcomes from that analysis. The estimated Opening Year (2029) AM and PM peak hour turning movement volumes and assumed lane configurations for each of the Project driveways are presented in **Appendix G**. **Appendix H** provides the detailed queueing reports. The following summarizes major takeaways from this analysis:

- **West driveway operations:** The project is proposing a protected westbound left-turn phase for the inbound left-turning vehicles and a single permissive northbound phase for the outbound vehicles. Both movements are expected to operate with limited queueing and a level of service of D or better, except for the westbound left-turn movement during the AM peak hour. The westbound left-turn movement is anticipated to operate with a level of service of E, but the 95$^{th}$ percentile queue would not exceed the storage length of 75 feet.
- **Middle driveway operations:** Movements associated with inbound and outbound trips are expected to operate with limited queueing and a level of service of B or better. Therefore, it is not anticipated that the Project will contribute to a queueing deficiency as described by the TAG.

## Table 19: Driveway Level of Service and Queueing Analysis

| # | Study Intersection | Movement[1] | Storage Length | Peak Hour Directional LOS[2] | | Peak Hour 95th Percentile Queue[3] | | Project Contributes to Unacceptable Queuing[4] | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | AM | PM | AM | PM | AM | PM |
| 1 | Hollywood Blvd/ West Driveway (signalized) | EBT/R | 300 | A | A | <25 | 50 | No | No |
| | | WBL | 75 | E | B | 75 | <25 | No | No |
| | | WBT | 400 | A | A | <25 | <25 | No | No |
| | | NBL | On-Site | D | D | <25 | 75 | No | No |
| | | NBR | On-site | A | D | <25 | 75 | No | No |
| 2 | Hollywood Blvd/ Middle Driveway (driveway stop-controlled) | EBT/R | 250 | A | A | <25 | <25 | No | No |
| | | WBL | 75 | A | B | <25 | <25 | No | No |
| | | WBT | 100 | A | A | <25 | <25 | No | No |
| | | NBR | On-site | B | B | <25 | <25 | No | No |

Notes

1. Movement acronyms represent the cardinal direction (first two letters) and the turn movement (last letter). For example, NBL=Northbound-left movement, NBR = Northbound-right movement.
2. Directional level of service represents the average delay experienced for each turning movement at the intersection.
3. Queue lengths are outputs derived from the 2029 with Project Synchro/SimTraffic 11 AM and PM peak hour models developed for this Project. The 95th percentile queue length is a conservative assumption commonly employed for intersection design considerations and does not represent the typical queue length that an average driver would experience.
4. Unacceptable queuing as defined in the report text, per the TAG (August 2022).

## 4.4 Project Construction

The proposed Project was assessed to understand how activities associated with Project construction may affect existing pedestrian, bicycle, transit, or vehicle circulation. This assessment follows the evaluation methodology outlined in the LADOT TAG, and evaluates the Project at its current conceptual level of design. The evaluation presented herein is therefore provided at a conceptual level of analysis and is qualitatively assessed.

### Anticipated Construction Activity

Construction of the Project would commence with demolition of the existing buildings and surface parking areas. Project construction is expected to take a total of approximately 44 months to complete, with an anticipated completion date in August 2029. It is estimated that approximately 210,000 cubic yards of export would be hauled from the Project site during grading. The construction is anticipated to follow the timeline laid out in **Table 20**.

**Table 20: Project Construction Timeline**

| Construction Details | Duration (Months) | Max Daily Employee Trips (One-way Vehicle Trips) | Max Daily Haul (Two-way Truck Trips) | Max Daily Deliveries (Two-way Truck Trips) |
|---|---|---|---|---|
| Overall Duration | **44** | -- | -- | -- |
| Phase 1: Demolition | 2 | 25 | 25 | -- |
| Phase 2: Grading/Excavation | 5 | 75 | 150 | 5 |
| Phase 3: Mat Foundation | 2 | 75 | -- | 500 |
| Phase 4: Building Foundation | 2 | 75 | -- | 50 |
| Phase 5: Building Construction | 33 | 550 | -- | 40 |
| Phase 6: Paving/Landscape | 4 | 50 | -- | 5 |

Note: Since Phase 6 (Paving/Landscape) overlaps with the final four months of Phase 5 (Building Construction), the overall duration would be 44 months, not 48 months.
Source: Project Construction Assumptions, November 2022.

As displayed in the table above, hauling activity is expected to occur during Phase 1 and Phase 2. Export is expected to go to the Vulcan Irwindale and Waste Management Irwindale landfill locations which are approximately 30 miles from the Project site. In addition to haul trucks, the Project is expected to generate equipment and delivery trucks during the construction phase. One example would be concrete delivery, which would be required for the parking garage and buildings on-site. Additionally, construction equipment would have to be delivered to the site. This equipment could include cranes, excavators, and other large items of machinery. Most of the heavy equipment is expected to be transported to the Project site on large trucks such as 18-wheelers or other similar vehicles. The number of workers per day would vary throughout

the construction period, with Phases 5 generating the highest number of employee trips. Specific detail on parking locations for construction workers has not yet been developed.

### Construction Period Evaluation

Project effects during construction were evaluated using the three categories of evaluation criteria described in the LADOT TAG: temporary transportation constraints, temporary loss of access, and temporary loss of bus stops or rerouting of bus lines. Detailed construction plans for the Project have not yet been developed, but it is anticipated that temporary transportation constraints would occur along Hollywood Boulevard and Carlton Way based on the location and scale of the proposed construction. **Table 21** uses current details to assess whether Project construction would substantially interfere with pedestrian, bicycle, transit, or vehicle circulation and accessibility to adjoining areas.

**Table 21: Project Construction Impact Assessment**

| Evaluation Criteria | Assessment |
|---|---|
| ***Temporary Transportation Constraints*** | |
| The length of time of temporary street closures or closures of two or more travel lanes | The current conceptual level of design for the Project does not enable the exact durations of lane or street closures. There may be temporary lane or street closures along Hollywood Boulevard eastbound during the concrete pouring and loading larger steel for the Project site construction, but it is unlikely to affect two travel lanes.<br><br>The Project is also proposing modifications to Hollywood Boulevard, which is likely to result in short-term temporary street closures of two or more travel lanes during construction. |
| The classification of the street (major arterial, state highway, substandard hillside local or collector, etc.) affected | Hollywood Boulevard is classified as an Avenue I. Carlton Way is classified as a Local Street. |
| The existing congestion levels on the affected street segments and intersections | The following LOS were estimated for Baseline (2022) AM/PM Conditions:<br>Gower Street/Hollywood Boulevard: B/B<br>Bronson Avenue/Hollywood Boulevard: B/B |
| The operational constraints of substandard hillside streets needing to access construction sites | Not applicable. |
| Whether the affected street directly leads to a freeway on- or off-ramp or other state highway | Hollywood Boulevard leads directly to several US 101 NB and SB on- and off-ramps. |
| Potential safety issues involved with street or lane closures | Although the construction work may cause temporary disruptions to street access, alternative routing and detours would be identified and marked in accordance with LADOT standards, the CAMUTCD, and the Work Area Traffic Control Handbook (WATCH). |

| Evaluation Criteria | Assessment |
|---|---|
| The presence of emergency services (fire, hospital, etc.) located nearby that regularly use the affected street | Los Angeles Fire Department (LAFD) Station 82 is located on Hollywood Boulevard approximately 0.25 miles east of the Project site. LAFD would regularly use Hollywood Boulevard. |
| ***Temporary Loss of Access*** | |
| The length of time of any loss of pedestrian or bicycle circulation past a construction area | The current conceptual level of design for the Project does not enable the exact durations of sidewalk closures. However, Project construction would likely require some temporary loss of access for pedestrians along the Project frontage. Roadway construction on Hollywood Boulevard would likely require some temporary loss of access to the existing mid-block pedestrian crossing. The Project Applicant would coordinate with City Departments for temporary realignment of pedestrian access during these periods.<br><br>There is no existing bicycle facility along the Project frontage, so bicycle circulation routes would not be affected. |
| The length of time of any loss of vehicular, bicycle, or pedestrian access to a parcel fronting the construction area | It is not anticipated that non-Project parcels would lose vehicular, bicycle, or pedestrian access during the Project construction. |
| The length of time of any loss or impedance of access by emergency vehicles or area residents to hillside properties | Not applicable. |
| The length of time of any loss of ADA pedestrian access to a transit station, stop, or facility | Project construction would likely interrupt the Hollywood/Gower bus stop along the Project frontage for a significant part of construction, so pedestrian access to the stop would be affected. Current conceptual level of design for the Project does not enable the exact durations, but the Project Applicant would coordinate with City Departments for realignment of pedestrian access. |
| The availability of nearby vehicular or pedestrian access within one quarter-mile of the lost access | During the short-term construction of the new crosswalks on Hollywood Boulevard, five-feet width of the sidewalk along the north side of the street would remain open for pedestrians.<br><br>During the Project construction period, pedestrians would be able to use the sidewalk along the north side of Hollywood Boulevard. |
| The type of land uses affected, and related safety, convenience, and/or economic issues | The Project site is in a mixed-use area and surrounded mostly by commercial, office, and residential uses. |

| Evaluation Criteria | Assessment |
|---|---|
| ***Temporary Loss of Bus Stops or Rerouting of Bus Lines*** | |
| The length of time that an existing bus stop would be unavailable or that existing service would be interrupted | Project construction would likely cause the existing Hollywood/Gower bus stop along the Project frontage to be unavailable for a significant part of construction. Current conceptual level of design for the Project does not enable the exact durations, but the Project Applicant would coordinate with City Departments and Metro for bus stop relocation. |
| The availability of a nearby location (within one quarter-mile) to which the bus stop or route can be temporarily relocated | The bus stop could be temporarily relocated to Hollywood Boulevard west of Gower Street, at which there is an existing bench. This location is approximately 200 feet from the affected bus stop. |
| The existence of other bus stops or routes with similar routes/destinations within a quarter-mile radius of the affected stops or routes | The Hollywood/Bronson stop serving the same route (Metro bus 217) is approximately 0.2 mile east of the bus stop affected. |
| Whether the interruption would occur on a weekday, weekend, or holiday, and whether the existing bus route typically provides service that/those day(s) | It is likely to occur on both weekday and weekend during the time when construction extends to the corner of Hollywood Boulevard and Gower Street. |

As previously mentioned, the Project would result in temporary transportation constraints in the form of temporary lane closures. The current conceptual level of design for the Project does not enable the exact times or durations to be determined at this time, nor the specific lane closure lengths, design, or phasing approach. In general, lane closures would include but may not be limited to temporary closure(s) of the parking lane along the south side of Hollywood Boulevard as well as the north side of Carlton Way along Project frontage during the Project site construction. It might include one eastbound travel lane closure along Hollywood Boulevard between Gower Street and Bronson Avenue during the foundation pouring. Construction of the new crosswalks across Hollywood Boulevard is likely to require short-term temporary closure(s) of the parking lane and one travel lane in the westbound direction. The proposed roadway modifications would permanently remove the existing parking spaces on the north side of Hollywood Boulevard from Gower Street to the egress driveway at the Los Angeles County Superior Court - Hollywood Courthouse.

The LAFD Station 82 is located on Hollywood Boulevard approximately 0.25 miles east of the Project site. Since LAFD regularly uses Hollywood Boulevard, the Project would coordinate with LAFD regarding construction activities that would affect Hollywood Boulevard. Full, intermittent closures of the sidewalk are anticipated to accommodate Project construction along the south side of Hollywood Boulevard. To accommodate the removal of existing mid-blocking crossing and construction of two new crossings, temporary closure of part of the sidewalk on the north side of Hollywood Boulevard is anticipated, but five-feet width of sidewalk would remain open to pedestrians.

Project construction would likely cause the existing Hollywood/Gower eastbound bus stop along the Project frontage to be temporarily relocated. The southwest corner of Hollywood Boulevard and Gower Street is available for bus stop relocation, which is 200 feet away from the affected bus stop. Besides, the

Hollywood/Bronson stop serving the same route (Metro bus 217) is approximately 0.2 mile east of the affected bus stop. Worksite traffic control plans would be prepared for any temporary vehicle lane, bicycle lane, or sidewalk closures in accordance with applicable City and Manual of Uniform Traffic Control Devices (MUTCD) guidelines.

## Conclusion and Recommended Actions

Based on the above assessment of pedestrian, bicycle, and transit access, construction of the Project and Hollywood Boulevard would have some temporary adverse effects on pedestrian, bicycle, transit, and vehicle circulation in the vicinity of the proposed Project. These temporary impacts generally relate to sidewalk closures, street closures, and bus stop relocation during the Project's construction.

A Construction Traffic Management Plan will be developed by the contractor and approved by the City to alleviate construction period impacts, which may include but is not limited to the following measures:

- Provide off-site truck staging in a legal area furnished by the construction truck contractor.
- Schedule deliveries and pick-ups of construction materials during non-peak travel periods to the extent possible and coordinate to reduce the potential of trucks waiting to load or unload for protracted periods.
- As parking lane and sidewalk closures are anticipated, worksite traffic control plan(s), approved by the City, should be implemented to route vehicular traffic, bicyclists, and pedestrians around any such closures.
- Establish requirements for loading/unloading and storage of materials on the Project site to ensure the safety of pedestrians and access to local businesses and residences.
- Ensure that access will remain unobstructed for land uses in proximity to the Project Site during Project construction.
- Coordinate with the City and emergency service providers to ensure adequate access is maintained to the Project site and neighboring land uses.
- Coordination with Metro regarding the possible need to temporarily relocate the eastbound bus stop on Hollywood Boulevard east of Gower Street.
- A Construction Worker Parking Plan would also be developed by the contractor and approved by the City to ensure that parking location requirements for construction workers are strictly enforced. These could include but are not limited to the following measures:
    - During construction activities when construction worker parking cannot be accommodated on the Project site, the plan shall identify alternate parking location(s) for construction workers and the method of transportation to and from the Project site (if beyond walking distance) for approval by the City 30 days prior to commencement of construction.
    - Provide all construction contractors with written information on where their workers and their subcontractors are permitted to park and provide clear consequences to violators for failure to follow these regulations. This information would clearly state that no parking is permitted on residential streets.

## 4.5 Residential Street Cut-Through Analysis

This section presents the results of an analysis conducted regarding the potential for Project effects on local residential streets in neighborhoods near the Project. Per the TAG, the objective of this analysis is to determine potential increases in average daily traffic (ADT) volumes on designated Local Streets near a project that can be classified as cut-through trips generated by the Project, and that can adversely affect the character and function of those streets. Cut-through trips are defined as those which feature travel along a street classified as a Local Street in the City's General Plan, with residential land-use frontage, as an alternative to a higher classification street segment (e.g., Collector, Avenue, or Boulevard as designated in the City's General Plan) to access a destination that is not within the neighborhood within which the Local Street is located. Where applicable, it is City policy to locate new project driveways on lower-volume side streets and not on arterials. Therefore, trips to and from new development projects with driveways located on neighborhood streets are not considered "cut-through" traffic.

Considering the above, the analysis was conducted on two Local residential street segments near the Project Site which were selected in conjunction with LADOT as they were determined to have the greatest likelihood of experiencing neighborhood cut-through traffic as a result of the Project. These segments are described below and shown in **Figure 8**.

- Carlos Avenue between Gower Street and Bronson Avenue
- Carlton Way between Gower Street and Bronson Avenue

These street segments were assessed for "excessive burdens" using criteria established by the City of Los Angeles.

24-hour machine counts for the segments were collected in November 2022 for this analysis. Future daily traffic volumes were projected in a manner similar to the peak hour analysis of the study intersections, including both ambient growth at 0.4% per year as well as anticipated traffic from related projects that could be constructed by 2029. The net new Project trips were assigned to the street network based on the Project trip distribution patterns in **Figure 9** and were added to the Opening Year (2029) volumes to obtain Opening Year Plus Project projections.

### Neighborhood Street Evaluation Criteria

Under the TAG, a local residential street would be considered excessively burdened if the new trips generated by the Project result in increases in ADT volumes as follows:

| Projected ADT with Project (Final ADT) | Project-Related Increase in ADT |
|---|---|
| 1 to 999 | 120 or more |
| 1,000 to 1,999 | 12% or more of final ADT |
| 2,000 to 2,999 | 10% or more of final ADT |
| 3,000 or more | 8% or more of final ADT |

## Opening Year Plus Project Analysis

Estimated daily traffic volumes for the Existing, Opening Year, and Opening Year Plus Project conditions are summarized in **Table 22**.

**Table 22: Neighborhood Street Average Daily Traffic Impact**

| # | Street | Segment | Weekday Two-Way Daily Volume | | Project Evaluation Analysis | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | Existing (2022) | Opening Year (2029) | Project Trips | Opening Year Plus Project (OYP) | Project-Related Proportion of OYP | Evaluation Criteria | Excessively Burdened? |
| 1 | Carlos Avenue | between Gower Street and Bronson Avenue | 845 | 894 | 9 | 903 | 9 | ≥120 | No |
| 2 | Carlton Way | between Gower Street and Bronson Avenue | 1,360 | 1,399 | 46 | 1,445 | 3% | ≥12.0% | No |

As shown in **Table 22,** the Project is not projected to create an excessive burden on any of the street segments due to the Project's driveway locations and the nature of the street network. In general, both roadway segments would experience ADT under 2,000 vehicle trips per day under Opening Year Plus Project conditions, and Project traffic would be 3% or less of total roadway segment traffic. The projected increases in weekday two-way daily volumes as a result of the Project are below the thresholds according to the City of Los Angeles' criteria for residential street segments. Therefore, Project traffic classified as cut-through trips would not adversely affect the character and function of the Local streets.

# Appendix A:
# Memorandum of Understanding

FEHR PEERS

# Memorandum

Date: October 11, 2022

To: City of Los Angeles Department of Transportation

From: Dongyang Lin and Tom Gaul, Fehr & Peers

**Subject: Transmittal Memo: 6000 Hollywood Boulevard Project Transportation Assessment MOU**

*LA22-3345*

This package includes Fehr & Peers' submittal of the 6000 Hollywood Boulevard Project's Transportation Assessment Memorandum of Understanding (MOU) and includes the attachments outlined in the table below.

| Attachment | Description |
|---|---|
| **Attachment A.1** | Proposed Project Site Plan |
| **Attachment A.2** | Proposed Project First Parking Level Plan |
| **Attachment B** | Proposed Project Trip Generation |
| **Attachment C** | Daily Project Trips \| VMT Calculator Tool |
| **Attachment D.1** | Related Projects Map |
| **Attachment D.2** | Related Project Trip Generation |
| **Attachment E** | Proposed Study Intersections and Segments |
| **Attachment F** | Proposed Project Trip Assignment |
| **Attachment G.1** | Transit Lines within a ½-mile and Stations within a ¼-mile |
| **Attachment G.2** | Transit Line Descriptions and Ridership |
| **Attachment H** | Pedestrian Destinations and Facilities |
| **Attachment I** | Bicycle Facilities |
| **Attachment J.1** | Proposed Project Trip Distribution – Residential Component |
| **Attachment J.2** | Proposed Project Trip Distribution – Office Component |

Please reach out to Tom Gaul (t.gaul@fehrandpeers.com) with any questions or comments.

LADOT

**Attachment C**

# 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: 6000 Hollywood Boulevard Project

Project Address: 6000 Hollywood Boulevard, Los Angeles, CA 90028

Project Description: 350 DU, 135.1ksf office, 19.5ksf retail, 4.366ksf restaurant to replace 31.833ksf dealership/auto repair

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

Attachment A

## II. TRANSPORTATION DEMAND MANAGEMENT (TDM) MEASURES

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

| | | |
|---|---|---|
| ☐ Reduced Parking Supply[2] | ☑ Bicycle Parking and Amenities | ☐ Parking Cash Out |

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

1 Specific TDM measures unknown at this state in project development

2 _____

3 _____

4 _____

## III. TRIP GENERATION

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

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

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

| | IN | OUT | TOTAL |
|---|---|---|---|
| AM Trips | 80 | 67 | 147 |
| PM Trips | 64 | 91 | 155 |

NET Daily Vehicle Trips (DVT)

_____ DVT (ITE ___ ed.)

2,661 DVT (VMT Calculator ver. 1.3 )

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

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

## IV. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2027 Ambient Growth Rate: 0.4 % Per Yr.

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

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

1 Gower Street & Hollywood Boulevard
2 Bronson Avenue & Hollywood Boulevard
3 Carlos Avenue between Gower Street and Bronson Avenue
4 Carlton Way between Gower Street and Bronson Avenue
5 _____
6 _____

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

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

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

## V. ACCESS ASSESSMENT

a. Does the project exceed 1,000 net DVT? ☑ Yes ☐ No
b. Is the project's frontage 250 linear feet or more along an Avenue or Boulevard as classified by the City's General Plan? ☑ Yes ☐ No
c. Is the project's building frontage encompassing an entire block along an Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ☑ No

## VI. ACCESS ASSESSMENT CRITERIA

If Yes to any of the above questions a., b., or c., the Transportation Assessment must assess the project's potential effect on pedestrian, bicycle, and transit facilities in the vicinity of the proposed project. Complete **Attachment C.1: Access Assessment Criteria** and attach to the draft Transportation Assessment to support the analysis. For the full scope of analysis, see Section 3.2 of the Transportation Assessment Guidelines.

## VII. SITE PLAN AND MAP OF STUDY AREA

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

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

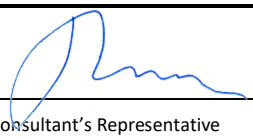
*For mixed-use projects, also show the project trips and project trip distribution by land use category.

## VIII. FREEWAY SAFETY ANALYSIS SCREENING

Will the project add 25 or more trips to any freeway off-ramp in either the AM or PM peak hour? ☐ YES ☑ NO
Provide a brief explanation or graphic identifying the number of project trips expected to be added to the nearby freeway off-ramps serving the project site. If Yes to the question above, a freeway ramp analysis is required.

## IX. CONTACT INFORMATION

| | CONSULTANT | DEVELOPER |
|---|---|---|
| Name: | Tom Gaul / Fehr & Peers | 6000 Hollywood Boulevard Associates, LLC |
| Address: | 600 Wilshire Blvd, Suite 1050 | 1901 Avenue of the Stars,Los Angeles, CA 90067 |
| Phone Number: | 213-261-3050 | 310-788-2417 |
| E-Mail: | t.gaul@fehrandpeers.com | SKallick@allenmatkins.com |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Approved by: | x |  Consultant's Representative | | 11/11/22 Date | x |  LADOT Representative | | 11/10/2022 **Date | |
| Adjacent Municipality: | | | | Approved by: (if applicable) | | Representative | | Date | |

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

**Attachment C.1: Access Assessment Worksheet**

LADOT

# Access Assessment Worksheet

This Worksheet supports the analysis needed to assess the project's potential effect on pedestrian, bicycle, and transit facilities in the vicinity of the proposed project. If the project exceeds the screening criteria in Section V of the MOU, complete and attach to the draft Transportation Assessment to support the analysis. For the full scope of analysis, see Section 3.2 of the Transportation Assessment Guidelines.:

## I. PROJECT INFORMATION

Project Name: 6000 Hollywood Boulevard Project

Project Address: 6000 Hollywood Boulevard, Los Angeles, CA 90028

Project Description: 350 DU, 135.1ksf office, 19.5ksf retail, 4.366ksf restaurant to replace 31.833ksf dealership/auto repair

LADOT Project Case Number: _____

## II. PEDESTRIAN/ PERSON TRIP GENERATION

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

| | Land Use | Size/Unit | Daily Person Trips |
|---|---|---|---|
| Proposed | All Project Uses - See VMT Calculator | - | 693 |
| | | | |
| | | | |
| | *Total new trips:* | | 693 |

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

## III. PEDESTRIAN ATTRACTORS INVENTORY

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

- site pedestrian entrance(s) Attachment A.1
- Existing or proposed passenger loading zones
- pedestrian generation/distribution values
  - Geographic Distribution: N 15 % S 15 % E 25 % W 45 %
- transit boarding and alighting of transit stops (should include Metro rail stations; Metro, DASH, and other municipal bus stops) Attachment G.2

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

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

## IV. FACILITIES INVENTORY

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

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

Please see Attachment H _____ at _____(feet)

_____ at _____(feet)

_____ at _____(feet)

_____ at _____(feet)

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

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

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

**Crossing Distances**

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

☑Yes ☐No See Attachment H

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

_____(feet) at _____ _____(feet) at _____

_____(feet) at _____ _____(feet) at _____

_____(feet) at _____ _____(feet) at _____

_____(feet) at _____ _____(feet) at _____

_____(feet) at _____ _____(feet) at _____

_____(feet) at _____ _____(feet) at _____

**For each street along the property frontage, provide:**

**the roadway configuration:**

Hollywood Blvd: 4-Lane, crossing distance 60 ft total.

Carlton Way: 2-Lane, crossing distance 30 ft total.

- **2-Lane**
- **3-Lane w/ striped median**
- **3-Lane w/ raised median**
- **4-Lane**
- **5-Lane w/ striped median**
- **5-Lane w/ raised median**
- **6-Lane**
- **Other:_____**

**and crossing distance: _____ ft total _____ ft to median _____ ft to median**

## V. Project Construction

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

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

- sidewalk Yes.
- bike lane No.
- parking lane TBD.
- travel lane Yes.
- bus stop Yes.
- bicycle parking (racks or corrals) TBD.
- bike share or other micro-mobility station TBD.
- car share station No.
- parklet No.
- other: N/A

**Site plan not approved as part of MOU.**
**Continue discussions with appropriate LA City agencies regarding site plan to address concerns.**


Source: OFFICEUNTITLED
Note: The project team is working on site plan update.

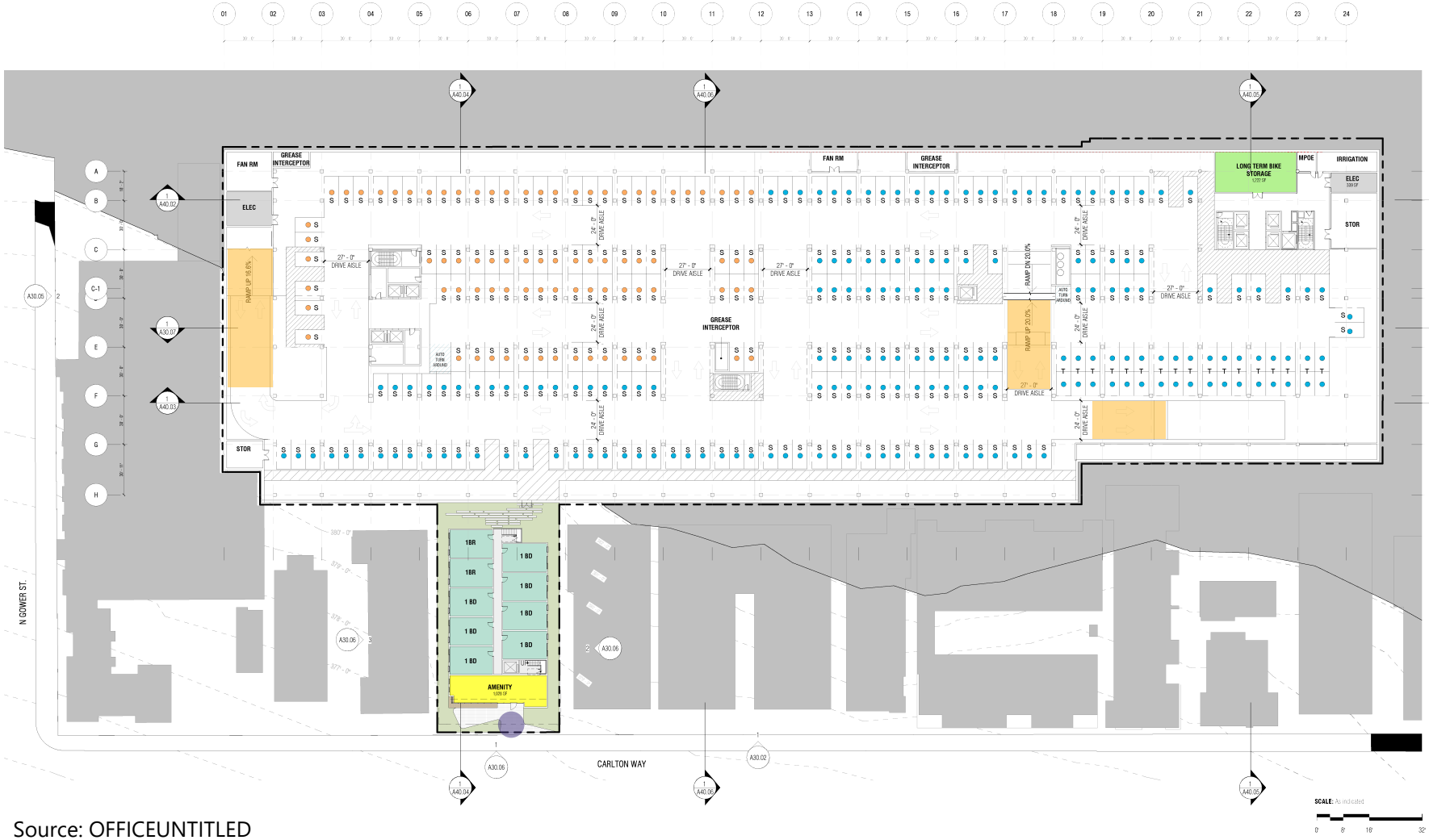
## LEGEND

- RETAIL / F&B
- OFFICE LOBBY
- OFFICE
- RESIDENTIAL LOBBY
- RESIDENTIAL AMENITY
- STUDIO
- 1 BEDROOM
- 2 BEDROOM
- 3 BEDROOM
- BIKE PARKING - LONG TERM
- RETAIL PARKING
- F&B PARKING
- OFFICE PARKING
- RESIDENTIAL PARKING
- AUTOMOTIVE DEALERSHIP PKG
- T TANDEM
- S STANDARD
- C COMPACT
- P PARALLEL PARKING STALL

- Driveway
- Pedestrian Loading Zone
- Pedestrian Entrance

Attachment A.1

# 6000 Hollywood Boulevard Project Site Plan




Source: OFFICEUNTITLED

- Bicycle Parking
- Driveway
- Pedestrian Entrance

Attachment A.2

# 6000 Hollywood Boulevard Project First Parking Level Plan

## Attachment B: Proposed Project Trip Generation

| Land Use | Size[1] | | AM Peak | | | PM Peak | | |
|---|---|---|---|---|---|---|---|---|
| | | | In | Out | Total | In | Out | Total |
| ***Proposed Project Trip Generation*** | | | | | | | | |
| Multi-Family Residential (High-Rise)[2 3] | 350 | DU | 9 | 72 | 81 | 72 | 33 | 105 |
| Internal capture[4] | | | -1 | -8 | -9 | -25 | -14 | -39 |
| External Vehicle Trips | | | 8 | 64 | 72 | 47 | 19 | 66 |
| General Office Building[3] | 135.1 | KSF | 106 | 16 | 122 | 19 | 101 | 120 |
| Internal capture[4] | | | -15 | -12 | -27 | -5 | -11 | -16 |
| External Vehicle Trips | | | 91 | 4 | 95 | 14 | 90 | 104 |
| Strip Retail Plaza (<40k)[3] | 19.5 | KSF | 28 | 18 | 46 | 65 | 64 | 129 |
| Internal capture[4] | | | -6 | -5 | -11 | -18 | -25 | -43 |
| Walk/Bike/Transit Adjustment[5] | | | -3 | -2 | -5 | -7 | -6 | -13 |
| Total Driveway Vehicle Trips | | | 19 | 11 | 30 | 40 | 33 | 73 |
| Pass-by Adjustment[6] | | | -9 | -5 | -14 | -20 | -16 | -36 |
| External Vehicle Trips | | | 10 | 6 | 16 | 20 | 17 | 37 |
| High-Turnover (Sit-Down) Restaurant[3] | 4.366 | KSF | 23 | 19 | 42 | 24 | 16 | 40 |
| Internal capture[4] | | | -12 | -9 | -21 | -11 | -10 | -21 |
| Walk/Bike/Transit Adjustment[5] | | | -2 | -2 | -4 | -2 | -1 | -3 |
| Total Driveway Vehicle Trips | | | 9 | 8 | 17 | 11 | 5 | 16 |
| Pass-by Adjustment[6] | | | -1 | -1 | -2 | -2 | -1 | -3 |
| External Vehicle Trips | | | 8 | 7 | 15 | 9 | 4 | 13 |
| **Total Project Driveway Trips** | | | **127** | **87** | **214** | **112** | **147** | **259** |
| **Total Project External Vehicle Trips** | | | **117** | **81** | **198** | **90** | **130** | **220** |
| ***Existing Land Use Trip Generation*** | | | | | | | | |
| Dealership | 31.833 | KSF | 43 | 16 | 59 | 31 | 46 | 77 |
| Walk/Bike/Transit Trip Adjustment[5] | | | -6 | -2 | -8 | -5 | -7 | -12 |
| *External Vehicle Trips* | | | 37 | 14 | 51 | 26 | 39 | 65 |
| **Net Incremental External Trips** | | | **80** | **67** | **147** | **64** | **91** | **155** |

Notes:

1. DU = Dwelling Unit
   KSF = 1,000 Square Feet
2. For the residential component, rates from the LA TAG for Multifamily High-Rise Dense Multi-Use Urban Area were used. These rates are based on empirical data and take into account transit-related vehicle trip reduction, so no further adjustment was made. In/Out percentages are from Institute of Transportation Engineers (ITE), Trip Generation, 11th Edition. The proposed project also includes low-rise and mid-rise units, but since they are sharing the same location and accessibility benefits with the high-rise units, the trip generate rates for high-rise were used for all residential units.
3. ITE Trip Generation (11th Edition) Rates
   Land Use Code 222 [Multifamily Housing (High-Rise), Dense Multi-Use Urban, Close to Rail Transit], only In/Out percentage were used:
   AM Peak Hour: 11% in, 89% out

PM Peak Hour: 69% in, 31% out

Land Use Code 710 (General Office Building, Dense Multi-Use Urban):

AM Peak Hour: T=0.72*X+25.14 (87% in, 13% out)

PM Peak Hour: T = 0.83*X+7.46 (16% in, 84% out)

Note no additional walk/bike/transit trip adjustment was applied to ITE trip generation estimates for office uses, as the "Dense Multi-Use Urban" rates account for increased multimodal access associated with dense, urban environments.

Land Use Code 822 [Strip Retail Plaza (<40k), General Urban/Suburban]:

AM Peak Hour: 2.36 (60% in, 40% out)

PM Peak Hour: 6.59 (50% in, 50% out)

Land Use Code 932 [High-Turnover (Sit-Down) Restaurant, General Urban/Suburban]:

AM Peak Hour: 9.57 (55% in, 45% out)

PM Peak Hour: 9.05 (61% in, 39% out)

For the existing land use dealership, ITE rates for Automobile Sales (New) were used. Land Use Code 840 [Automobile Sales (New), General Urban/Suburban]:

AM Peak Hour: 1.86 (73% in, 27% out)

PM Peak Hour: 2.42 (40% in, 60% out)

4. Internal capture represents the percentage of trips between land uses that occur within the site. The applied percentages were determined based on the Transportation Research Board (TRB) National Cooperative Highway Research Program (NCHRP) Report 684: Enhancing Internal Trip Capture Estimation for Mixed-Use Developments, 2010.
   - Residential: AM – 8% in/11% out; PM – 27% in/35% out
   - Office: AM – 15% in/78% out; PM – 24% in/8% out
   - Retail: AM – 28% in/36% out; PM – 32% in/45% out
   - Restaurant: AM – 51% in/44% out; PM – 46% in/63% out
5. Walk/bike/transit trip adjustment rate is based on LADOT's Transportation Assessment Guidelines (TAG), August 2022. The guidelines state that developments within a 1/4-mile walking distance of a transit station, or of a stop serving a Metro Next Gen Tier 1 service line, may qualify for up to a 15% trip generation adjustment. For the office and residential component, no additional Walk/Bike/Transit Credit was applied since ITE Dense Multi-Use Urban setting already includes walk/bike/transit credit.
6. Pass-by trip adjustment applied to account for the percentage of trips that would already be on the adjacent roadway but make a stop by the project site. The pass-by trip rate for Retail and High Turnover Restaurant is based on LADOT's Transportation Assessment Guidelines (TAG), August 2022.
   - Retail: 50%
   - Restaurant: 20%

Fehr & Peers, 2022.

# CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

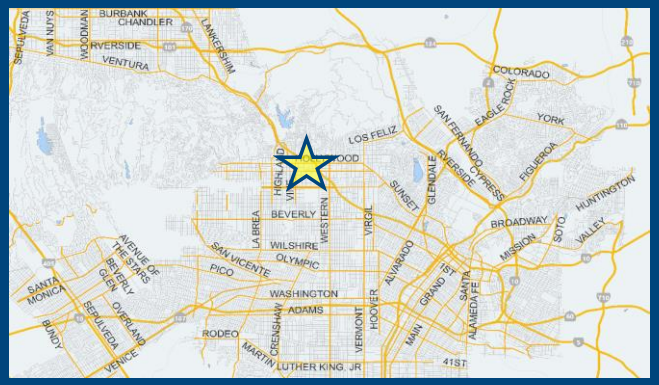
*Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?*

## Project Information

**Project:** Hollywood Toyota Mixed-use Project

**Scenario:**

**Address:** 6000 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 station?**

○ Yes ○ No

## Existing Land Use

| Land Use Type | Value | Unit |
|---|---|---|
| Retail \| Auto Repair | | ksf |
| Retail \| Auto Repair | 31.833 | 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 | | DU |
| Housing \| Multi-Family | 350 | DU |
| Retail \| General Retail | 19.5 | ksf |
| Retail \| High-Turnover Sit-Down Restaurant | 4.366 | ksf |
| Office \| General Office | 135.1 | ksf |

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

## Project Screening Summary

| Existing Land Use | Proposed Project |
|---|---|
| 640 Daily Vehicle Trips | 3,301 Daily Vehicle Trips |
| 4,220 Daily VMT | 21,995 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

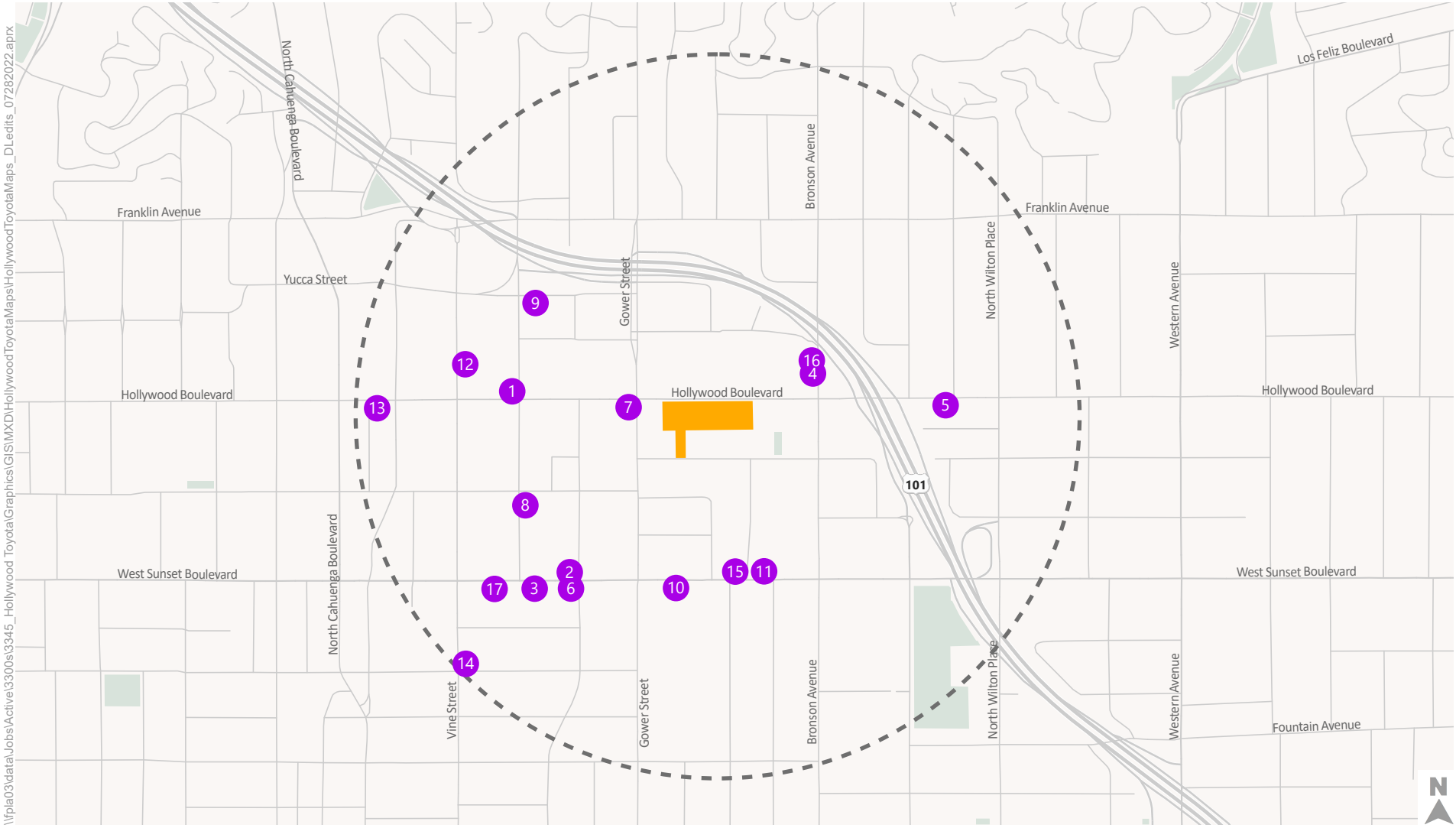
| | |
|---|---|
| The net increase in daily trips < 250 trips | 2,661 Net Daily Trips |
| The net increase in daily VMT ≤ 0 | 17,775 Net Daily VMT |
| The proposed project consists of only retail land uses ≤ 50,000 square feet total. | 23.866 ksf |

**The proposed project is required to perform VMT analysis.**

Measuring the Miles

Attachment C

10/11/2022




Attachment D.1

# Related Projects
# 6000 Hollywood Boulevard

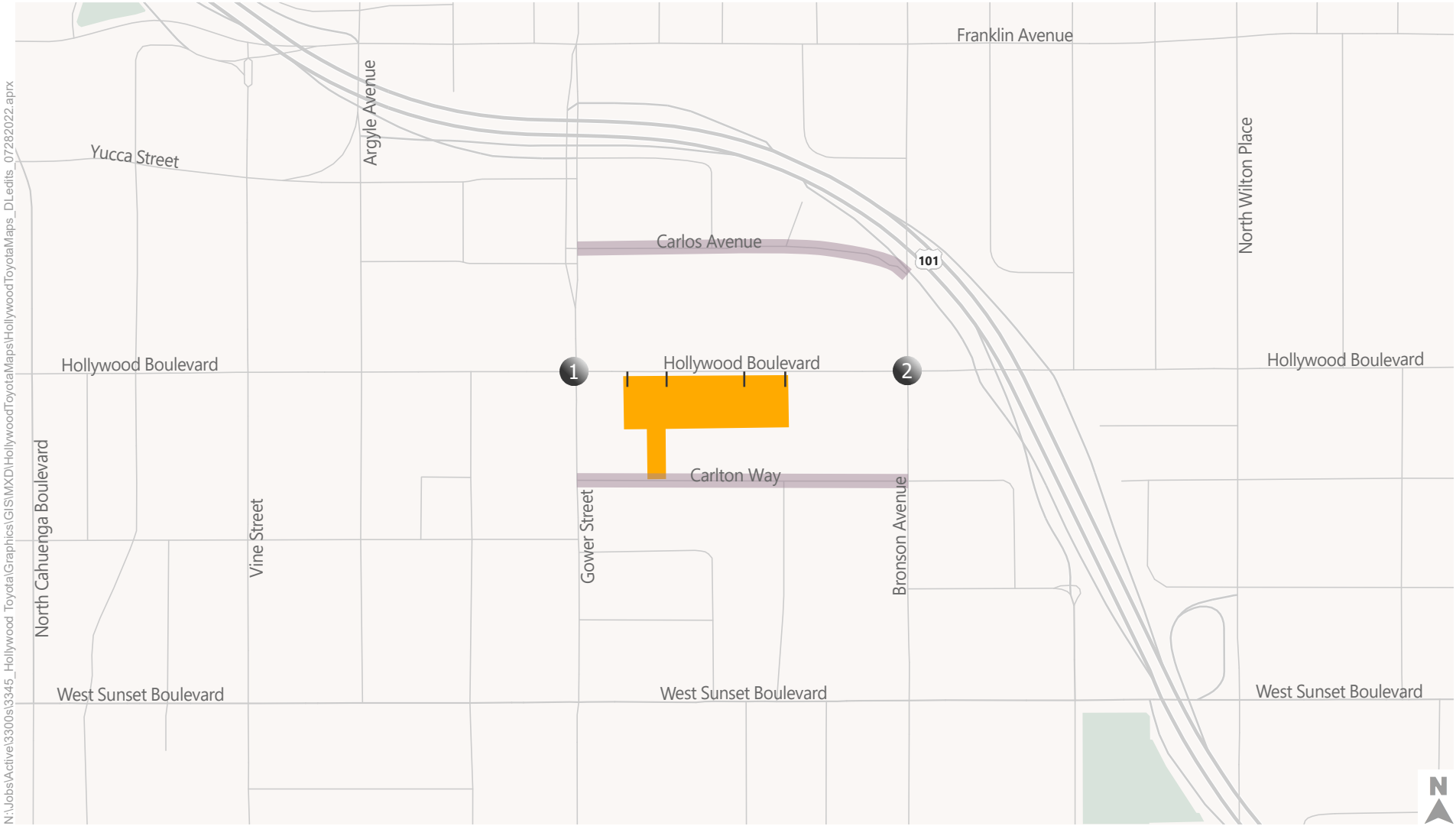
## Attachment D.2: Related Project Trip Generation[1]

| | | Land Use[2] | | | | | | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| # | Project Location | Multi-Family | Office | Retail | Hotel | Other | Daily | In | Out | Total | In | Out | Total |
| 1 | 6225 Hollywood Boulevard | | 214 | | | | 1918 | 243 | 33 | 276 | 43 | 211 | 254 |
| 2 | 6201 West Sunset Boulevard | 731 | | 28 | | | 4913 | 128 | 228 | 356 | 234 | 169 | 403 |
| 3 | 6230 West Sunset Boulevard | 200 | 27 | 5 | | | 1473 | 52 | 80 | 132 | 71 | 50 | 121 |
| 4 | 1717 North Bronson Avenue | 89 | | | | | 436 | 6 | 27 | 33 | 26 | 14 | 40 |
| 5 | 5750 West Hollywood Boulevard | 161 | | 6 | | | 1180 | 22 | 66 | 88 | 68 | 38 | 106 |
| 6 | 6200 West Sunset Boulevard | 270 | | 10 | | 2 | 1243 | -2 | 76 | 74 | 73 | 23 | 96 |
| 7 | 6100 Hollywood Boulevard | 220 | | 3 | | | 1439 | 24 | 76 | 100 | 86 | 46 | 132 |
| 8 | 1546 Argyle Avenue | 276 | | 51 | | | 2013 | 43 | 127 | 170 | 128 | 51 | 179 |
| 9 | 6220 Yucca St | 210 | | 13 | 136 | | 2652 | 88 | 111 | 199 | 130 | 85 | 215 |
| 10 | 6050 West Sunset Boulevard | | 859 | | | | 4108 | 424 | 68 | 492 | 77 | 409 | 486 |
| 11 | 5939 West Sunset Boulevard | 299 | 38 | 3 | | 5 | 1648 | 65 | 88 | 153 | 71 | 64 | 135 |
| 12 | 1720 Vine Street | 1005 | | 30 | | 350 persons | 6346 | 171 | 290 | 461 | 368 | 264 | 632 |
| 13 | 6360 Hollywood Boulevard | | | 11 | 90 | | 1310 | 54 | 40 | 94 | 60 | 44 | 104 |
| 14 | 1400 Vine Street | 198 | | 16 | | | 1446 | 70 | 93 | 163 | 97 | 56 | 153 |
| 15 | 6007 West Sunset Boulevard | 109 | | | | 15 | 856 | 13 | 27 | 40 | 34 | 25 | 59 |
| 16 | 1725 North Bronson Avenue | 128 | | | | | 502 | 10 | 28 | 38 | 25 | 17 | 42 |
| 17 | 6266 West Sunset Boulevard | 150 | | 13 | | | 603 | 11 | 35 | 46 | 33 | 22 | 55 |

Notes:

1. Projects in development within a ½-mile of the project site. Related project list and trip generation provided by LADOT on 3/4/2022.
2. Multi-family = Dwelling Units; Office = 1,000 SF; Retail = 1,000 SF; Hotel = Rooms; Other = 1,000 SF unless otherwise noted.

Fehr & Peers, 2022.




Project Site

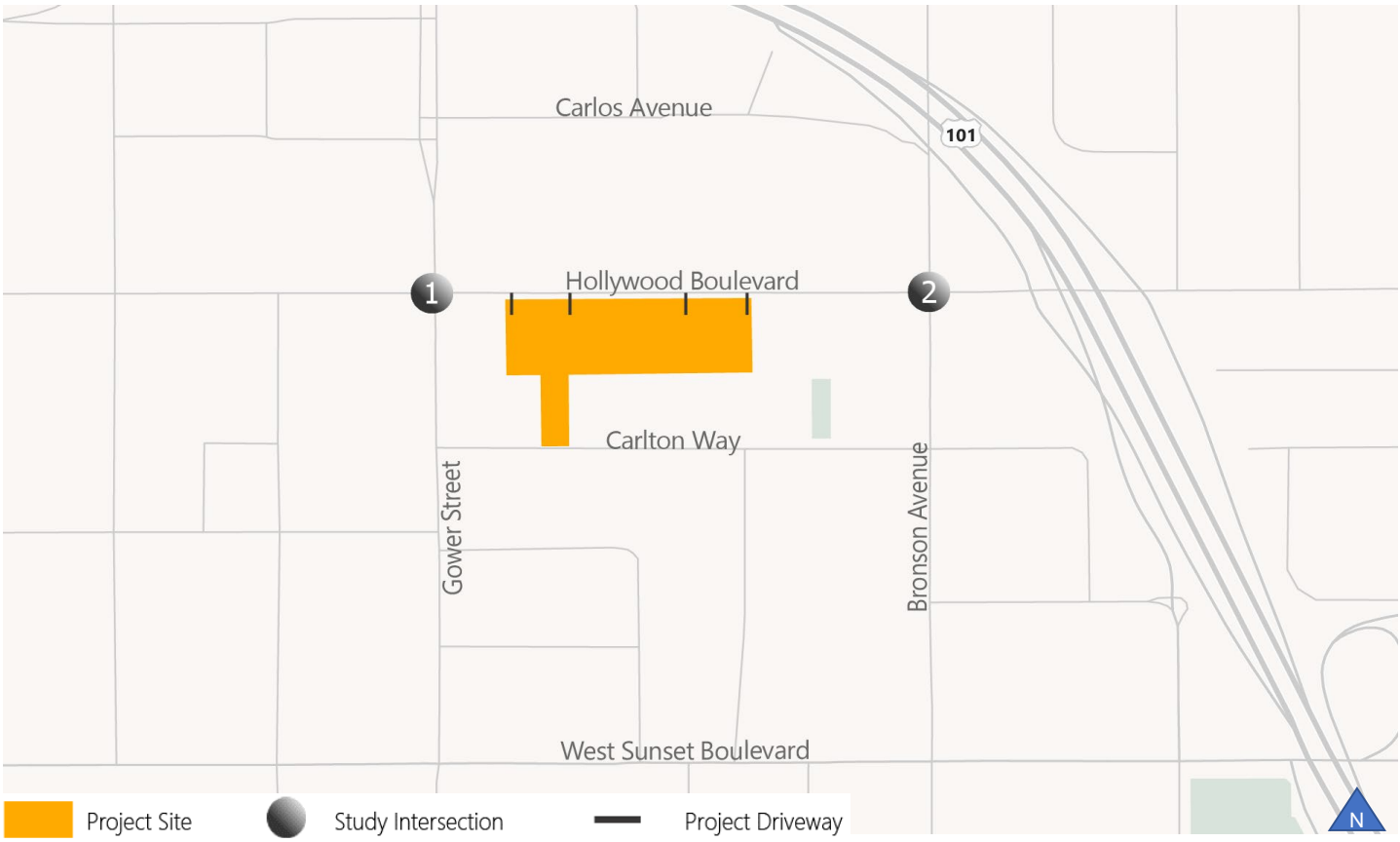
Project Driveway

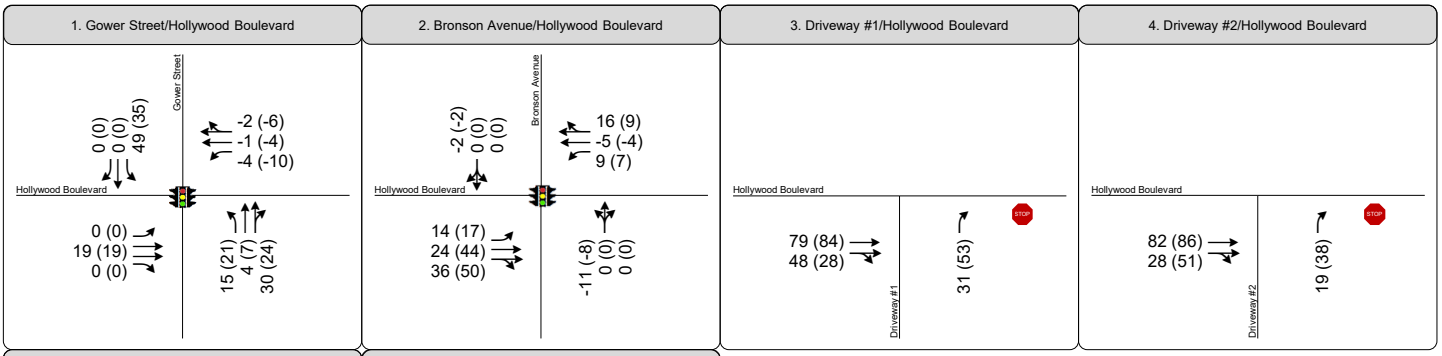
Study Intersection

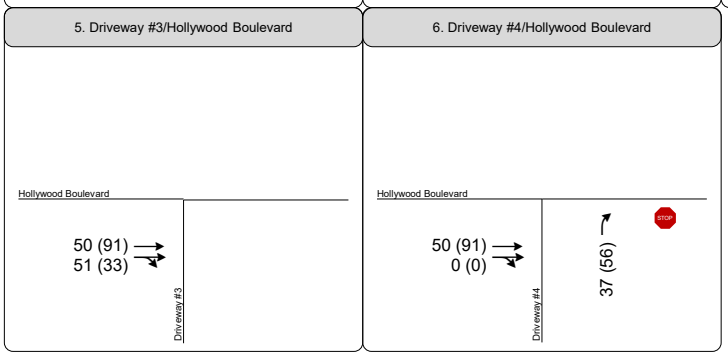
Roadway Segment Proposed for Residential Street Cut-Through Analysis (Non-CEQA)

Attachment E

# 6000 Hollywood Boulevard Project Study Intersections and Segments




**Proposed Project Vehicle Trip Generation**

| | AM Peak | | | PM Peak | | |
|---|---|---|---|---|---|---|
| | In | Out | Total | In | Out | Total |
| **Total Project Driveway Trips** | 127 | 87 | 214 | 112 | 147 | 259 |
| **Net Incremental External Trips** | 80 | 67 | 147 | 64 | 91 | 155 |

*See Attachment B for full project trip generation*

**LEGEND**

AM (PM) Peak Hour Traffic Volume

Lane Configuration

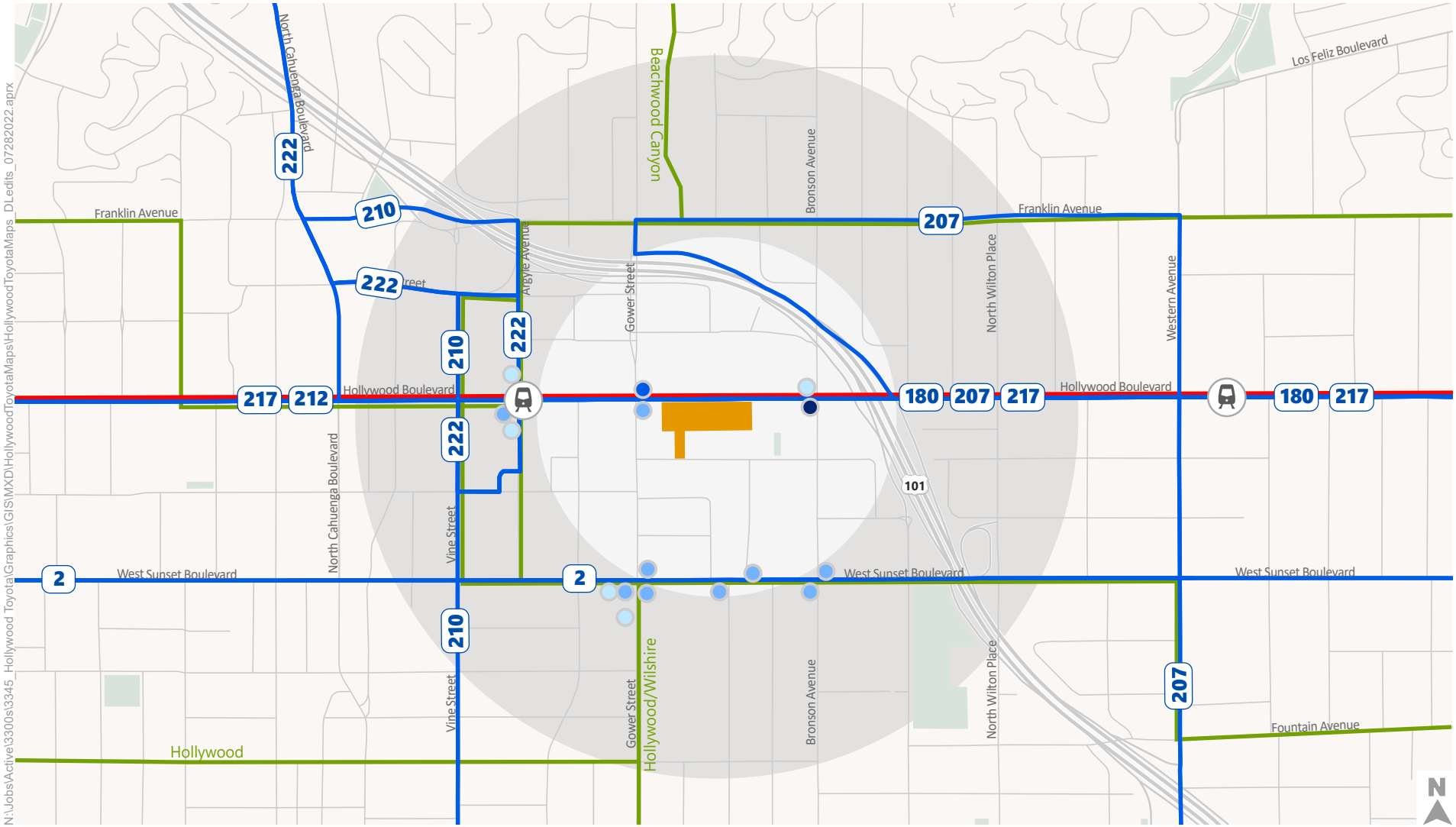
Stop Sign

Signalized

*Note:*
*1. Driveways were numbered #1-4 from west to east.*
*2. Negative volumes are due to left turn restrictions on the proposed project driveways.*

Attachment F

# Peak Hour Traffic Volumes and Lane Configurations
# Project Only
# 6000 Hollywood Boulevard Project




Project Site
Quarter Mile Buffer
Half Mile Buffer

LA Metro Rail (B Line)
LA Metro Bus
LADOT Routes

Metro Rail Station

Bus Stop with Shelter and Bench
Bus Stop with Shelter
Bus Stop with Bench
Bus Stop, No Amenities

Attachment G.1

# Transit Facilities
# 6000 Hollywood Boulevard Project

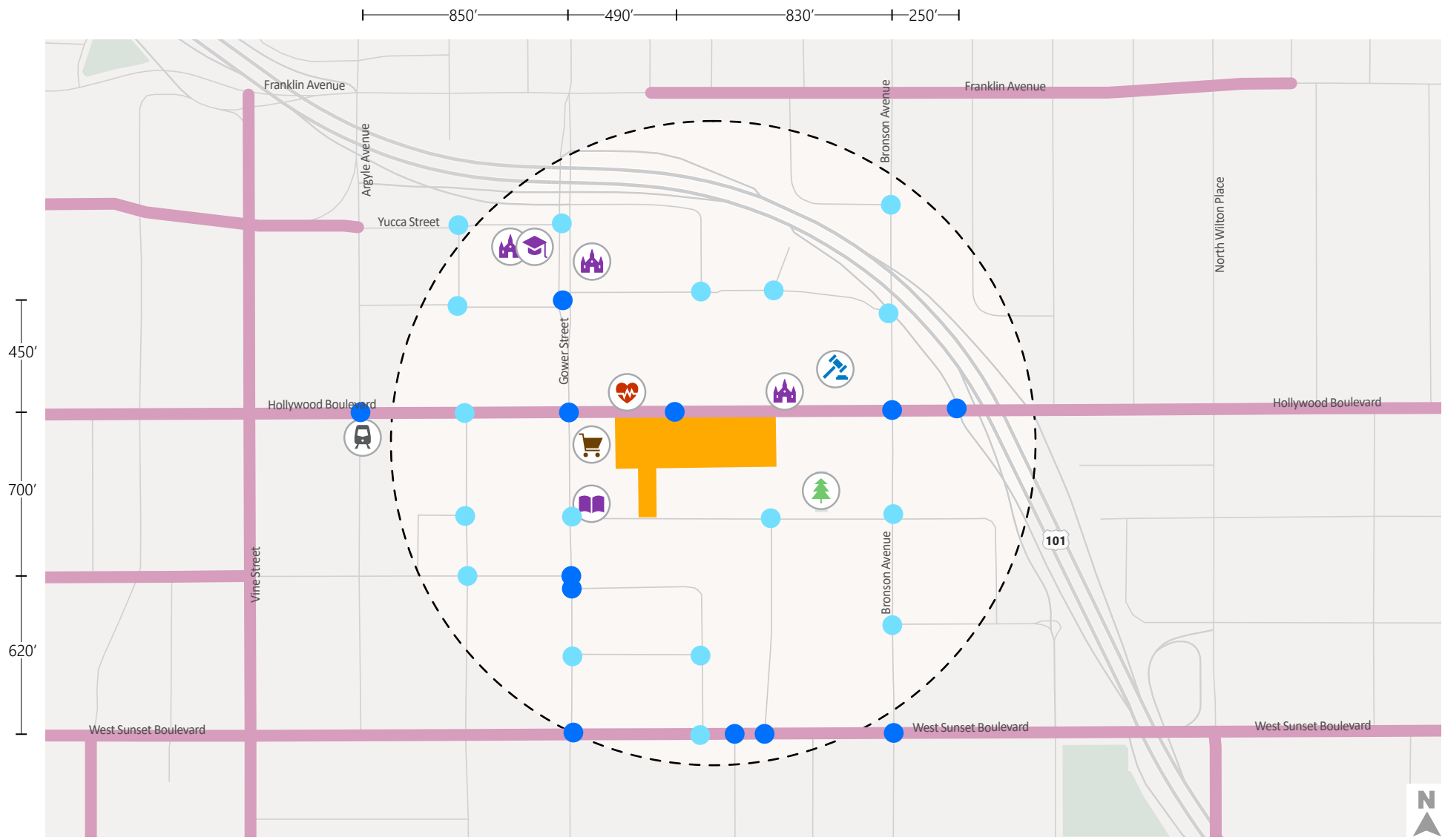
## Attachment G.2: Transit Lines and Ridership within a ¼-mile of the Project Site

| Line | Description | Peak Hour Headway | Average Daily Boarding/Alighting in the Project Vicinity[1] |
|---|---|---|---|
| ***LA Metro*** | | | |
| 2[2] | Downtown LA - Westwood<br>*via Sunset Boulevard* | 7-10 minutes | Westbound – 199/257<br>Eastbound – 235/177 |
| 180[2] [3] | Hollywood-Glendale-Pasadena<br>*via Los Feliz Boulevard and Colorado Boulevard* | 12 minutes | Westbound – 77/516<br>Eastbound – 750/178 |
| 207[2] | Hollywood – Athens<br>*via Western Avenue* | 6-10 minutes | *No bus stop within the ¼-mile buffer of the Project site.* |
| 217[2] | Hollywood/Vine Station – La Cienega Station<br>*via Hollywood Boulevard-Fairfax Avenue* | 10-13 minutes | Northbound – 23/270<br>Southbound – 5/3 |
| B Line (Red Line) | North Hollywood-Downtown LA | 15 minutes | Eastbound – 3,528/1,397<br>Westbound – 1,527/3,698 |
| ***DASH*** | | | |
| Hollywood | Hollywood Loop (Clockwise & Counterclockwise)<br>*via Fountain Avenue-Highland Avenue-Franklin Avenue-Vermont Avenue* | 30 minutes | Clockwise – 2/8<br>Counterclockwise – 15/11 |
| Hollywood/Wilshire (Larchmont Shuttle) | Hollywood-Wiltern Theater<br>*via Sunset Boulevard-Gower Street-Melrose Avenue-Western Avenue* | 25 minutes | Eastbound – 4/5<br>*The westbound stop is out of the ¼-mile buffer of the Project site.* |

Notes:

1. Ridership data summed for all stops within a ¼-mile of the project site. LA Metro October 2019 average weekday ridership data accessed on 08/09/2022: https://la-metro.maps.arcgis.com/apps/Minimalist/index.html?appid=6f605df28f7d488c8c3b7cf4f5c367de. LADOT DASH 2019 annual ridership numbers were provided by LADOT. Fehr & Peers estimated average daily (including weekends) ridership by dividing the annual ridership by 365.
2. Information of LA Metro lines retrieved from: https://www.metro.net/riding/schedules/. Schedule of Line 2, 207, and 217 were effective on June 26, 2022. Schedule of Line 180 was effective on February 20, 2022.
3. Line 180 ridership data includes October 2019 Line 780 ridership, as the 780 has since been replaced by more frequent 180 service.

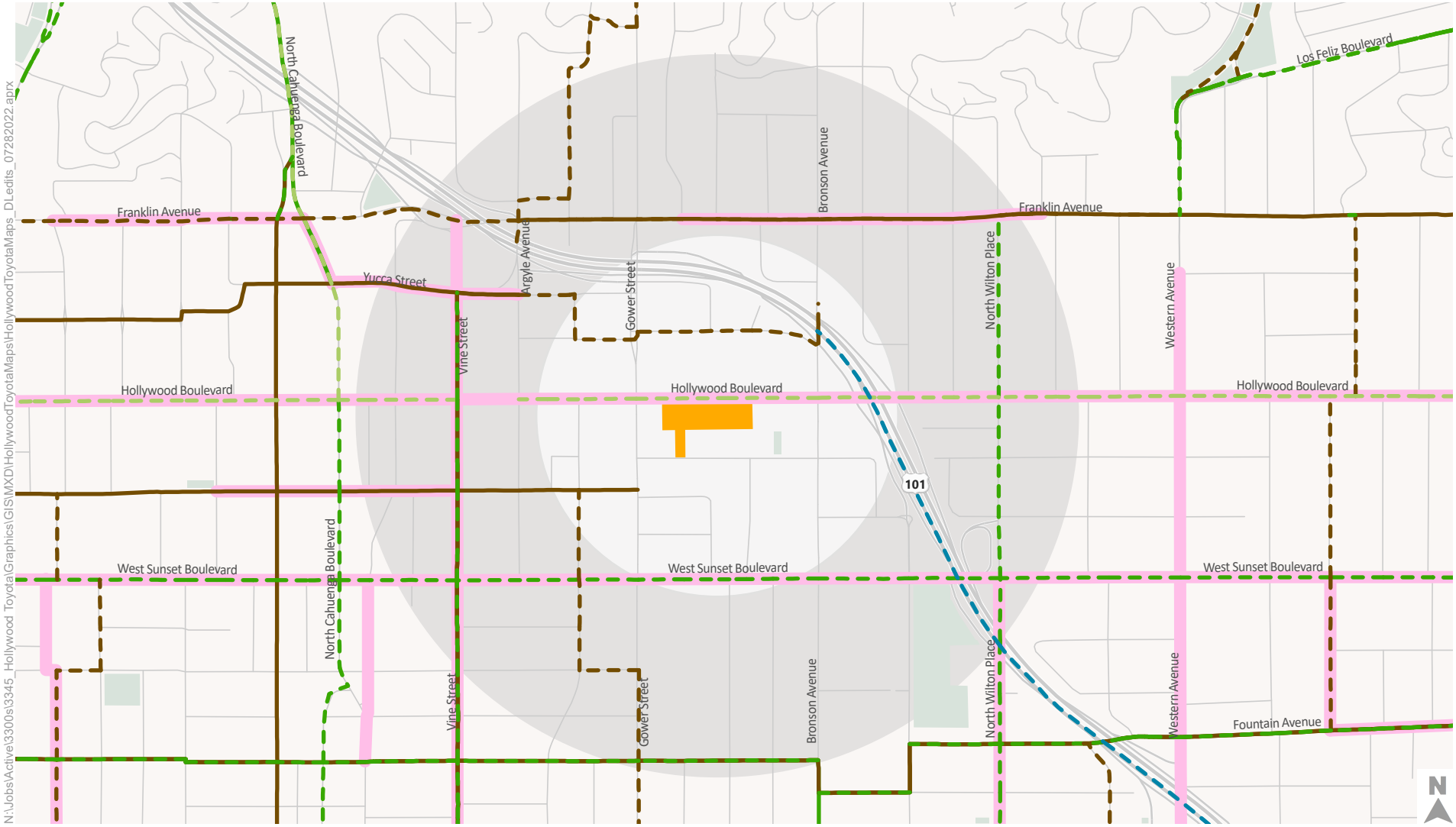
Fehr & Peers, 2022.




Project Site
Quarter Mile Buffer
Signalized Crosswalk
Stop-Controlled Crosswalk
High Injury Network
Grocery Store
Library
Medical Center
Metro Station
Park
Place of Worship
School
Court House

Attachment H

# Pedestrian Destinations and Facilities
# 6000 Hollywood Boulevard Project




Project Site
Quarter Mile Buffer
Half Mile Buffer

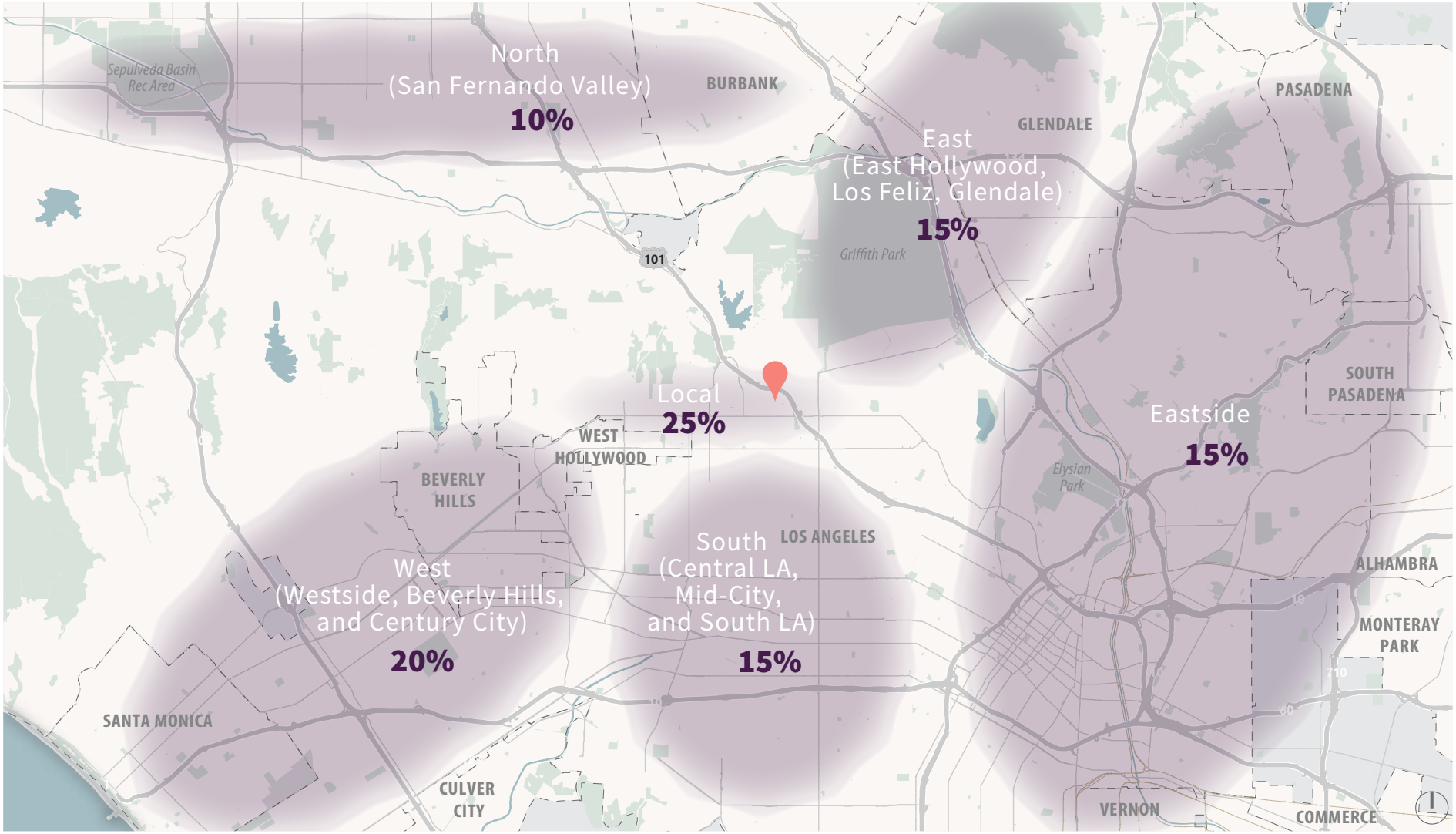
Existing Bike Facility
Bike Lane (Class II)
Bike Route (Class III)

Proposed Bike Facility
Bike Path (Class I)
Bike Lane (Class II)
Bike Route (Class III)
Cycle Track (Class IV)

High Injury Network

Attachment I

# Bicycle Facilities
# 6000 Hollywood Boulevard Project



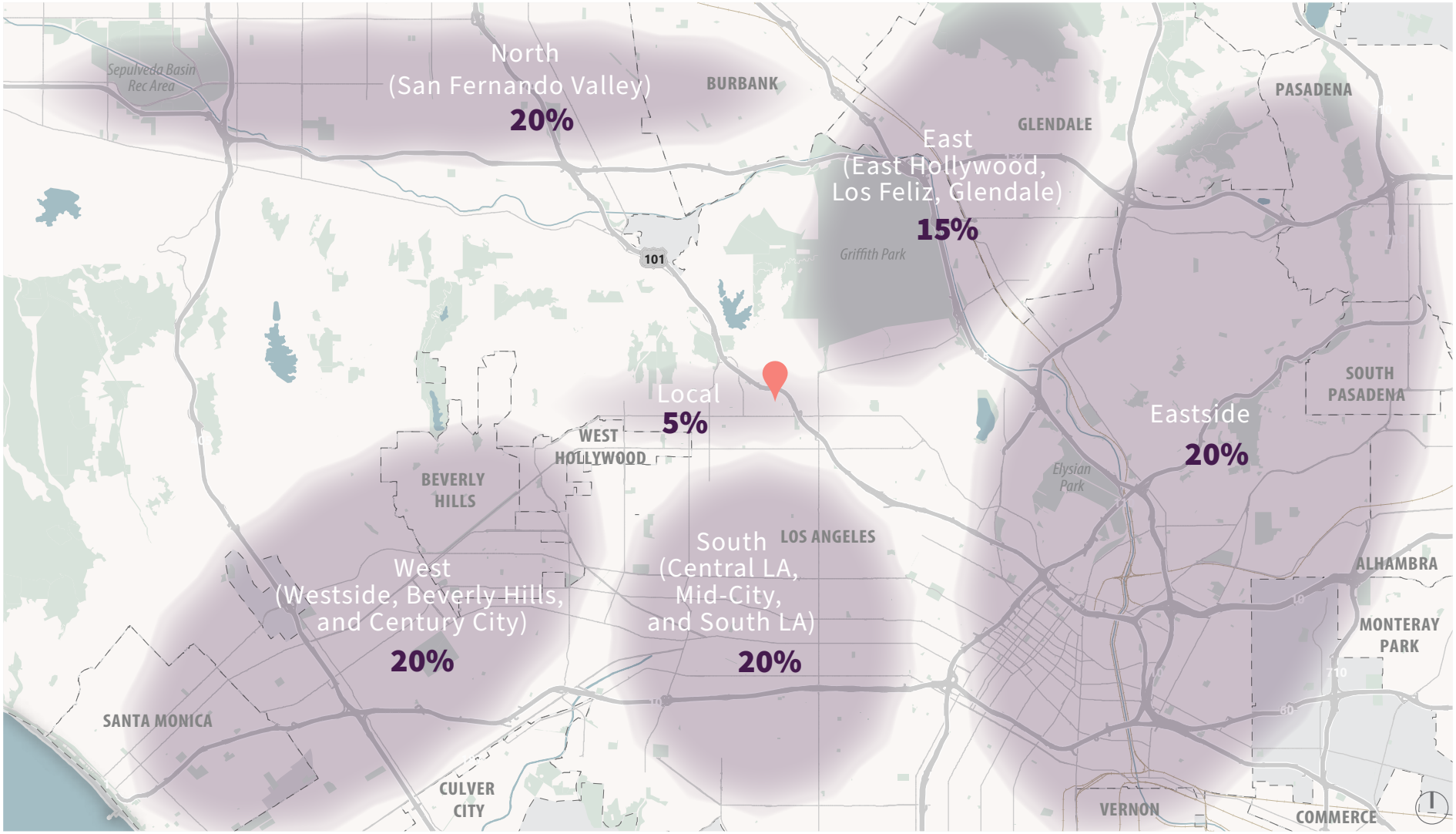

Project Site

X% Project Trip Distribution

***Note:*** *Trip distribution based on a select zone analysis using LADOT Travel Demand Forecast model.*

Attachment J.1

# 6000 Hollywood Boulevard Project Trip Distribution - Residential Component




Project Site

X% Project Trip Distribution

***Note:*** *Trip distribution based on a select zone analysis using LADOT Travel Demand Forecast model.*

Attachment J.2

# 6000 Hollywood Boulevard Project Trip Distribution - Office Component

# Appendix B: Transportation Analysis Guidelines Screening Responses and Supporting Analysis

## Transportation Analysis Guidelines Screening Responses and Supporting Analysis

*Adapted from Transportation Analysis Guidelines, LADOT, August 2022*

| Screening Criteria | Screening Evaluation | Analysis Required? |
|---|---|---|
| **2.1 CONFLICTING WITH PLANS, PROGRAMS, ORDINANCES, OR POLICIES** | | |
| If the project requires a discretionary action, and the answer is yes to any of the following questions, further analysis will be required to assess whether the proposed project would conflict with plans, programs, ordinances, or policies:<br>1. Does the project require a discretionary action that requires the decision maker to find that the decision substantially conforms to the purpose, intent and provisions of the General Plan?<br>2. Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?<br>3. 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.)? | 1. Yes<br>2. No<br>3. Yes | Yes, see Chapter 3.1 |

| | | |
|---|---|---|
| **2.2 CAUSING SUBSTANTIAL VEHICLE MILES TRAVELED** | | |
| If the project requires a discretionary action, and the answer is no to either T-2.1-1 or T-2.1-2, further analysis will not be required for Threshold T-2.1, and a "no impact" determination can be made for that threshold:<br><br>1. T-2.1-1: Would the land use project generate a net increase of 250 or more daily vehicle trips?<br>2. T-2.1-2: Would the project generate a net increase in daily VMT?<br><br>In addition to the above screening criteria, the portion of, or the entirety of a project that contains small-scale or local serving retail uses are assumed to have less than significant VMT impacts. If the answer to the following question is no, then that portion of the project meets the screening criteria and a no impact determination can be made for the portion of the project that contains retail uses. However, if the retail project is part of a larger mixed-use project, then the remaining portion of the project may be subject to further analysis in accordance with the above screening criteria. Projects that include retail uses in excess of the screening criteria would need to evaluate the entirety of the project's vehicle miles traveled, as specified in Section 2.2.4.<br><br>3. If the project includes retail uses, does the portion of the project that contain retail uses exceed a net 50,000 square feet?<br><br>Independent of the above screening criteria, and the project requires a discretionary action, further analysis will be required if the following statement is true:<br><br>4. Would the Project or Plan located within a one-half mile of a fixed-rail or fixed-guideway transit station replace an existing number of residential units with a smaller number of residential units? | 1. Yes<br>2. Yes<br>3. No<br>4. No | Yes, see Chapter 3.2 |
| **2.3 SUBSTANTIALLY INDUCING ADDITIONAL AUTOMOBILE TRAVEL** | | |
| If the answer is no to the following question, further analysis will not be required for Threshold T-2.2, and a no impact determination can be made for that threshold:<br><br>1. T-2.2: Would the project include the addition of through traffic lanes on existing or new highways, including general purpose lanes, high-occupancy vehicle (HOV) lanes, peak period lanes, auxiliary lanes, and lanes through grade-separated interchanges (except managed lanes, transit lanes, and auxiliary lanes of less than one mile in length designed to improve roadway safety)? | 1. No | No |

| 2.4 SUBSTANTIALLY INCREASING HAZARDS DUE TO A GEOMETRIC DESIGN FEATURE OR INCOMPATIBLE USE | | |
|---|---|---|
| If the project requires a discretionary action, and the answer is "yes" to either of the following questions, further analysis will be required to assess whether the project would result in impacts due to geometric design hazards or incompatible uses:<br>1. Is the project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way?<br>2. Is the project proposing to, or required to make any voluntary or required, modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb line, etc.)? | 1. Yes<br>2. Yes | Yes, see Chapter 3.3 |
| In addition to the screening questions above, if the answer is "yes" to all of the following questions, further analysis will be required to assess whether the project would result in impacts due to queuing from a freeway off-ramp that could lead to unsafe differential travel speeds:<br>1. Does the land use project involve a discretionary action that would be under review by the Department of City Planning?<br>2. Would the land use project generate a net increase of 250 or more daily vehicle trips?<br>3. Would the land use project add 25 or more trips to any off ramp in either the morning or afternoon peak hour? | 1. Yes<br>2. Yes<br>3. No. Based on the Project's estimated trip generation and traffic distribution, The Project is estimated to add 13 trips to the US 101 northbound off-ramp at Hollywood Boulevard and 14 trips to the US 101 southbound off-ramp at Gower Street during the AM peak hour. During the PM peak hour, the Project is estimated to add 10 trips to the US 101 northbound off-ramp at Hollywood Boulevard and 7 trips to the US 101 southbound off-ramp at Gower Street. Therefore, the Project will not add 25 or more trips to the US 101 off-ramps in either the AM or PM peak hour and thus a freeway ramp analysis is not required. | No. |

| | | |
|---|---|---|
| **3.2 PEDESTRIAN, BICYCLE, AND TRANSIT ACCESS ASSESSMENT** | | |
| If the answer is yes to all of the following questions, further analysis will be required to assess whether the project would negatively affect existing pedestrian, bicycle, or transit facilities:<br><br>1. Does the land use project involve a discretionary action that would be under review by the Department of City Planning?<br>2. Does the land use project include the construction, or addition of:<br>a. 50 dwelling units or guest rooms or combination thereof, or<br>b. 50,000 square feet of non-residential space?<br>3. Would the project generate a net increase of 1,000 or more daily vehicle trips, or is the project's frontage along an Avenue, Boulevard, or Collector (as designated in the City's General Plan) 250 linear feet or more, or is the project's building frontage encompassing an entire block along an Avenue or Boulevard (as designated in the City's General Plan)? | 1. Yes<br>2. Yes<br>3. Yes | Yes, see Chapter 4.1 |
| **3.3 PROJECT ACCESS, SAFETY, AND CIRCULATION EVALUATION** | | |
| Land Use Development Projects:<br><br>For land use projects, if the answer is yes to all of the following questions, further analysis will be required to assess whether the project would negatively affect project access and circulation:<br><br>1. Does the land use project involve a discretionary action that would be under review by the Department of City Planning?<br>2. Would the land use project generate a net increase of 500 or more daily vehicle trips? | 1. Yes<br>2. Yes | Yes, see Chapter 4.2 |

| **3.4 PROJECT CONSTRUCTION** | | |
|---|---|---|
| If the answer is yes to any of the following questions, further analysis will be required to assess if the project could negatively affect existing pedestrian, bicycle, transit, or vehicle circulation:<br><br>1. Would a project that requires construction activities to take place within the right-of-way of a Boulevard or Avenue (as designated in the Mobility Plan 2035) which would necessitate temporary lane, alley, or street closures for more than one day (including day and evening hours, and overnight closures if on a residential street?)<br><br>2. Would a project require construction activities to take place within the right-of-way of a Collector or Local Street (as designated in the Mobility Plan 2035) which would necessitate temporary lane, alley, or street closures for more than seven days (including day and evening hours, and including overnight closures if on a residential street)?<br><br>3. Would in-street construction activities result in the loss of regular vehicle, bicycle, or pedestrian access, including loss of existing bicycle parking to an existing land use for more than one day, including day and evening hours and overnight closures if access is lost to residential units?<br><br>4. Would in-street construction activities result in the loss of regular ADA pedestrian access to an existing transit station, stop, or facility (e.g., layover zone) during revenue hours?<br><br>5. Would in-street construction activities result in the temporary loss for more than one day of an existing bus stop or rerouting of a bus route that serves the project site?<br><br>6. Would construction activities result in the temporary removal and/or loss of on-street metered parking for more than 30 days?<br><br>7. Would the project involve a discretionary action to construct new buildings or additions of more than 1,000 square feet that require access for hauling construction materials and equipment from streets of less than 24-feet wide in a hillside area? | 1. Yes<br>2. Yes<br>3. Yes<br>4. Yes<br>5. Yes<br>6. No<br>7. No | Yes, see Chapter 4.3 |

| **3.5 RESIDENTIAL STREET CUT-THROUGH ANALYSIS** | | |
|---|---|---|
| Land Use Development Projects:<br><br>If the answer is yes to all of the following questions, further analysis may be required to assess whether the project would negatively affect residential streets:<br><br>1. Would the project generate a net increase of 250 or more daily vehicle trips?<br>2. Does the land use project include a discretionary action that would be under review by the Department of City Planning?<br><br>In addition, for development projects, when selecting residential street segments for analyses during the transportation assessment scoping process, all of the following conditions must be present:<br><br>3. The project is located along a currently congested Boulevard or Avenue and adds trips that may lead to trip diversion to parallel routes along residential Local Streets. The congestion level of the Boulevard or Avenue can be determined based on the estimated peak hour LOS under project conditions of the study intersection(s) (as determined in Section 3.3). LOS E and F are considered to represent congested conditions;<br>4. The project is projected to add a substantial amount of automobile traffic to the congested Boulevard(s), Avenue(s), or Collector(s) that could potentially cause a shift to alternative route(s); and<br>5. Nearby local residential street(s) (defined as Local streets as designated in the City's General Plan passing through a residential neighborhood) provide motorists with a viable alternative route. A viable alternative route is defined as one which is parallel and reasonably adjacent to the primary route as to make it attractive as an alternative to the primary route. LADOT has discretion to define which routes are viable alternative routes, based on, but not limited to, features such as geography and presence of existing traffic control devices, etc. | 1. Yes<br>2. Yes<br>3. No<br>4. No<br>5. Yes | No, see Chapter 4.4. While the Project is not required to analyze residential cut-through streets per the screening, this analysis was still conducted due to the location of the Project adjacent to a residential area and due to the possibility, that the routes to and from the Project may go through these areas. |

# Appendix C:
# Plans, Programs, Ordinances and Policies Review

# Appendix C: Detailed Responses in Support of Plans, Programs, Ordinances, or Policies Review

| Question | Guiding Questions | Relevant Plans, Policies, and Programs | Evaluation |
|---|---|---|---|
| ***A. Mobility Plan 2035 PROW Classification Standards for Dedications and Improvements*** | | | |
| 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? | MP 2.1, 2.3, 3.2, and Mobility Plan 2035 Street Designations and Standard Roadway Dimensions | Yes, the Project does include new construction along Hollywood Boulevard, which is designated as an Avenue I on property zoned for C4-1-SN, which is less restrictive than R3. |
| 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, the Project is required to dedicate five feet on Hollywood Boulevard along Parcel four and Parcel five to the required half Public Right of Way. |
| 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)? | | Not applicable. |
| A.4 | If the answer to A.3. is NO, is the project applicant asking to waive from the dedication standards? | | Not applicable. |

| Question | Guiding Questions | Relevant Plans, Policies, and Programs | Evaluation |
|---|---|---|---|
| ***B. Mobility Plan 2035 PROW Policy Alignment with Project-Initiated Changes*** | | | |
| 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? | MP 2.1, 2.3, 3.2, 2.10, and Street Designations and Standard Roadway Dimensions | The Project would maintain the sidewalks along the Project site and provide additional space with an entrance plaza for the restaurant and retail frontage. The Project would be supportive of, and not preclude or conflict with, *Mobility Plan 2035* policies such as:<br>2.1 Adaptive Reuse of Streets: The Project would not alter adjacent streets or the right-of-way in a manner that would preclude or conflict with future changes by various City Departments.<br>2.3 Pedestrian Infrastructure: Hollywood Boulevard is part of the PED. The Project would not narrow or permanently remove pedestrian facilities. The Project is proposing to relocate the existing pedestrian mid-block crossing and add another protected pedestrian crossing.<br>2.4 Neighborhood Enhanced Network: None of the Project frontages are along NEN streets.<br>2.10 Loading Areas: The Project would provide a dedicated on-site loading zone. Trucks would not need to back in from or back out to Hollywood Boulevard.<br>3.2 People with Disabilities: The Project would ensure the Project site would not conflict with this policy, such as maintaining ADA compliance and ensuring that pathways are free of obstacles along the Project frontage.<br>3.5 Multimodal Features: Hollywood Boulevard part of the Transit Enhanced Network. The Project would support multimodal travel by maintaining the existing sidewalks and providing on-site bike parking. It is also near several Metro Bus Lines and LADOT DASH Routes, and approximately a quarter-mile from Metro rail transit (Hollywood & Vine Station).<br>4.1 New Technologies: This policy supports new technology systems and infrastructure to expand access to transportation choices. The Project does not propose elements that would limit or preclude the City's ability to offer or introduce new technology systems or infrastructure.<br>5.1 Sustainable Transportation: As mentioned for policies 3.5 and 3.8, the Project would encourage the development of a sustainable transportation system with its provision of bicycle parking, maintenance of sidewalks, and proposed residential, office, and commercial development near transit. |

| Question | Guiding Questions | Relevant Plans, Policies, and Programs | Evaluation |
|---|---|---|---|
| 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? | MP 2.10, PL.1, CDG 2, MPP 321 | There are four existing auto access points serving the Project Site, two serving the dealership service, and the other two serving the dealership parking. The proposed Project would relocate an redesign auto access by providing a total of three vehicle access points to the Project via Hollywood Boulevard, thus reducing the number of driveways from four to three. The west driveway would be a full access intersection-style driveway with signal to service non-residential uses. The middle driveway would be a full access-in/right-out only driveway to serve residential uses and inbound trucks. The east driveway would be a right-out only driveway that serves loading trucks egress.<br><br>The recommended width of driveways for commercial development in the *Driveway Design Guidelines* (MPP 321) is 30 feet. Wider driveways may be appropriate to accommodate large commercial vehicles or multiple entry lanes. The west driveway would be 36 feet wide to accommodate multiple lanes since it is a street-type driveway with signal control. The Project is proposing to relocate the existing pedestrian mid-block crossing to the west side of the west driveway and provide a full signal for pedestrian crossing and vehicular traffic. In addition, the Project is proposing to add another signalized pedestrian mid-block crossing to Hollywood Boulevard to increase pedestrian safety. The middle and east driveways would be 30 feet in width. Therefore, the Project's driveway design does not conflict with the basic principles of MPP 321, which is to minimize possible conflicts between users of parking facilities and users of abutting street systems.<br><br>*Mobility Plan 2035* policy PL.1 encourages vehicular access from non-arterial streets (or alleys) and redesigning access points to be more pedestrian friendly. Since most of the Project frontage is along Hollywood Boulevard (Avenue I) and there is limited space for vehicle access on Carlton Way from the perspective of site circulation, Hollywood Boulevard is the only street that the Project can obtain access from. MPP 321 allows up to two driveways for up to 400 feet of frontage. For every additional 400 feet of frontage, 1 additional driveway is allowed. The Project has a frontage of 710 feet. MPP would allow three driveways for a frontage of 710 feet; thus the Project would not conflict with this policy. |

| Question | Guiding Questions | Relevant Plans, Policies, and Programs | Evaluation |
|---|---|---|---|
| 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? | Mobility Plan 2035: Transit Enhanced Network, Bicycle Enhanced Network, Bicycle Lane Network, Pedestrian Enhanced District, Neighborhood Enhanced Network, High Injury Network, TOC Guidelines | No, the physical changes in the public right of way would not degrade the experience of vulnerable roadway users. The Project does not propose to shift or narrow sidewalks. The Project would maintain existing sidewalks, provide pedestrian points of entry on Hollywood Boulevard, and include on-site bike parking such that the Project would be supportive of and not preclude or conflict with *Mobility Plan 2035* Policies such as:<br>Pedestrian Infrastructure: Mobility Plan 2035 identifies Pedestrian Enhanced Districts (PED) where initial analysis suggests arterials can be improved and further analysis and prioritization would occur as funding and projects become available. Hollywood Boulevard is part of the PED. The Project would not narrow or remove pedestrian facilities adjacent to the project. In addition, the Project is proposing to provide a second signalized mid-block pedestrian crossing at about 530 feet west of Bronson Avenue.<br>Neighborhood Enhanced Network: The Neighborhood Enhanced Network (NEN) is a selection of local streets to provide comfortable and safe routes for localized travel of slower-moving modes, such as walking or biking. The Project frontages are not along streets part of the NEN.<br>Transit Network: This policy identifies specific streets as part of the Transit Enhanced Network (TEN) to receive improvements that enhance the performance and reliability of existing and future bus service. Hollywood Boulevard near the Project site is part of the TEN.<br>Bicycle Networks: This policy establishes a Bicycle Enhanced Network (BEN), which is comprised of protected bicycle lanes and bicycle paths, to provide bikeways for a variety of users. Hollywood Boulevard is part of the BEN and a proposed Tier 1 Protected Bicycle Lanes. The Project would not preclude bicycle enhancements to the public right-of-way that the City may pursue in the future.<br>Vision Zero: The north boundary of the Project site is Hollywood Boulevard, which is identified as part of the City's High-Injury Network (HIN). The Project would not conflict with the implementation of future Vision Zero projects in the public right-of-way.<br>Transit Oriented Community: The Transit-Oriented Community (TOC) guidelines define parameters of housing incentives based on considerations such as proximity to high-quality transit, type of housing, and the land uses being replaced. The Project is in a Tier 3 TOC zone. A Tier 3 TOC zone is defined as within 2,640 feet (1/2-mile) of a Metro Rail Station, as defined by City of LA. The Project is served by Metro B Line Hollywood/Vine Station. |

| Question | Guiding Questions | Relevant Plans, Policies, and Programs | Evaluation |
|---|---|---|---|
| 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? | | Not applicable. |
| ***C. Network Access*** | | | |
| C1.1 | Does the project propose to vacate or otherwise restrict public access to a street, alley, or public stairway? | MP 3.9 | No, the Project does not propose to vacate or otherwise restrict public access to a street, alley, or public stairway. |
| 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? | | Not applicable. |
| C.2.1 | Does the project create a cul-de-sac or is the project located adjacent to an existing cul-de-sac? | MP 3.10 | MP 3.10 Cul-de-sacs: This policy discourages the use of cul-de-sacs that do not provide access for active transportation options. The Project does not create a cul-de-sac, nor is it adjacent to an existing cul-de-sac. |
| 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? | | Not applicable. |
| ***D. Parking Supply and Transportation Demand Management*** | | | |
| D.1 | Would the project propose a supply of onsite parking that exceeds the baseline amount as required in the Los Angeles Municipal Code or a Specific plan, whichever requirement prevails? | MP 3.8, 4.8, 4.13 | 4.13 Parking and Land Use Management: The objective of this policy is to balance parking supply with other transportation and land use objectives. The policy states that an oversupply of parking can undermine broader regional goals of creating vibrant public spaces and a robust multimodal transportation system; that an abundance of free parking incentivizes automobile trips and makes alternative modes of transportation less attractive; and that large parking lots consume land that could be used for other valuable uses and discourage walking by increasing the distance between services and facilities. Per baseline requirements in the Los Angeles Municipal Code (LAMC), the Project is required to provide 674 vehicle parking stalls. This includes 357 stalls for residential uses, 272 stalls for office |

| Question | Guiding Questions | Relevant Plans, Policies, and Programs | Evaluation |
|---|---|---|---|
| | | | uses, and 45 stalls for retail and restaurants. After factoring in AB 2097[2] parking reduction provisions, the Project is required to provide zero (0) parking stalls. The Project proposes to provide approximately 894 parking stalls within three subterranean levels and one ground floor level. The proposed parking would exceed baseline code requirements.<br><br>The Project does not conflict with the portion of MP 4.13 that discourages utilizing land for parking that could have been used for other valuable uses since all parking would be located in a subterranean or fully enclosed at-grade garage. Moreover, parking for residents of the market-rate units would be unbundled and visitors to the non-residential uses would have to pay for parking; therefore, the Project does not conflict with the policy regarding the abundance of free parking.<br><br>While the Project would include parking in excess of the LAMC minimum requirements, it would include features to encourage walking and bicycling, including providing the number of bicycle parking spaces required by LAMC. Furthermore, the Project would not conflict with the applicable goals and objectives of the SCAG 2020-2045 RTP/SCS (SCAG, 2020) to locate jobs and housing in infill locations served by public transportation and facilitating active transportation and TDM. Therefore, the Project would not undermine broader regional goals of creating vibrant public spaces and a robust multimodal transportation system.<br><br>Under CEQA, a project is considered to not conflict with an applicable plan if it does not conflict with the overall intent of the plan and would not preclude the attainment of its primary goals. A project does not need to be in perfect conformity with each and every policy. Therefore, even though the Project's parking normally exceeds the LAMC's minimum requirements, the Project does not conflict with the overall intent of Policy 4.13 and the Mobility Plan. Moreover, any conflict with an applicable policy, plan, or regulation is only a significant impact under CEQA if the policy, plan, or regulation was adopted for the purpose of avoiding or mitigating an environmental effect and if the conflict itself would result in a direct physical impact on the environment. The above policy is intended to implement broader regional goals, not to mitigate an environmental effect. Therefore, even if the Project's amount of parking exceeds the LAMC's minimum requirements, the Project does not conflict with the overall intent of Policy 4.13 and thus not be considered to be a significant impact under CEQA. |

| Question | Guiding Questions | Relevant Plans, Policies, and Programs | Evaluation |
|---|---|---|---|
| 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? | | 4.8 Transportation Demand Management Strategies: This policy encourages greater utilization of Transportation Demand Management strategies to reduce dependence on single-occupancy vehicles. While a TDM plan was not available for the Project at the time of this study, the Project's location in a dense area, mix of land uses, and provision of short-term and long-term on-site bicycle parking would contribute to encouraging alternative modes of transportation. |
| 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? | | 3.8 Bicycle Parking: The Project would provide on-site bicycle parking consistent with the City's Bicycle Parking Ordinance. The Project would provide the required 42 short-term bike parking spaces and 202 long-term bike parking spaces. |
| D.4 | Does the Project include more than 25,000 square feet of gross floor area construction of new non-residential gross floor? | | Yes, the Project would include more than 25,000 square feet of gross floor area construction of new non-residential gross floor. |

| Question | Guiding Questions | Relevant Plans, Policies, and Programs | Evaluation |
|---|---|---|---|
| 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? | | Section 12.26-J of LAMC: TDM Ordinance. Yes, the Project would comply with the City's TDM ordinance in Section 12.26J of the LAMC. The Project would include features to encourage walking and bicycling and would provide the number of bicycle parking spaces required by LAMC. The Project would provide a bulletin board, display case, or kiosk to display transportation information to employees with alternate modes available on-site which include, but is not limited to, the following:<br>• Current routes and schedules for public transit serving the site;<br>• Telephone numbers for referrals on transportation information including numbers for regional ridesharing agency and local transit operations;<br>• Ridesharing promotion material supplied by commuter-oriented organizations;<br>• Regional/local bicycle route and facility information;<br>• A listing of on-site or facilities which are available for carpoolers, vanpoolers bicyclists, and transit riders.<br><br>In addition, the Project would provide a designated parking area for employee carpools and vanpools and safe and convenient area for different modes, which include, but is not limited to, the following:<br>• Clearly identified (signed and striped) carpool/vanpool parking space that are in line with the Section 12.26 J;<br>• A safe and convenient area in which carpool/vanpool vehicles may load and unload passengers other than in their assigned parking area;<br>• Safe and convenient access/routes from external circulation system to bicycle parking facilities on-site and building in the development. |
| ***E. Consistency with Regional Plans*** | | | |
| E.1 | Does the Project or Plan apply one of 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, the Project applies two of the City's efficiency-based impact thresholds: household VMT per capita and work VMT per employee. |

| Question | Guiding Questions | Relevant Plans, Policies, and Programs | Evaluation |
|---|---|---|---|
| E.2 | E.2 If the Answer to E.1 is YES, does the Project or Plan result in a significant VMT impact? | | No, the Project would not result in a significant VMT impact, per the LA VMT Calculator and significance thresholds. |
| E.3 | If the Answer to E.1 is NO, does the Project result in a net increase in VMT? | | Not applicable. |
| 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 | | Not applicable. |

Notes:

1. Adapted from Attachment D: Plan Consistency Worksheet in the *Transportation Analysis Guidelines*, LADOT, August 2022
2. Assembly Bill 2097, which came into effect January 2023, prohibits public agencies from imposing minimum automobile parking requirements on most development projects located within a ½ mile radius of a major transit stop. Because the Project is located within a ½ mile radius of the LA Metro Hollywood/Vine B Line Station and would not be providing lodging uses, no automobile parking is required.

Source: Fehr & Peers, 2023

# Appendix D:
# LADOT VMT Calculator Tool Reports

# CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

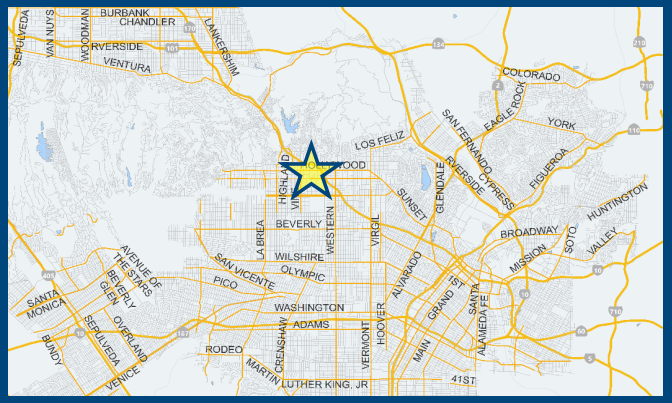
*Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?*

## Project Information

**Project:** 6000 Hollywood Blvd

**Scenario:**

**Address:** 6000 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 station?**

○ Yes ◉ No

## Existing Land Use

| Land Use Type | Value | Unit |
|---|---|---|
| Retail \| Auto Repair | 31.833 | 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 | 306 | DU |
| Retail \| General Retail | 18.004 | ksf |
| Retail \| High-Turnover Sit-Down Restaurant | 4.038 | ksf |
| Office \| General Office | 136 | ksf |
| Housing \| Affordable Housing - Family | 44 | 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 Project |
|---|---|
| 640 Daily Vehicle Trips | 3,225 Daily Vehicle Trips |
| 4,220 Daily VMT | 21,505 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 | 2,585 Net Daily Trips |
| The net increase in daily VMT ≤ 0 | 17,285 Net Daily VMT |
| The proposed project consists of only retail land uses ≤ 50,000 square feet total. | 22.042 ksf |

**The proposed project is required to perform VMT analysis.**

Measuring the Miles

2/29/2024

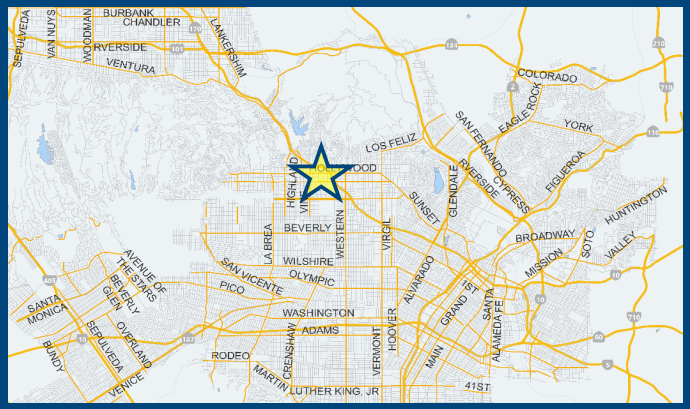
# CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

## Project Information

**Project:** 6000 Hollywood Blvd

**Scenario:**

**Address:** 6000 W HOLLYWOOD BLVD, 90028




| Proposed Project Land Use Type | Value | Unit |
|---|---|---|
| Housing \| Multi-Family | 306 | DU |
| Housing \| Affordable Housing - Family | 44 | DU |
| Retail \| General Retail | 18.004 | ksf |
| Retail \| High-Turnover Sit-Down Restaurant | 4.038 | ksf |
| Office \| General Office | 136 | ksf |

## TDM Strategies

Select each section to show individual strategies

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

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

- **A** Parking
- **B** Transit
- **C** Education & Encouragement
  - Voluntary Travel Behavior Change Program: 100 percent of employees and residents participating — ☐ Proposed Prj ☐ Mitigation
  - Promotions & Marketing: 100 percent of employees and residents participating — ☑ Proposed Prj ☐ Mitigation
- **D** Commute Trip Reductions
- **E** Shared Mobility
- **F** Bicycle Infrastructure
- **G** Neighborhood Enhancement

## Analysis Results

| Proposed Project | With Mitigation |
|---|---|
| **3,077** Daily Vehicle Trips | **3,077** Daily Vehicle Trips |
| **20,516** Daily VMT | **20,516** Daily VMT |
| **4.3** Household VMT per Capita | **4.3** Household VMT per Capita |
| **7.0** Work VMT per Employee | **7.0** Work VMT per Employee |

### Significant VMT Impact?

| Proposed Project | With Mitigation |
|---|---|
| **Household: No** Threshold = 6.0 15% Below APC | **Household: No** Threshold = 6.0 15% Below APC |
| **Work: No** Threshold = 7.6 15% Below APC | **Work: No** Threshold = 7.6 15% Below APC |

Measuring the Miles

6/6/2023

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: June 6, 2023
Project Name: 6000 Hollywood Blvd
Project Scenario:
Project Address: 6000 W HOLLYWOOD BLVD, 90028

*Version 1.4*

| Project Information | | | |
|---|---|---|---|
| **Land Use Type** | | **Value** | **Units** |
| **Housing** | *Single Family* | *0* | *DU* |
| | Multi Family | 306 | DU |
| | *Townhouse* | *0* | *DU* |
| | *Hotel* | *0* | *Rooms* |
| | *Motel* | *0* | *Rooms* |
| **Affordable Housing** | Family | 44 | DU |
| | *Senior* | *0* | *DU* |
| | *Special Needs* | *0* | *DU* |
| | *Permanent Supportive* | *0* | *DU* |
| **Retail** | General Retail | 18.004 | 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 | 4.038 | 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 | 136.000 | ksf |
| | *Medical Office* | *0.000* | *ksf* |
| *Industrial* | *Light Industrial* | *0.000* | *ksf* |
| | *Manufacturing* | *0.000* | *ksf* |
| | *Warehousing/Self-Storage* | *0.000* | *ksf* |
| *School* | *University* | *0* | *Students* |
| | *High School* | *0* | *Students* |
| | *Middle School* | *0* | *Students* |
| | *Elementary* | *0* | *Students* |
| | *Private School (K-12)* | *0* | *Students* |
| *Other* | | *0* | *Trips* |

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: June 6, 2023
Project Name: 6000 Hollywood Blvd
Project Scenario:
Project Address: 6000 W HOLLYWOOD BLVD, 90028

*Version 1.4*

| Analysis Results | | | |
|---|---|---|---|
| Total Employees: 596<br>Total Population: 828 | | | |
| ***Proposed Project*** | | ***With Mitigation*** | |
| **3,077** | **Daily Vehicle Trips** | **3,077** | **Daily Vehicle Trips** |
| **20,516** | **Daily VMT** | **20,516** | **Daily VMT** |
| **4.3** | **Household VMT per Capita** | **4.3** | **Household VMT per Capita** |
| **7** | **Work VMT per Employee** | **7** | **Work VMT per Employee** |

| Significant VMT Impact? | | | |
|---|---|---|---|
| **APC: Central** | | | |
| Impact Threshold: 15% Below APC Average<br>Household = 6.0<br>Work = 7.6 | | | |
| ***Proposed Project*** | | ***With Mitigation*** | |
| **VMT Threshold** | **Impact** | **VMT Threshold** | **Impact** |
| Household > 6.0 | No | Household > 6.0 | No |
| Work > 7.6 | No | Work > 7.6 | No |

## TDM Strategy Inputs

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

(cont. on following page)

## TDM Strategy Inputs, Cont.

| Strategy Type | | Description | Proposed Project | Mitigations |
|---|---|---|---|---|
| **Transit** | *Reduce transit headways* | *Reduction in headways (increase in frequency) (%)* | *0%* | *0%* |
| | | *Existing transit mode share (as a percent of total daily trips) (%)* | *0%* | *0%* |
| | | *Lines within project site improved (<50%, >=50%)* | *0* | *0* |
| | *Implement neighborhood shuttle* | *Degree of implementation (low, medium, high)* | *0* | *0* |
| | | *Employees and residents eligible (%)* | *0%* | *0%* |
| | *Transit subsidies* | *Employees and residents eligible (%)* | *0%* | *0%* |
| | | *Amount of transit subsidy per passenger (daily equivalent) ($)* | *$0.00* | *$0.00* |
| **Education & Encouragement** | *Voluntary travel behavior change program* | *Employees and residents participating (%)* | *0%* | *0%* |
| | Promotions and marketing | Employees and residents participating (%) | 100% | 100% |

(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: June 6, 2023
Project Name: 6000 Hollywood Blvd
Project Scenario:
Project Address: 6000 W HOLLYWOOD BLVD, 90028

*Version 1.4*

## TDM Adjustments by Trip Purpose & Strategy

**Place type: Compact Infill**

| | | *Home Based Work Production* | | *Home Based Work Attraction* | | *Home Based Other Production* | | *Home Based Other Attraction* | | *Non-Home Based Other Production* | | *Non-Home Based Other Attraction* | | *Source* |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | |
| **Parking** | Reduce parking supply | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | TDM Strategy Appendix, Parking sections 1 - 5 |
| | Unbundle parking | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | Parking cash-out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | Price workplace parking | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | Residential area parking permits | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | |
| **Transit** | Reduce transit headways | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | TDM Strategy Appendix, Transit sections 1 - 3 |
| | Implement neighborhood shuttle | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | Transit subsidies | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| **Education & Encouragement** | Voluntary travel behavior change program | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | TDM Strategy Appendix, Education & Encouragement sections 1 - 2 |
| | Promotions and marketing | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 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: Compact Infill**

| | | *Home Based Work Production* | | *Home Based Work Attraction* | | *Home Based Other Production* | | *Home Based Other Attraction* | | *Non-Home Based Other Production* | | *Non-Home Based Other Attraction* | | *Source* |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | |
| **Bicycle Infrastructure** | Implement/ Improve on-street bicycle facility | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3 |
| | Include Bike parking per LAMC | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | |
| | Include secure bike parking and showers | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | |
| **Neighborhood Enhancement** | Traffic calming improvements | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2 |
| | Pedestrian network improvements | *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** | *5%* | *5%* | *5%* | *5%* | *5%* | *5%* | *5%* | *5%* | *5%* | *5%* | *5%* | *1%* |
| **MAX. TDM EFFECT** | *5%* | *5%* | *5%* | *5%* | *5%* | *5%* | *5%* | *5%* | *5%* | *5%* | *5%* | *5%* |

***= 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: June 6, 2023
Project Name: 6000 Hollywood Blvd
Project Scenario:
Project Address: 6000 W HOLLYWOOD BLVD, 90028

*Version 1.4*

### MXD Methodology - Project Without TDM

| | Unadjusted Trips | MXD Adjustment | MXD Trips | Average Trip Length | Unadjusted VMT | MXD VMT |
|---|---|---|---|---|---|---|
| Home Based Work Production | 311 | -36.3% | 198 | 7.6 | 2,364 | 1,505 |
| Home Based Other Production | 863 | -46.6% | 461 | 4.8 | 4,142 | 2,213 |
| Non-Home Based Other Production | 822 | -4.5% | 785 | 7.1 | 5,836 | 5,574 |
| Home-Based Work Attraction | 864 | -39.4% | 524 | 8.3 | 7,171 | 4,349 |
| Home-Based Other Attraction | 1,321 | -41.9% | 767 | 6.1 | 8,058 | 4,679 |
| Non-Home Based Other Attraction | 517 | -5.2% | 490 | 6.5 | 3,361 | 3,185 |

### 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 | -4.6% | 189 | 1,436 | -4.6% | 189 | 1,436 |
| Home Based Other Production | -4.6% | 440 | 2,111 | -4.6% | 440 | 2,111 |
| Non-Home Based Other Production | -4.6% | 749 | 5,318 | -4.6% | 749 | 5,318 |
| Home-Based Work Attraction | -4.6% | 500 | 4,149 | -4.6% | 500 | 4,149 |
| Home-Based Other Attraction | -4.6% | 732 | 4,464 | -4.6% | 732 | 4,464 |
| Non-Home Based Other Attraction | -4.6% | 467 | 3,038 | -4.6% | 467 | 3,038 |

### MXD VMT Methodology Per Capita & Per Employee

Total Population: 828
Total Employees: 596
APC: Central

| | *Proposed Project* | *Project with Mitigation Measures* |
|---|---|---|
| *Total Home Based Production VMT* | **3,547** | **3,547** |
| *Total Home Based Work Attraction VMT* | **4,149** | **4,149** |
| *Total Home Based VMT Per Capita* | **4.3** | **4.3** |
| *Total Work Based VMT Per Employee* | **7.0** | **7.0** |

# Appendix E:
# Geometric Hazards Review

# Appendix E: Detailed Responses for Substantially Increasing Hazards Due to A Geometric Design Feature or Incompatible Use

*Adapted from Section 2.4 in Transportation Analysis Guidelines, LADOT, August 2022*

Impacts regarding the potential increase of hazards due to a geometric design feature generally relate to the design of access points to and from the Project site, and may include safety, operational, or capacity impacts. Impacts can be related to vehicle/vehicle, vehicle/bicycle, or vehicle/pedestrian conflicts as well as to operational delays caused by vehicles slowing and/or queuing to access a Project site. These conflicts may be created by the driveway configuration or through the placement of project driveway(s) in areas of inadequate visibility, adjacent to bicycle or pedestrian facilities, or too close to busy or congested intersections. These impacts are typically evaluated for permanent conditions after project completion but can also be evaluated for temporary conditions during project construction.

## Screening Criteria

If the project requires a discretionary action, and the answer is "yes" to either of the following questions, further analysis will be required to assess whether the project would result in impacts due to geometric design hazards or incompatible uses:

**Table E-1: Geometric Design Feature Screening**

| Screening Criteria | Assessment |
|---|---|
| Is the project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way? | Yes, the Project is proposing to reduce the number of driveways from four to three but will be relocating driveway locations. |
| Is the project proposing to make any voluntary or required modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb line, etc.)? | Yes, the Project is proposing modifications to Hollywood Boulevard by replacing the existing mid-block pedestrian crossing with two signalized pedestrian crossings, signalizing the West Driveway with one of the pedestrian crossings, adding left-turn pockets at both proposed Project driveways and short sections of a two-way left turn lane, and removing a parking lane on the north side of street. |

## Assessing Project Impacts

Project access points, internal circulation, and parking access were reviewed to assess vehicle, bicycle, and pedestrian safety impacts from an operational and safety perspective (e.g. turning radii, driveway queuing, and line of sight for turns into and out of project driveway[s]) through the lens of Threshold T-3:

> **Threshold T-3:** Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Preliminary project access plans were reviewed in light of commonly accepted traffic engineering design standards (Section 321 of LADOT's Manual of Policies and Procedures, which provides guidance on

driveway design) to ascertain whether any deficiencies are apparent in the site access plans which would be considered significant. The determination of significance shall be on a case-by-case basis, considering the factors outlined in **Table E-2.**

### Table E-2: Geometric Design Feature Evaluation

| Evaluation Criteria | Assessment |
|---|---|
| The relative amount of pedestrian activity at project access points. | The Project site is in a mixed-use area with residential and commercial development. Recent pedestrian counts conducted at nearby intersections, Gower Street & Hollywood Boulevard and Bronson Avenue & Hollywood Boulevard, indicate a high level of pedestrian activity in the morning and afternoon peak periods. The Project would rebuild and widen the sidewalk along Project frontage on Hollywood Boulevard and provide publicly accessible open space within the site to contribute to improving walkability with enhancements to the Project site, such as adding new trees, shrubs, and large planters.<br><br>The existing mid-block pedestrian crossing on Hollywood Boulevard is not located in the middle of the long (one-quarter mile) block between Gower Street and Bronson Avenue, which makes it less convenient for pedestrians in the eastern portion of the block to cross the street. The Project is proposing to relocate this existing crossing and add a second signalized pedestrian crossing to improve pedestrian safety and convenience. |
| Design features/physical configurations that the project introduces that affect the visibility of pedestrians and bicyclists to drivers entering and exiting the site, and the visibility of cars to pedestrians and bicyclists. | Pedestrian access to the Project site would be provided via existing sidewalks along the Project site frontages and through pedestrian entry points on Hollywood Boulevard and Carlton Way. Residents and visitors arriving to the Project site by bicycle would have the same access opportunities as pedestrians and would be able to utilize on-site bicycle parking facilities. The Project's access locations would be designed to the City standards and would provide adequate sight distance, sidewalks, crosswalks, and pedestrian movement controls that meet the City's requirements to protect pedestrian safety. All roadways and driveways would intersect at right angles. Street trees and other potential impediments would be located to provide adequate driver and pedestrian visibility. Pedestrian entrances separated from vehicular driveways would provide access from the adjacent streets, parking facilities, and transit stops. |
| The type of bicycle facilities the project driveway(s) crosses and the relative level of utilization. | Hollywood Boulevard is part of the Bicycle Enhanced Network. There is no existing bike facility along Hollywood Boulevard fronting the Project site, but the City has planned a Class IV cycle track. Recent bicycle counts conducted at nearby intersections, Gower Street & Hollywood Boulevard and Bronson Avenue & Hollywood Boulevard, indicate a moderate level of bicycle activity in the morning and afternoon peak periods. |
| The physical conditions of the site and surrounding area, such as curves, slopes, walks, landscaping, or other barriers, that could result in vehicle/pedestrian, vehicle/bicycle, or vehicle/vehicle impacts. | The streets adjacent to the Project site (Hollywood Boulevard, Carlton Way) are flat and do not curve. The Project would locate driveways at right angles to avoid visibility challenges when vehicles are exiting the site. |

| Evaluation Criteria | Assessment |
|---|---|
| The project location, or project-related changes to the public right-of-way, relative to proximity to the High Injury Network or a Safe Routes to School program area. | Hollywood Boulevard is on the City's High Injury Network. There are four existing auto access points serving the Project Site. The Project proposes a total of three driveway access along Hollywood Boulevard, which reduces the number of driveways from four to three. The west driveway would be 36' wide full access with signal control, serving commercial uses of the Project. The middle driveway would be 30' wide with full access-in/right-out only and stop-control, serving residential uses and inbound trucks. The east driveway would be right-out only, serving loading trucks, which would provide better site circulation and avoid truck/passenger vehicle conflicts.<br><br>To protect pedestrian safety, the Project is proposing to move the existing pedestrian crossing to the west side of the west driveway and provide a full signal for pedestrian crossing and vehicular traffic. In addition, the Project is proposing to add a second signalized mid-block pedestrian crossing on Hollywood Boulevard approximately 530 feet west of Bronson Avenue. These would help minimize potential conflicts between vehicles, pedestrians, and bicyclists traveling on Hollywood Boulevard.<br><br>The Project is not located in a Safe Routes to School program area. |
| Any other conditions, including the approximate location of incompatible uses that would substantially increase a transportation hazard. | The Project is in a mixed-use area and proposing mixed-use development that is consistent with the surrounding area. The Project's multimodal amenities and location of driveways would not substantially increase transportation hazards. |

# Appendix F: Traffic Counts

Prepared by National Data & Surveying Services

# Gower St & Hollywood Blvd

## Peak Hour Turning Movement Count

**ID:** 22-020151-002
**City:** Los Angeles

**Day:** Wednesday
**Date:** 5/11/2022

| PEAK HOURS | COUNT PERIODS |
|---|---|
| 08:15 AM - 09:15 AM | 7:00 AM - 10:00 AM |
| NONE | NONE |
| 04:30 PM - 05:30 PM | 4:00 PM - 07:00 PM |

### SOUTHBOUND (Gower St)

| | L | T | R | U | Total | |
|---|---|---|---|---|---|---|
| AM | 227 | 467 | 47 | 0 | 288 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 119 | 373 | 67 | 0 | 613 | PM |

### EASTBOUND (Hollywood Blvd)

| | AM | NOON | PM |
|---|---|---|---|
| Through | 759 | 0 | 767 |
| Left | 1 | 0 | 0 |
| Right | 38 | 0 | 47 |
| Through | 392 | 0 | 558 |
| Left | 35 | 0 | 52 |

### WESTBOUND (Hollywood Blvd)

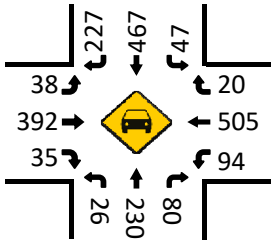
| | PM | NOON | AM |
|---|---|---|---|
| Through | 55 | 0 | 20 |
| Left | 587 | 0 | 505 |
| Right | 62 | 0 | 94 |
| Left | 0 | 0 | 3 |
| Through | 733 | 0 | 522 |

### NORTHBOUND (Gower St)

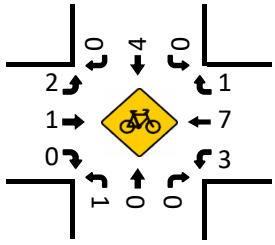
| | L | T | T | R | Total | |
|---|---|---|---|---|---|---|
| PM | 487 | 0 | 61 | 511 | 108 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 596 | 0 | 26 | 230 | 80 | AM |

| CONTROL | | | |
|---|---|---|---|
| Signalized | | | |
| TEV | 2165 AM | 0 NOON | 2600 PM |
| PHF | 0.94 | | 0.97 |

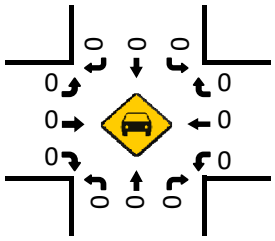
### Totals (AM)



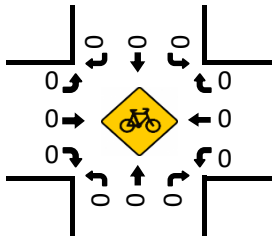

### Total Bikes (AM)



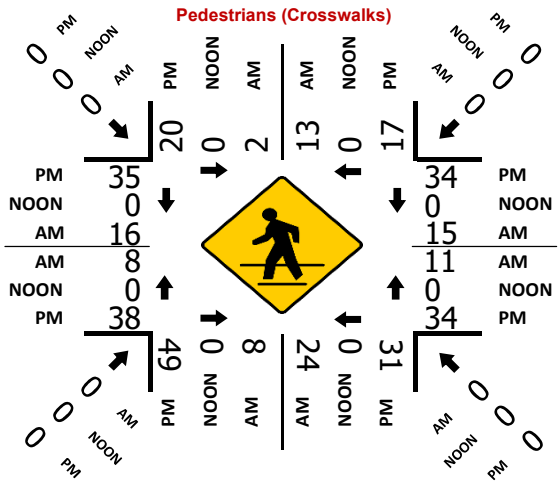

### Totals (NOON)



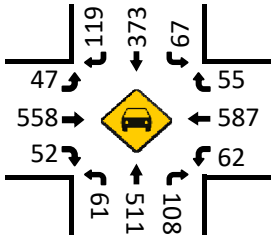

### Total Bikes (NOON)



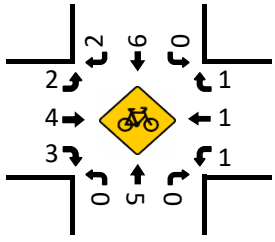

### Pedestrians (Crosswalks)




### Totals (PM)




### Total Bikes (PM)



Prepared by National Data & Surveying Services

# Bronson Ave & Hollywood Blvd

## Peak Hour Turning Movement Count

**ID:** 22-020151-001
**City:** Los Angeles

**Day:** Wednesday
**Date:** 5/11/2022

| PEAK HOURS | COUNT PERIODS |
|---|---|
| 08:00 AM - 09:00 AM | 7:00 AM - 10:00 AM |
| NONE | NONE |
| 05:15 PM - 06:15 PM | 4:00 PM - 07:00 PM |

### SOUTHBOUND (Bronson Ave)

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 41 | 310 | 74 | 0 | 247 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 39 | 213 | 60 | 1 | 398 | PM |
| | 0 | 1 | 0 | 0 | | |

### EASTBOUND (Hollywood Blvd)

| AM | NOON | PM | |
|---|---|---|---|
| 646 | 0 | 664 | |
| 0 | 0 | 2 | 0 |
| 34 | 0 | 56 | 1 |
| 444 | 0 | 671 | 2 |
| 32 | 0 | 40 | 0 |

### WESTBOUND (Hollywood Blvd)

| PM | NOON | AM | |
|---|---|---|---|
| 61 | 0 | 58 | 0 |
| 587 | 0 | 574 | 2 |
| 103 | 0 | 128 | 1 |
| 0 | 0 | 0 | 0 |
| 943 | 0 | 673 | |

### NORTHBOUND (Bronson Ave)

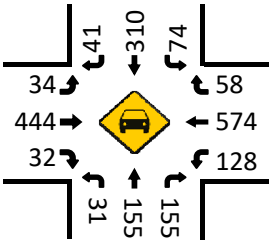
| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 356 | 0 | 36 | 280 | 212 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 470 | 0 | 31 | 155 | 155 | AM |
| | | 0 | 1 | 1 | 0 | |

### CONTROL

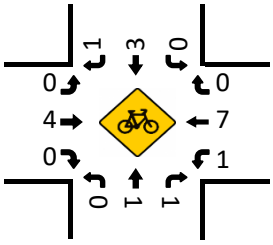
Signalized

| | | | |
|---|---|---|---|
| TEV | 2036 AM | 0 NOON | 2361 PM |
| PHF | 0.97 | | 0.98 |

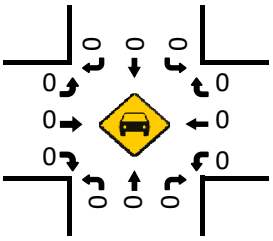
### Totals (AM)



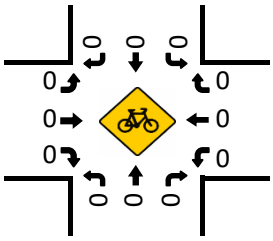

### Total Bikes (AM)



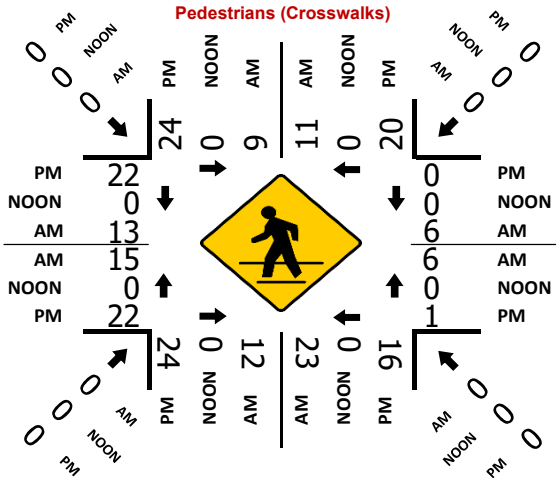

### Totals (NOON)



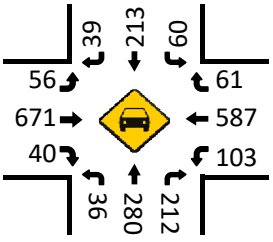

### Total Bikes (NOON)



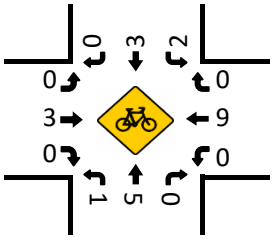

### Pedestrians (Crosswalks)




### Totals (PM)




### Total Bikes (PM)



Prepared by National Data & Surveying Services

# Bronson Ave & Hollywood Blvd

## Peak Hour Turning Movement Count

**ID:** 22-020151-001
**City:** Los Angeles

**Day:** Tuesday
**Date:** 5/17/2022

| PEAK HOURS | COUNT PERIODS |
|---|---|
| NONE | NONE |
| NONE | NONE |
| 05:00 PM - 06:00 PM | 4:00 PM - 07:00 PM |

### SOUTHBOUND (Bronson Ave)

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 0 | 0 | 0 | 0 | 0 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 28 | 193 | 56 | 0 | 372 | PM |

### EASTBOUND (Hollywood Blvd)

| AM | NOON | PM | | |
|---|---|---|---|---|
| 0 | 0 | 761 | ⇦ | |
| 0 | 0 | 2 | ↶ | 0 |
| 0 | 0 | 38 | ↱ | 1 |
| 0 | 0 | 597 | → | 2 |
| 0 | 0 | 55 | ↷ | 0 |
| AM | NOON | PM | | |

### WESTBOUND (Hollywood Blvd)

| PM | NOON | AM | | |
|---|---|---|---|---|
| 56 | 0 | 0 | ↰ | 0 |
| 667 | 0 | 0 | ← | 2 |
| 112 | 0 | 0 | ↰ | 1 |
| 0 | 0 | 0 | ↶ | 0 |
| 846 | 0 | 0 | ⇨ | |
| PM | NOON | AM | | |

### NORTHBOUND (Bronson Ave)

| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 360 | 0 | 64 | 278 | 193 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 0 | 0 | 0 | 0 | 0 | AM |

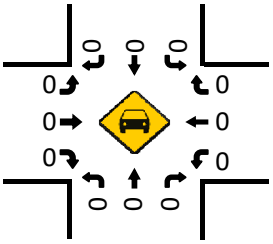
| | | | | |
|---|---|---|---|---|
| ⇩ | ↶ | ↰ | ↑ | ↱ |
| 0 | 1 | 1 | 0 | |

### CONTROL

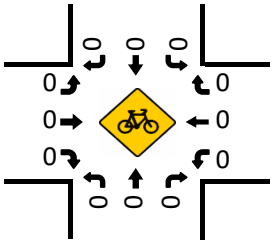
Signalized

| | AM | NOON | PM |
|---|---|---|---|
| TEV | 0 | 0 | 2339 |
| PHF | | | 0.96 |

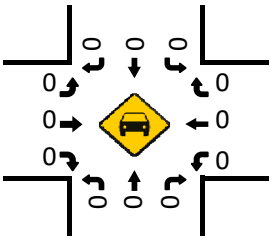
### Totals (AM)



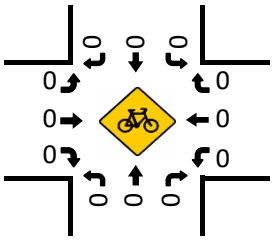

### Total Bikes (AM)



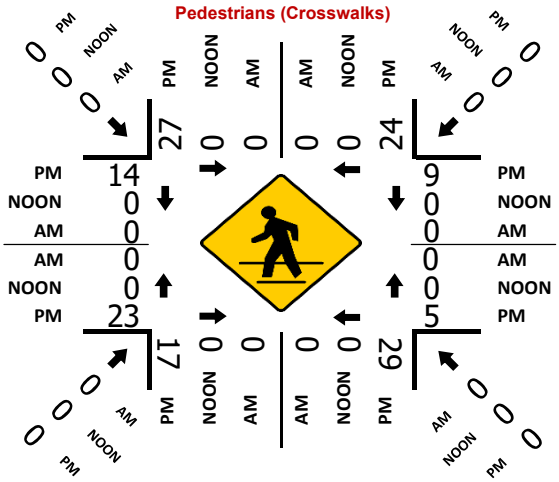

### Totals (NOON)



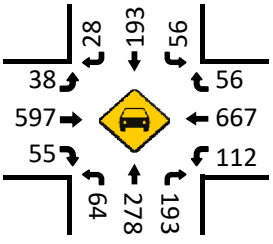

### Total Bikes (NOON)



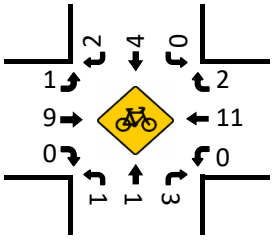

### Pedestrians (Crosswalks)



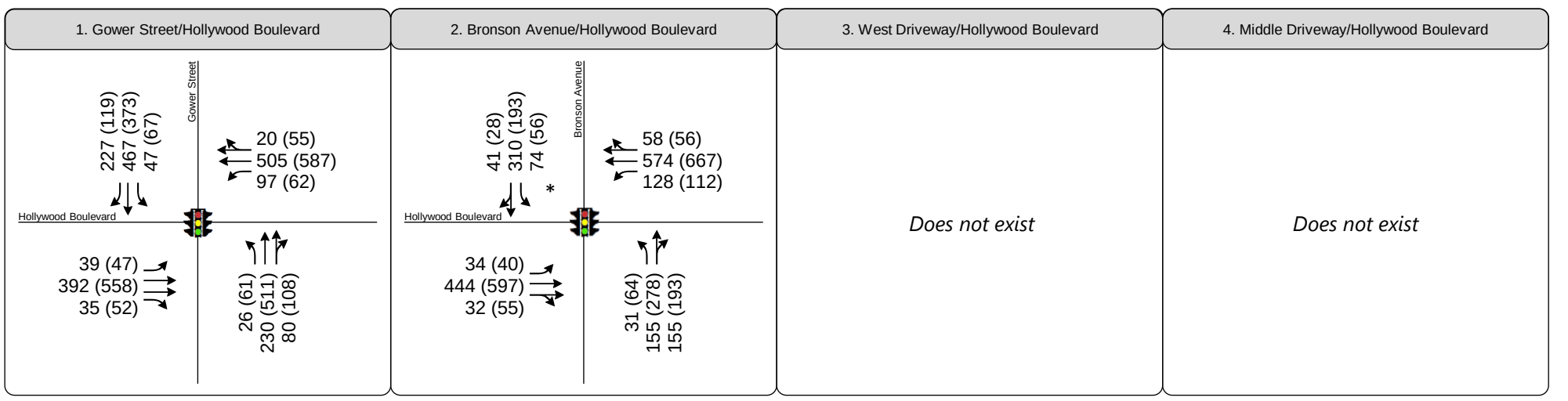

### Totals (PM)




### Total Bikes (PM)



# Appendix G: Intersection Turning Movement Volumes and Lane Configurations

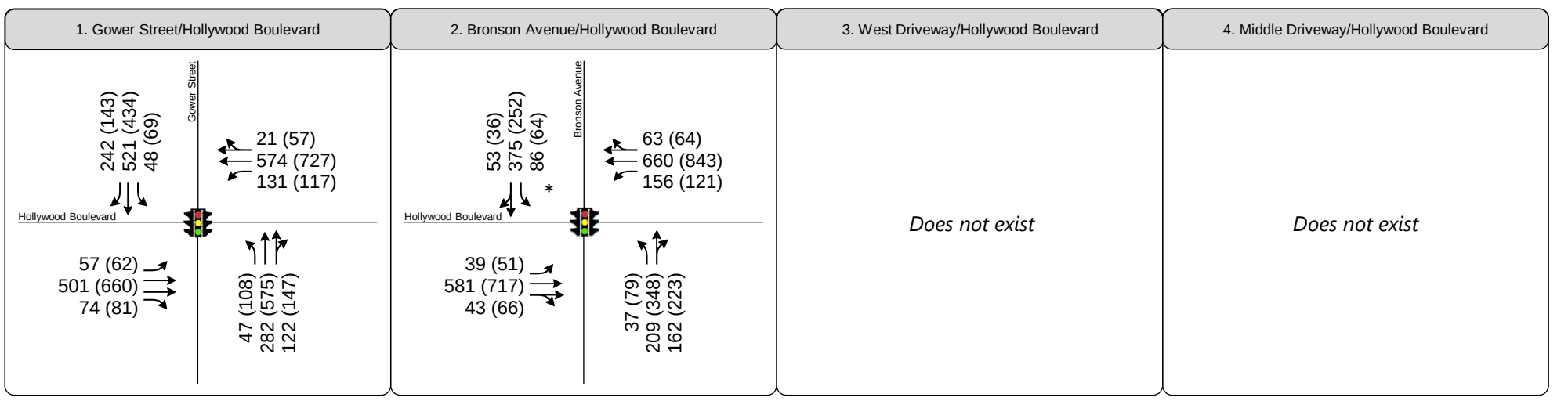




* *Southbound Defacto Left Turn*

**LEGEND**

| | | | |
|---|---|---|---|
| AM (PM) | Peak Hour Traffic Volume | | Stop Sign |
| | Lane Configuration | | Signalized |

# Peak Hour Traffic Volumes and Lane Configurations
# 2022 Baseline
# 6000 Hollywood Boulevard Project

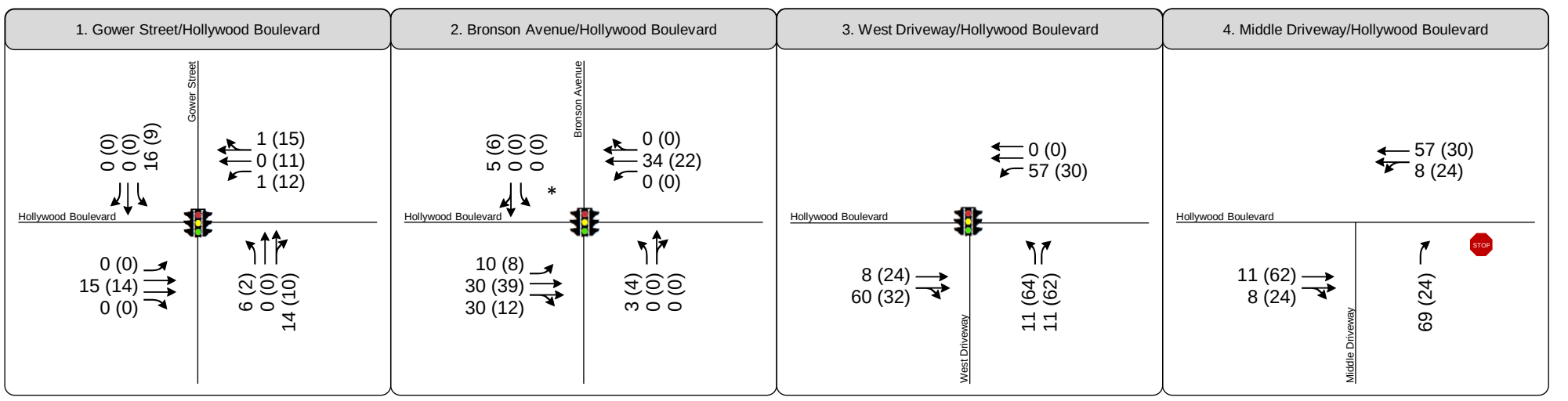




** Southbound Defacto Left Turn*

**LEGEND**

| | | | |
|---|---|---|---|
| AM (PM) | Peak Hour Traffic Volume | | Stop Sign |
| | Lane Configuration | | Signalized |

# Peak Hour Traffic Volumes and Lane Configurations
# 2029 Opening Year No Project
# 6000 Hollywood Boulevard Project

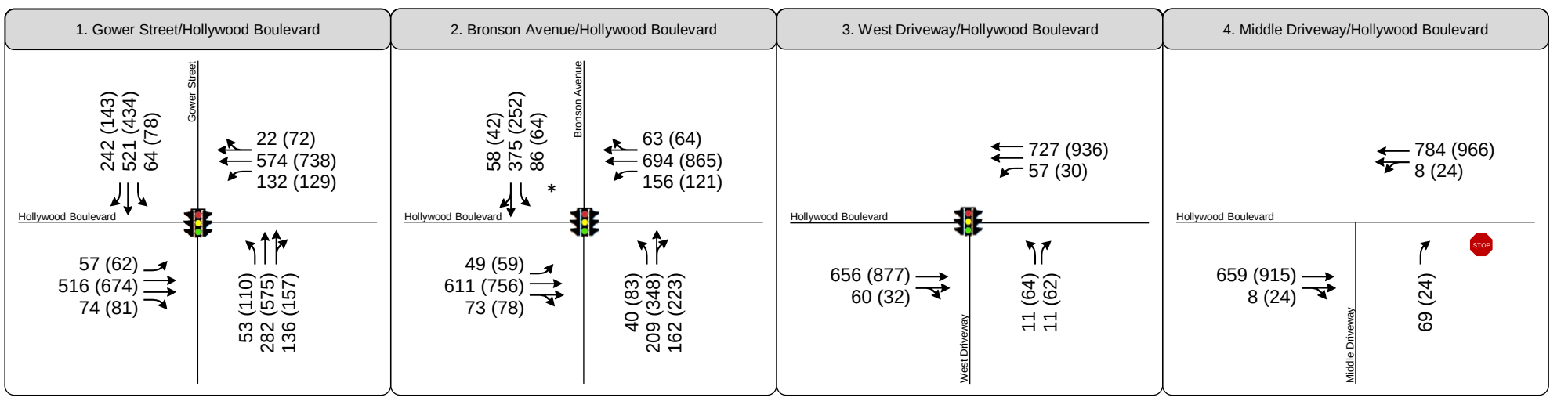




*Note:*
*Intersection 1 and 2 shows net incremental external trips.*
*Driveway (Intersection 3 and 4) shows total driveway trips.*
** Southbound Defacto Left Turn*

**LEGEND**

| | | | |
|---|---|---|---|
| AM (PM) | Peak Hour Traffic Volume | STOP | Stop Sign |
| | Lane Configuration | | Signalized |

# Peak Hour Traffic Volumes and Lane Configurations
# Project Only
# 6000 Hollywood Boulevard Project


** Southbound Defacto Left Turn*

**LEGEND**

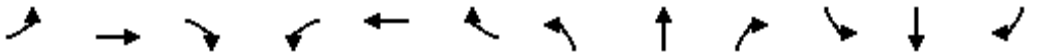
| | | | |
|---|---|---|---|
| AM (PM) | Peak Hour Traffic Volume | | Stop Sign |
| | Lane Configuration | | Signalized |

# Peak Hour Traffic Volumes and Lane Configurations
# 2029 Opening Year Plus Project
# 6000 Hollywood Boulevard Project

# Appendix H:
# LOS and Queueing Results

# HCM 6th Signalized Intersection Summary
## 1: Gower St & Hollywood Blvd

11/29/2023



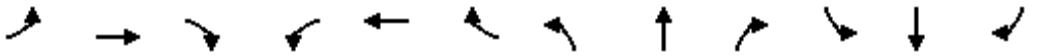
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 39 | 392 | 35 | 97 | 505 | 20 | 26 | 230 | 80 | 47 | 467 | 227 |
| Future Volume (veh/h) | 39 | 392 | 35 | 97 | 505 | 20 | 26 | 230 | 80 | 47 | 467 | 227 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.97 | 0.99 | | 0.95 | 1.00 | | 0.98 | 0.99 | | 0.96 |
| 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 | 42 | 426 | 20 | 105 | 549 | 19 | 28 | 250 | 42 | 51 | 508 | 65 |
| 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 | 439 | 1998 | 865 | 551 | 1966 | 68 | 133 | 966 | 160 | 354 | 594 | 484 |
| Arrive On Green | 0.56 | 0.56 | 0.56 | 0.19 | 0.19 | 0.19 | 0.32 | 0.32 | 0.32 | 0.32 | 0.32 | 0.32 |
| Sat Flow, veh/h | 839 | 3554 | 1539 | 938 | 3497 | 121 | 839 | 3039 | 502 | 1072 | 1870 | 1524 |
| Grp Volume(v), veh/h | 42 | 426 | 20 | 105 | 279 | 289 | 28 | 144 | 148 | 51 | 508 | 65 |
| Grp Sat Flow(s),veh/h/ln | 839 | 1777 | 1539 | 938 | 1777 | 1841 | 839 | 1777 | 1765 | 1072 | 1870 | 1524 |
| Q Serve(g_s), s | 2.7 | 5.4 | 0.5 | 8.7 | 12.1 | 12.2 | 2.9 | 5.4 | 5.6 | 3.3 | 22.9 | 2.7 |
| Cycle Q Clear(g_c), s | 14.9 | 5.4 | 0.5 | 14.1 | 12.1 | 12.2 | 25.8 | 5.4 | 5.6 | 8.9 | 22.9 | 2.7 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.07 | 1.00 | | 0.28 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 439 | 1998 | 865 | 551 | 999 | 1035 | 133 | 564 | 561 | 354 | 594 | 484 |
| V/C Ratio(X) | 0.10 | 0.21 | 0.02 | 0.19 | 0.28 | 0.28 | 0.21 | 0.26 | 0.26 | 0.14 | 0.85 | 0.13 |
| Avail Cap(c_a), veh/h | 439 | 1998 | 865 | 551 | 999 | 1035 | 173 | 650 | 645 | 405 | 684 | 557 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 0.96 | 0.96 | 0.96 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 15.5 | 9.8 | 8.7 | 24.1 | 21.0 | 21.0 | 40.8 | 22.8 | 22.9 | 26.2 | 28.8 | 21.9 |
| Incr Delay (d2), s/veh | 0.4 | 0.2 | 0.0 | 0.7 | 0.7 | 0.6 | 0.8 | 0.2 | 0.2 | 0.2 | 9.3 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 1.0 | 3.6 | 0.3 | 4.1 | 9.8 | 10.1 | 1.1 | 4.1 | 4.2 | 1.5 | 17.0 | 1.8 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 16.0 | 10.0 | 8.8 | 24.8 | 21.6 | 21.6 | 41.6 | 23.0 | 23.1 | 26.4 | 38.1 | 22.0 |
| LnGrp LOS | B | B | A | C | C | C | D | C | C | C | D | C |
| Approach Vol, veh/h | | 488 | | | 673 | | | 320 | | | 624 | |
| Approach Delay, s/veh | | 10.5 | | | 22.1 | | | 24.7 | | | 35.5 | |
| Approach LOS | | B | | | C | | | C | | | D | |

| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 56.3 | | 33.7 | | 56.3 | | 33.7 | | | | |
| Change Period (Y+Rc), s | | * 5.7 | | * 5.1 | | * 5.7 | | * 5.1 | | | | |
| Max Green Setting (Gmax), s | | * 46 | | * 33 | | * 46 | | * 33 | | | | |
| Max Q Clear Time (g_c+I1), s | | 16.1 | | 24.9 | | 16.9 | | 27.8 | | | | |
| Green Ext Time (p_c), s | | 4.4 | | 2.3 | | 3.4 | | 0.8 | | | | |

| Intersection Summary | | |
|---|---|---|
| HCM 6th Ctrl Delay | | 23.8 |
| HCM 6th LOS | | C |

**Notes**

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 34 | 444 | 32 | 128 | 574 | 58 | 31 | 155 | 155 | 74 | 310 | 41 |
| Future Volume (veh/h) | 34 | 444 | 32 | 128 | 574 | 58 | 31 | 155 | 155 | 74 | 310 | 41 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.95 | 0.99 | | 0.95 | 1.00 | | 0.96 | 0.99 | | 0.95 |
| Parking Bus, Adj | 1.00 | 1.00 | 0.95 | 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 | 37 | 483 | 28 | 139 | 624 | 54 | 34 | 168 | 125 | 80 | 337 | 40 |
| 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 | 490 | 2085 | 121 | 631 | 2069 | 179 | 154 | 258 | 192 | 201 | 432 | 51 |
| Arrive On Green | 1.00 | 1.00 | 1.00 | 0.63 | 0.63 | 0.63 | 0.27 | 0.27 | 0.27 | 0.27 | 0.27 | 0.27 |
| Sat Flow, veh/h | 758 | 3319 | 192 | 877 | 3293 | 284 | 1004 | 975 | 725 | 1078 | 1631 | 194 |
| Grp Volume(v), veh/h | 37 | 258 | 253 | 139 | 336 | 342 | 34 | 0 | 293 | 80 | 0 | 377 |
| Grp Sat Flow(s),veh/h/ln | 758 | 1777 | 1734 | 877 | 1777 | 1801 | 1004 | 0 | 1700 | 1078 | 0 | 1824 |
| Q Serve(g_s), s | 0.7 | 0.0 | 0.0 | 6.3 | 7.8 | 7.8 | 2.9 | 0.0 | 13.8 | 6.4 | 0.0 | 17.2 |
| Cycle Q Clear(g_c), s | 8.5 | 0.0 | 0.0 | 6.3 | 7.8 | 7.8 | 20.1 | 0.0 | 13.8 | 20.2 | 0.0 | 17.2 |
| Prop In Lane | 1.00 | | 0.11 | 1.00 | | 0.16 | 1.00 | | 0.43 | 1.00 | | 0.11 |
| Lane Grp Cap(c), veh/h | 490 | 1116 | 1089 | 631 | 1116 | 1131 | 154 | 0 | 451 | 201 | 0 | 484 |
| V/C Ratio(X) | 0.08 | 0.23 | 0.23 | 0.22 | 0.30 | 0.30 | 0.22 | 0.00 | 0.65 | 0.40 | 0.00 | 0.78 |
| Avail Cap(c_a), veh/h | 490 | 1116 | 1089 | 631 | 1116 | 1131 | 226 | 0 | 572 | 278 | 0 | 614 |
| HCM Platoon Ratio | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.99 | 0.99 | 0.99 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 0.6 | 0.0 | 0.0 | 7.4 | 7.7 | 7.7 | 40.0 | 0.0 | 29.4 | 38.3 | 0.0 | 30.6 |
| Incr Delay (d2), s/veh | 0.3 | 0.5 | 0.5 | 0.8 | 0.7 | 0.7 | 0.7 | 0.0 | 1.7 | 1.3 | 0.0 | 4.9 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 0.1 | 0.3 | 0.3 | 2.2 | 5.2 | 5.3 | 1.3 | 0.0 | 9.6 | 3.1 | 0.0 | 12.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 0.9 | 0.5 | 0.5 | 8.2 | 8.4 | 8.4 | 40.7 | 0.0 | 31.1 | 39.6 | 0.0 | 35.6 |
| LnGrp LOS | A | A | A | A | A | A | D | A | C | D | A | D |
| Approach Vol, veh/h | | 548 | | | 817 | | | 327 | | | 457 | |
| Approach Delay, s/veh | | 0.5 | | | 8.3 | | | 32.1 | | | 36.3 | |
| Approach LOS | | A | | | A | | | C | | | D | |

| Timer - Assigned Phs | 2 | 4 | 6 | 8 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 61.4 | 28.6 | 61.4 | 28.6 |
| Change Period (Y+Rc), s | 4.9 | * 4.7 | 4.9 | * 4.7 |
| Max Green Setting (Gmax), s | 50.1 | * 30 | 50.1 | * 30 |
| Max Q Clear Time (g_c+I1), s | 9.8 | 22.2 | 10.5 | 22.1 |
| Green Ext Time (p_c), s | 5.9 | 1.7 | 3.7 | 1.2 |

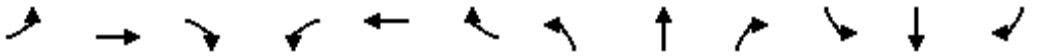
| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 15.9 |
| HCM 6th LOS | B |

Notes

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

# HCM 6th Signalized Intersection Summary
## 1: Gower St & Hollywood Blvd

11/29/2023



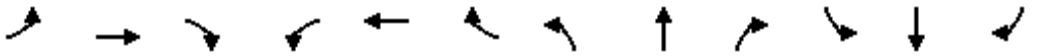
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 47 | 558 | 52 | 62 | 587 | 55 | 61 | 511 | 108 | 67 | 373 | 119 |
| Future Volume (veh/h) | 47 | 558 | 52 | 62 | 587 | 55 | 61 | 511 | 108 | 67 | 373 | 119 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 0.97 | | 0.95 | 0.99 | | 0.91 | 0.98 | | 0.92 | 0.98 | | 0.91 |
| 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 | 51 | 607 | 32 | 67 | 638 | 53 | 66 | 555 | 93 | 73 | 405 | 29 |
| 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 | 498 | 2027 | 855 | 457 | 1879 | 156 | 191 | 929 | 155 | 197 | 579 | 449 |
| Arrive On Green | 0.57 | 0.57 | 0.57 | 1.00 | 1.00 | 1.00 | 0.31 | 0.31 | 0.31 | 0.31 | 0.31 | 0.31 |
| Sat Flow, veh/h | 732 | 3554 | 1498 | 782 | 3293 | 273 | 939 | 3002 | 500 | 771 | 1870 | 1450 |
| Grp Volume(v), veh/h | 51 | 607 | 32 | 67 | 344 | 347 | 66 | 327 | 321 | 73 | 405 | 29 |
| Grp Sat Flow(s),veh/h/ln | 732 | 1777 | 1498 | 782 | 1777 | 1790 | 939 | 1777 | 1726 | 771 | 1870 | 1450 |
| Q Serve(g_s), s | 2.9 | 8.0 | 0.8 | 1.4 | 0.0 | 0.0 | 6.0 | 14.0 | 14.2 | 8.0 | 17.2 | 1.3 |
| Cycle Q Clear(g_c), s | 2.9 | 8.0 | 0.8 | 9.4 | 0.0 | 0.0 | 23.2 | 14.0 | 14.2 | 22.2 | 17.2 | 1.3 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.15 | 1.00 | | 0.29 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 498 | 2027 | 855 | 457 | 1014 | 1021 | 191 | 550 | 534 | 197 | 579 | 449 |
| V/C Ratio(X) | 0.10 | 0.30 | 0.04 | 0.15 | 0.34 | 0.34 | 0.34 | 0.60 | 0.60 | 0.37 | 0.70 | 0.06 |
| Avail Cap(c_a), veh/h | 498 | 2027 | 855 | 457 | 1014 | 1021 | 244 | 650 | 631 | 240 | 684 | 530 |
| 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 8.9 | 10.0 | 8.5 | 0.7 | 0.0 | 0.0 | 37.6 | 26.3 | 26.4 | 35.8 | 27.4 | 21.9 |
| Incr Delay (d2), s/veh | 0.4 | 0.4 | 0.1 | 0.6 | 0.8 | 0.8 | 1.1 | 1.1 | 1.2 | 1.2 | 2.6 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 0.9 | 5.4 | 0.5 | 0.1 | 0.4 | 0.4 | 2.6 | 9.9 | 9.8 | 2.8 | 12.4 | 0.8 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 9.3 | 10.4 | 8.6 | 1.4 | 0.8 | 0.8 | 38.7 | 27.4 | 27.5 | 36.9 | 30.0 | 22.0 |
| LnGrp LOS | A | B | A | A | A | A | D | C | C | D | C | C |
| Approach Vol, veh/h | | 690 | | | 758 | | | 714 | | | 507 | |
| Approach Delay, s/veh | | 10.2 | | | 0.9 | | | 28.5 | | | 30.5 | |
| Approach LOS | | B | | | A | | | C | | | C | |

| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 57.0 | | 33.0 | | 57.0 | | 33.0 | | | | |
| Change Period (Y+Rc), s | | * 5.7 | | * 5.1 | | * 5.7 | | * 5.1 | | | | |
| Max Green Setting (Gmax), s | | * 46 | | * 33 | | * 46 | | * 33 | | | | |
| Max Q Clear Time (g_c+I1), s | | 11.4 | | 24.2 | | 10.0 | | 25.2 | | | | |
| Green Ext Time (p_c), s | | 5.5 | | 2.1 | | 5.3 | | 2.7 | | | | |

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

**Notes**

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 40 | 597 | 55 | 112 | 667 | 56 | 64 | 278 | 193 | 56 | 193 | 28 |
| Future Volume (veh/h) | 40 | 597 | 55 | 112 | 667 | 56 | 64 | 278 | 193 | 56 | 193 | 28 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.93 | 1.00 | | 0.93 | 0.99 | | 0.96 | 1.00 | | 0.95 |
| Parking Bus, Adj | 1.00 | 1.00 | 0.85 | 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 | 43 | 649 | 51 | 122 | 725 | 53 | 70 | 302 | 180 | 61 | 210 | 25 |
| 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 | 380 | 1704 | 134 | 356 | 1858 | 136 | 350 | 363 | 216 | 151 | 549 | 65 |
| Arrive On Green | 0.18 | 0.18 | 0.18 | 0.56 | 0.56 | 0.56 | 0.34 | 0.34 | 0.34 | 0.34 | 0.34 | 0.34 |
| Sat Flow, veh/h | 692 | 3062 | 240 | 746 | 3337 | 244 | 1131 | 1077 | 642 | 913 | 1630 | 194 |
| Grp Volume(v), veh/h | 43 | 376 | 324 | 122 | 386 | 392 | 70 | 0 | 482 | 61 | 0 | 235 |
| Grp Sat Flow(s),veh/h/ln | 692 | 1777 | 1525 | 746 | 1777 | 1804 | 1131 | 0 | 1719 | 913 | 0 | 1824 |
| Q Serve(g_s), s | 4.9 | 16.7 | 16.8 | 11.1 | 11.1 | 11.1 | 4.5 | 0.0 | 23.3 | 5.9 | 0.0 | 8.8 |
| Cycle Q Clear(g_c), s | 16.0 | 16.7 | 16.8 | 27.9 | 11.1 | 11.1 | 13.4 | 0.0 | 23.3 | 29.2 | 0.0 | 8.8 |
| Prop In Lane | 1.00 | | 0.16 | 1.00 | | 0.14 | 1.00 | | 0.37 | 1.00 | | 0.11 |
| Lane Grp Cap(c), veh/h | 380 | 989 | 849 | 356 | 989 | 1004 | 350 | 0 | 579 | 151 | 0 | 614 |
| V/C Ratio(X) | 0.11 | 0.38 | 0.38 | 0.34 | 0.39 | 0.39 | 0.20 | 0.00 | 0.83 | 0.40 | 0.00 | 0.38 |
| Avail Cap(c_a), veh/h | 380 | 989 | 849 | 356 | 989 | 1004 | 350 | 0 | 579 | 151 | 0 | 614 |
| HCM Platoon Ratio | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.96 | 0.96 | 0.96 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 27.7 | 23.1 | 23.1 | 21.3 | 11.3 | 11.3 | 27.8 | 0.0 | 27.5 | 41.0 | 0.0 | 22.7 |
| Incr Delay (d2), s/veh | 0.6 | 1.1 | 1.2 | 2.6 | 1.2 | 1.1 | 0.3 | 0.0 | 10.1 | 1.7 | 0.0 | 0.4 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 1.7 | 12.7 | 11.3 | 3.8 | 7.8 | 7.9 | 2.2 | 0.0 | 16.2 | 2.5 | 0.0 | 6.8 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 28.2 | 24.2 | 24.4 | 23.9 | 12.5 | 12.4 | 28.1 | 0.0 | 37.6 | 42.7 | 0.0 | 23.1 |
| LnGrp LOS | C | C | C | C | B | B | C | A | D | D | A | C |
| Approach Vol, veh/h | | 743 | | | 900 | | | 552 | | | 296 | |
| Approach Delay, s/veh | | 24.5 | | | 14.0 | | | 36.4 | | | 27.2 | |
| Approach LOS | | C | | | B | | | D | | | C | |

| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 55.0 | | 35.0 | | 55.0 | | 35.0 | | | | |
| Change Period (Y+Rc), s | | 4.9 | | * 4.7 | | 4.9 | | * 4.7 | | | | |
| Max Green Setting (Gmax), s | | 50.1 | | * 30 | | 50.1 | | * 30 | | | | |
| Max Q Clear Time (g_c+I1), s | | 29.9 | | 31.2 | | 18.8 | | 25.3 | | | | |
| Green Ext Time (p_c), s | | 5.9 | | 0.0 | | 5.3 | | 1.6 | | | | |

| Intersection Summary | | |
|---|---|---|
| HCM 6th Ctrl Delay | | 23.7 |
| HCM 6th LOS | | C |

Notes

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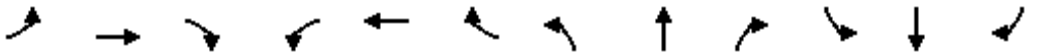
# HCM 6th Signalized Intersection Summary
## 1: Gower St & Hollywood Blvd

12/07/2023



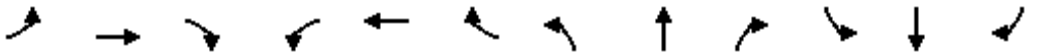
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 57 | 501 | 74 | 131 | 574 | 21 | 47 | 282 | 122 | 48 | 521 | 242 |
| Future Volume (veh/h) | 57 | 501 | 74 | 131 | 574 | 21 | 47 | 282 | 122 | 48 | 521 | 242 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 0.99 | | 0.97 | 1.00 | | 0.94 | 1.00 | | 0.98 | 0.99 | | 0.97 |
| 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 | 62 | 545 | 37 | 142 | 624 | 20 | 51 | 307 | 67 | 52 | 566 | 166 |
| 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 | 469 | 1784 | 771 | 421 | 1760 | 56 | 158 | 1095 | 235 | 383 | 707 | 579 |
| Arrive On Green | 0.50 | 0.50 | 0.50 | 1.00 | 1.00 | 1.00 | 0.38 | 0.38 | 0.38 | 0.38 | 0.38 | 0.38 |
| Sat Flow, veh/h | 776 | 3554 | 1536 | 828 | 3507 | 112 | 724 | 2897 | 622 | 999 | 1870 | 1530 |
| Grp Volume(v), veh/h | 62 | 545 | 37 | 142 | 316 | 328 | 51 | 186 | 188 | 52 | 566 | 166 |
| Grp Sat Flow(s),veh/h/ln | 776 | 1777 | 1536 | 828 | 1777 | 1842 | 724 | 1777 | 1743 | 999 | 1870 | 1530 |
| Q Serve(g_s), s | 3.9 | 8.1 | 1.1 | 4.2 | 0.0 | 0.0 | 6.1 | 6.6 | 6.8 | 3.4 | 24.3 | 6.8 |
| Cycle Q Clear(g_c), s | 3.9 | 8.1 | 1.1 | 12.3 | 0.0 | 0.0 | 30.4 | 6.6 | 6.8 | 10.2 | 24.3 | 6.8 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.06 | 1.00 | | 0.36 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 469 | 1784 | 771 | 421 | 892 | 925 | 158 | 672 | 659 | 383 | 707 | 579 |
| V/C Ratio(X) | 0.13 | 0.31 | 0.05 | 0.34 | 0.35 | 0.35 | 0.32 | 0.28 | 0.28 | 0.14 | 0.80 | 0.29 |
| Avail Cap(c_a), veh/h | 469 | 1784 | 771 | 421 | 892 | 925 | 214 | 807 | 792 | 459 | 850 | 695 |
| 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 | 0.94 | 0.94 | 0.94 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 12.1 | 13.2 | 11.4 | 1.1 | 0.0 | 0.0 | 38.5 | 19.4 | 19.5 | 23.1 | 25.0 | 19.5 |
| Incr Delay (d2), s/veh | 0.6 | 0.4 | 0.1 | 2.0 | 1.0 | 1.0 | 1.2 | 0.2 | 0.2 | 0.2 | 4.6 | 0.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 1.3 | 5.7 | 0.7 | 0.4 | 0.5 | 0.5 | 2.0 | 4.8 | 4.9 | 1.5 | 16.7 | 4.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 12.7 | 13.6 | 11.6 | 3.1 | 1.0 | 1.0 | 39.7 | 19.7 | 19.7 | 23.2 | 29.6 | 19.8 |
| LnGrp LOS | B | B | B | A | A | A | D | B | B | C | C | B |
| Approach Vol, veh/h | | 644 | | | 786 | | | 425 | | | 784 | |
| Approach Delay, s/veh | | 13.4 | | | 1.4 | | | 22.1 | | | 27.1 | |
| Approach LOS | | B | | | A | | | C | | | C | |

| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 50.9 | | 39.1 | | 50.9 | | 39.1 | | | | |
| Change Period (Y+Rc), s | | * 5.7 | | * 5.1 | | * 5.7 | | * 5.1 | | | | |
| Max Green Setting (Gmax), s | | * 38 | | * 41 | | * 38 | | * 41 | | | | |
| Max Q Clear Time (g_c+I1), s | | 14.3 | | 26.3 | | 10.1 | | 32.4 | | | | |
| Green Ext Time (p_c), s | | 5.2 | | 4.1 | | 4.6 | | 1.7 | | | | |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 15.3 |
| HCM 6th LOS | B |

**Notes**

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 39 | 581 | 43 | 156 | 660 | 63 | 37 | 209 | 162 | 86 | 375 | 53 |
| Future Volume (veh/h) | 39 | 581 | 43 | 156 | 660 | 63 | 37 | 209 | 162 | 86 | 375 | 53 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.95 | 0.99 | | 0.95 | 1.00 | | 0.96 | 1.00 | | 0.95 |
| Parking Bus, Adj | 1.00 | 1.00 | 0.95 | 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 | 42 | 632 | 40 | 170 | 717 | 60 | 40 | 227 | 146 | 93 | 408 | 53 |
| 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 | 439 | 2056 | 130 | 552 | 2059 | 172 | 101 | 282 | 181 | 147 | 435 | 57 |
| Arrive On Green | 1.00 | 1.00 | 1.00 | 0.62 | 0.62 | 0.62 | 0.27 | 0.27 | 0.27 | 0.27 | 0.27 | 0.27 |
| Sat Flow, veh/h | 692 | 3299 | 208 | 757 | 3304 | 276 | 931 | 1043 | 671 | 1009 | 1612 | 209 |
| Grp Volume(v), veh/h | 42 | 340 | 332 | 170 | 385 | 392 | 40 | 0 | 373 | 93 | 0 | 461 |
| Grp Sat Flow(s),veh/h/ln | 692 | 1777 | 1730 | 757 | 1777 | 1803 | 931 | 0 | 1713 | 1009 | 0 | 1821 |
| Q Serve(g_s), s | 1.0 | 0.0 | 0.0 | 9.8 | 9.4 | 9.4 | 2.0 | 0.0 | 18.3 | 6.0 | 0.0 | 22.3 |
| Cycle Q Clear(g_c), s | 10.4 | 0.0 | 0.0 | 9.8 | 9.4 | 9.4 | 24.3 | 0.0 | 18.3 | 24.3 | 0.0 | 22.3 |
| Prop In Lane | 1.00 | | 0.12 | 1.00 | | 0.15 | 1.00 | | 0.39 | 1.00 | | 0.11 |
| Lane Grp Cap(c), veh/h | 439 | 1108 | 1078 | 552 | 1108 | 1124 | 101 | 0 | 463 | 147 | 0 | 492 |
| V/C Ratio(X) | 0.10 | 0.31 | 0.31 | 0.31 | 0.35 | 0.35 | 0.40 | 0.00 | 0.81 | 0.63 | 0.00 | 0.94 |
| Avail Cap(c_a), veh/h | 439 | 1108 | 1078 | 552 | 1108 | 1124 | 101 | 0 | 463 | 147 | 0 | 492 |
| HCM Platoon Ratio | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.97 | 0.97 | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 0.9 | 0.0 | 0.0 | 8.2 | 8.2 | 8.2 | 44.5 | 0.0 | 30.7 | 42.8 | 0.0 | 32.1 |
| Incr Delay (d2), s/veh | 0.4 | 0.7 | 0.7 | 1.4 | 0.9 | 0.9 | 2.5 | 0.0 | 10.1 | 8.4 | 0.0 | 25.9 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 0.1 | 0.4 | 0.4 | 3.0 | 6.3 | 6.4 | 1.7 | 0.0 | 13.4 | 4.3 | 0.0 | 18.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 1.3 | 0.7 | 0.7 | 9.7 | 9.0 | 9.0 | 47.0 | 0.0 | 40.8 | 51.2 | 0.0 | 58.0 |
| LnGrp LOS | A | A | A | A | A | A | D | A | D | D | A | E |
| Approach Vol, veh/h | | 714 | | | 947 | | | 413 | | | 554 | |
| Approach Delay, s/veh | | 0.7 | | | 9.1 | | | 41.4 | | | 56.8 | |
| Approach LOS | | A | | | A | | | D | | | E | |

| Timer - Assigned Phs | 2 | 4 | 6 | 8 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 61.0 | 29.0 | 61.0 | 29.0 |
| Change Period (Y+Rc), s | 4.9 | * 4.7 | 4.9 | * 4.7 |
| Max Green Setting (Gmax), s | 56.1 | * 24 | 56.1 | * 24 |
| Max Q Clear Time (g_c+I1), s | 11.8 | 26.3 | 12.4 | 26.3 |
| Green Ext Time (p_c), s | 7.6 | 0.0 | 5.2 | 0.0 |

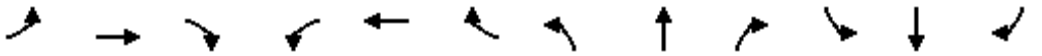
| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 22.0 |
| HCM 6th LOS | C |

Notes

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

# HCM 6th Signalized Intersection Summary
## 1: Gower St & Hollywood Blvd

12/07/2023



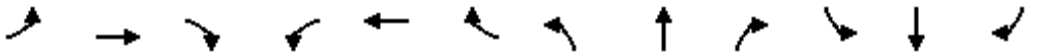
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 62 | 660 | 81 | 117 | 727 | 57 | 108 | 575 | 147 | 69 | 434 | 143 |
| Future Volume (veh/h) | 62 | 660 | 81 | 117 | 727 | 57 | 108 | 575 | 147 | 69 | 434 | 143 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 0.98 | | 0.94 | 0.99 | | 0.90 | 0.99 | | 0.93 | 0.99 | | 0.93 |
| 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 | 67 | 717 | 45 | 127 | 790 | 57 | 117 | 625 | 127 | 75 | 472 | 90 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 387 | 1746 | 731 | 334 | 1637 | 118 | 234 | 1128 | 229 | 235 | 727 | 573 |
| Arrive On Green | 0.49 | 0.49 | 0.49 | 0.98 | 0.98 | 0.98 | 0.39 | 0.39 | 0.39 | 0.39 | 0.39 | 0.39 |
| Sat Flow, veh/h | 635 | 3554 | 1488 | 699 | 3332 | 240 | 843 | 2901 | 588 | 705 | 1870 | 1474 |
| Grp Volume(v), veh/h | 67 | 717 | 45 | 127 | 421 | 426 | 117 | 382 | 370 | 75 | 472 | 90 |
| Grp Sat Flow(s),veh/h/ln | 635 | 1777 | 1488 | 699 | 1777 | 1795 | 843 | 1777 | 1712 | 705 | 1870 | 1474 |
| Q Serve(g_s), s | 5.5 | 11.6 | 1.4 | 7.1 | 0.7 | 0.7 | 11.9 | 15.1 | 15.2 | 8.4 | 18.6 | 3.6 |
| Cycle Q Clear(g_c), s | 6.2 | 11.6 | 1.4 | 18.6 | 0.7 | 0.7 | 30.4 | 15.1 | 15.2 | 23.5 | 18.6 | 3.6 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.13 | 1.00 | | 0.34 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 387 | 1746 | 731 | 334 | 873 | 882 | 234 | 691 | 666 | 235 | 727 | 573 |
| V/C Ratio(X) | 0.17 | 0.41 | 0.06 | 0.38 | 0.48 | 0.48 | 0.50 | 0.55 | 0.56 | 0.32 | 0.65 | 0.16 |
| Avail Cap(c_a), veh/h | 387 | 1746 | 731 | 334 | 873 | 882 | 261 | 748 | 721 | 258 | 788 | 621 |
| 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 | 0.88 | 0.88 | 0.88 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 13.4 | 14.6 | 12.0 | 3.1 | 0.4 | 0.4 | 34.9 | 21.4 | 21.4 | 30.6 | 22.5 | 17.9 |
| Incr Delay (d2), s/veh | 1.0 | 0.7 | 0.2 | 2.9 | 1.7 | 1.7 | 1.7 | 0.7 | 0.8 | 0.8 | 1.7 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 1.5 | 8.1 | 0.9 | 0.9 | 1.0 | 1.0 | 4.5 | 10.3 | 10.0 | 2.6 | 12.9 | 2.2 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 14.4 | 15.3 | 12.2 | 6.0 | 2.1 | 2.1 | 36.6 | 22.2 | 22.2 | 31.4 | 24.2 | 18.0 |
| LnGrp LOS | B | B | B | A | A | A | D | C | C | C | C | B |
| Approach Vol, veh/h | | 829 | | | 974 | | | 869 | | | 637 | |
| Approach Delay, s/veh | | 15.1 | | | 2.6 | | | 24.1 | | | 24.2 | |
| Approach LOS | | B | | | A | | | C | | | C | |

| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 49.9 | | 40.1 | | 49.9 | | 40.1 | | | | |
| Change Period (Y+Rc), s | | * 5.7 | | * 5.1 | | * 5.7 | | * 5.1 | | | | |
| Max Green Setting (Gmax), s | | * 41 | | * 38 | | * 41 | | * 38 | | | | |
| Max Q Clear Time (g_c+I1), s | | 20.6 | | 25.5 | | 13.6 | | 32.4 | | | | |
| Green Ext Time (p_c), s | | 6.7 | | 3.2 | | 6.4 | | 2.6 | | | | |

| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HCM 6th Ctrl Delay | | | 15.5 | | | | | | | | | |
| HCM 6th LOS | | | B | | | | | | | | | |

**Notes**

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 51 | 717 | 66 | 121 | 843 | 64 | 79 | 348 | 223 | 64 | 252 | 36 |
| Future Volume (veh/h) | 51 | 717 | 66 | 121 | 843 | 64 | 79 | 348 | 223 | 64 | 252 | 36 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.93 | 0.99 | | 0.93 | 0.99 | | 0.95 | 1.00 | | 0.95 |
| Parking Bus, Adj | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 55 | 779 | 64 | 132 | 916 | 63 | 86 | 378 | 219 | 70 | 274 | 34 |
| 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 | 339 | 1833 | 151 | 467 | 2017 | 139 | 237 | 318 | 184 | 80 | 473 | 59 |
| Arrive On Green | 1.00 | 1.00 | 1.00 | 0.60 | 0.60 | 0.60 | 0.29 | 0.29 | 0.29 | 0.29 | 0.29 | 0.29 |
| Sat Flow, veh/h | 574 | 3050 | 250 | 644 | 3355 | 231 | 1062 | 1088 | 630 | 821 | 1620 | 201 |
| Grp Volume(v), veh/h | 55 | 454 | 389 | 132 | 485 | 494 | 86 | 0 | 597 | 70 | 0 | 308 |
| Grp Sat Flow(s),veh/h/ln | 574 | 1777 | 1524 | 644 | 1777 | 1809 | 1062 | 0 | 1718 | 821 | 0 | 1821 |
| Q Serve(g_s), s | 2.6 | 0.0 | 0.0 | 9.3 | 13.5 | 13.5 | 6.8 | 0.0 | 26.3 | 0.0 | 0.0 | 13.0 |
| Cycle Q Clear(g_c), s | 16.0 | 0.0 | 0.0 | 9.3 | 13.5 | 13.5 | 19.7 | 0.0 | 26.3 | 26.3 | 0.0 | 13.0 |
| Prop In Lane | 1.00 | | 0.16 | 1.00 | | 0.13 | 1.00 | | 0.37 | 1.00 | | 0.11 |
| Lane Grp Cap(c), veh/h | 339 | 1068 | 916 | 467 | 1068 | 1087 | 237 | 0 | 502 | 80 | 0 | 532 |
| V/C Ratio(X) | 0.16 | 0.42 | 0.43 | 0.28 | 0.45 | 0.45 | 0.36 | 0.00 | 1.19 | 0.87 | 0.00 | 0.58 |
| Avail Cap(c_a), veh/h | 339 | 1068 | 916 | 467 | 1068 | 1087 | 237 | 0 | 502 | 80 | 0 | 532 |
| HCM Platoon Ratio | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.93 | 0.93 | 0.93 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 2.0 | 0.0 | 0.0 | 9.0 | 9.8 | 9.8 | 35.5 | 0.0 | 31.9 | 45.0 | 0.0 | 27.1 |
| Incr Delay (d2), s/veh | 1.0 | 1.2 | 1.3 | 1.5 | 1.4 | 1.4 | 0.9 | 0.0 | 103.7 | 60.8 | 0.0 | 1.6 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 0.3 | 0.6 | 0.6 | 2.5 | 8.8 | 9.0 | 3.2 | 0.0 | 36.7 | 5.2 | 0.0 | 9.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 3.0 | 1.2 | 1.3 | 10.5 | 11.2 | 11.2 | 36.5 | 0.0 | 135.5 | 105.8 | 0.0 | 28.7 |
| LnGrp LOS | A | A | A | B | B | B | D | A | F | F | A | C |
| Approach Vol, veh/h | | 898 | | | 1111 | | | 683 | | | 378 | |
| Approach Delay, s/veh | | 1.3 | | | 11.1 | | | 123.1 | | | 43.0 | |
| Approach LOS | | A | | | B | | | F | | | D | |

| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 59.0 | | 31.0 | | 59.0 | | 31.0 | | | | |
| Change Period (Y+Rc), s | | 4.9 | | * 4.7 | | 4.9 | | * 4.7 | | | | |
| Max Green Setting (Gmax), s | | 54.1 | | * 26 | | 54.1 | | * 26 | | | | |
| Max Q Clear Time (g_c+I1), s | | 15.5 | | 28.3 | | 18.0 | | 28.3 | | | | |
| Green Ext Time (p_c), s | | 9.7 | | 0.0 | | 7.2 | | 0.0 | | | | |

| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HCM 6th Ctrl Delay | | | 37.1 | | | | | | | | | |
| HCM 6th LOS | | | D | | | | | | | | | |

**Notes**

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

# HCM 6th Signalized Intersection Summary
## 1: Gower St & Hollywood Blvd

12/07/2023

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 57 | 516 | 74 | 132 | 574 | 22 | 53 | 282 | 136 | 64 | 521 | 242 |
| Future Volume (veh/h) | 57 | 516 | 74 | 132 | 574 | 22 | 53 | 282 | 136 | 64 | 521 | 242 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 0.99 | | 0.97 | 1.00 | | 0.94 | 1.00 | | 0.98 | 0.99 | | 0.97 |
| 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 | 62 | 561 | 37 | 143 | 624 | 21 | 58 | 307 | 68 | 70 | 566 | 166 |
| 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 | 462 | 1762 | 761 | 408 | 1735 | 58 | 165 | 1110 | 242 | 389 | 719 | 588 |
| Arrive On Green | 0.50 | 0.50 | 0.50 | 0.99 | 0.99 | 0.99 | 0.38 | 0.38 | 0.38 | 0.38 | 0.38 | 0.38 |
| Sat Flow, veh/h | 775 | 3554 | 1535 | 816 | 3500 | 118 | 724 | 2889 | 630 | 998 | 1870 | 1531 |
| Grp Volume(v), veh/h | 62 | 561 | 37 | 143 | 317 | 328 | 58 | 187 | 188 | 70 | 566 | 166 |
| Grp Sat Flow(s),veh/h/ln | 775 | 1777 | 1535 | 816 | 1777 | 1841 | 724 | 1777 | 1742 | 998 | 1870 | 1531 |
| Q Serve(g_s), s | 4.0 | 8.5 | 1.1 | 4.8 | 0.2 | 0.2 | 6.9 | 6.5 | 6.7 | 4.7 | 24.0 | 6.7 |
| Cycle Q Clear(g_c), s | 4.2 | 8.5 | 1.1 | 13.3 | 0.2 | 0.2 | 31.0 | 6.5 | 6.7 | 11.4 | 24.0 | 6.7 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.06 | 1.00 | | 0.36 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 462 | 1762 | 761 | 408 | 881 | 912 | 165 | 683 | 669 | 389 | 719 | 588 |
| V/C Ratio(X) | 0.13 | 0.32 | 0.05 | 0.35 | 0.36 | 0.36 | 0.35 | 0.27 | 0.28 | 0.18 | 0.79 | 0.28 |
| Avail Cap(c_a), veh/h | 462 | 1762 | 761 | 408 | 881 | 912 | 216 | 807 | 791 | 459 | 850 | 696 |
| 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 | 0.98 | 0.98 | 0.98 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 12.6 | 13.6 | 11.7 | 1.5 | 0.2 | 0.2 | 38.1 | 19.1 | 19.1 | 23.1 | 24.5 | 19.1 |
| Incr Delay (d2), s/veh | 0.6 | 0.5 | 0.1 | 2.3 | 1.1 | 1.1 | 1.3 | 0.2 | 0.2 | 0.2 | 4.2 | 0.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 1.3 | 6.0 | 0.7 | 0.5 | 0.6 | 0.6 | 2.3 | 4.8 | 4.8 | 2.0 | 16.4 | 4.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 13.2 | 14.1 | 11.8 | 3.9 | 1.3 | 1.3 | 39.4 | 19.3 | 19.4 | 23.3 | 28.7 | 19.4 |
| LnGrp LOS | B | B | B | A | A | A | D | B | B | C | C | B |
| Approach Vol, veh/h | | 660 | | | 788 | | | 433 | | | 802 | |
| Approach Delay, s/veh | | 13.9 | | | 1.8 | | | 22.0 | | | 26.3 | |
| Approach LOS | | B | | | A | | | C | | | C | |

| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 50.3 | | 39.7 | | 50.3 | | 39.7 | | | | |
| Change Period (Y+Rc), s | | * 5.7 | | * 5.1 | | * 5.7 | | * 5.1 | | | | |
| Max Green Setting (Gmax), s | | * 38 | | * 41 | | * 38 | | * 41 | | | | |
| Max Q Clear Time (g_c+I1), s | | 15.3 | | 26.0 | | 10.5 | | 33.0 | | | | |
| Green Ext Time (p_c), s | | 5.2 | | 4.2 | | 4.7 | | 1.6 | | | | |

| Intersection Summary | | |
|---|---|---|
| HCM 6th Ctrl Delay | | 15.3 |
| HCM 6th LOS | | B |

**Notes**

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

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 49 | 611 | 73 | 156 | 694 | 63 | 40 | 209 | 162 | 86 | 375 | 58 |
| Future Volume (veh/h) | 49 | 611 | 73 | 156 | 694 | 63 | 40 | 209 | 162 | 86 | 375 | 58 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.96 | 1.00 | | 0.96 |
| Parking Bus, Adj | 1.00 | 1.00 | 0.95 | 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 | 53 | 664 | 68 | 170 | 754 | 60 | 43 | 227 | 147 | 93 | 408 | 58 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 413 | 1932 | 198 | 447 | 2032 | 162 | 111 | 292 | 189 | 161 | 447 | 64 |
| Arrive On Green | 0.61 | 0.61 | 0.61 | 0.61 | 0.61 | 0.61 | 0.28 | 0.28 | 0.28 | 0.28 | 0.28 | 0.28 |
| Sat Flow, veh/h | 669 | 3156 | 323 | 722 | 3319 | 264 | 927 | 1040 | 674 | 1009 | 1591 | 226 |
| Grp Volume(v), veh/h | 53 | 373 | 359 | 170 | 404 | 410 | 43 | 0 | 374 | 93 | 0 | 466 |
| Grp Sat Flow(s),veh/h/ln | 669 | 1777 | 1702 | 722 | 1777 | 1806 | 927 | 0 | 1714 | 1009 | 0 | 1817 |
| Q Serve(g_s), s | 3.9 | 9.3 | 9.3 | 13.6 | 10.3 | 10.3 | 3.0 | 0.0 | 18.1 | 7.2 | 0.0 | 22.3 |
| Cycle Q Clear(g_c), s | 14.2 | 9.3 | 9.3 | 22.9 | 10.3 | 10.3 | 25.3 | 0.0 | 18.1 | 25.3 | 0.0 | 22.3 |
| Prop In Lane | 1.00 | | 0.19 | 1.00 | | 0.15 | 1.00 | | 0.39 | 1.00 | | 0.12 |
| Lane Grp Cap(c), veh/h | 413 | 1088 | 1042 | 447 | 1088 | 1106 | 111 | 0 | 482 | 161 | 0 | 511 |
| V/C Ratio(X) | 0.13 | 0.34 | 0.34 | 0.38 | 0.37 | 0.37 | 0.39 | 0.00 | 0.78 | 0.58 | 0.00 | 0.91 |
| Avail Cap(c_a), veh/h | 413 | 1088 | 1042 | 447 | 1088 | 1106 | 111 | 0 | 482 | 161 | 0 | 511 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 12.3 | 8.6 | 8.6 | 14.2 | 8.8 | 8.8 | 43.9 | 0.0 | 29.7 | 41.8 | 0.0 | 31.3 |
| Incr Delay (d2), s/veh | 0.6 | 0.9 | 0.9 | 2.4 | 1.0 | 1.0 | 2.2 | 0.0 | 7.8 | 5.0 | 0.0 | 20.7 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 1.1 | 6.3 | 6.0 | 4.3 | 6.9 | 7.0 | 1.8 | 0.0 | 13.0 | 4.1 | 0.0 | 18.2 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 12.9 | 9.4 | 9.5 | 16.7 | 9.7 | 9.7 | 46.1 | 0.0 | 37.6 | 46.9 | 0.0 | 52.0 |
| LnGrp LOS | B | A | A | B | A | A | D | A | D | D | A | D |
| Approach Vol, veh/h | | 785 | | | 984 | | | 417 | | | 559 | |
| Approach Delay, s/veh | | 9.7 | | | 10.9 | | | 38.5 | | | 51.1 | |
| Approach LOS | | A | | | B | | | D | | | D | |

| Timer - Assigned Phs | 2 | 4 | 6 | 8 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 60.0 | 30.0 | 60.0 | 30.0 |
| Change Period (Y+Rc), s | 4.9 | * 4.7 | 4.9 | * 4.7 |
| Max Green Setting (Gmax), s | 55.1 | * 25 | 55.1 | * 25 |
| Max Q Clear Time (g_c+I1), s | 24.9 | 27.3 | 16.2 | 27.3 |
| Green Ext Time (p_c), s | 7.6 | 0.0 | 5.9 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 22.9 |
| HCM 6th LOS | C |

Notes

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

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 656 | 60 | 57 | 727 | 0 | 11 | 0 | 11 | 0 | 0 | 0 |
| Future Volume (veh/h) | 0 | 656 | 60 | 57 | 727 | 0 | 11 | 0 | 11 | 0 | 0 | 0 |
| 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 | 0 | 1870 | 1870 | 1870 | 1870 | 0 | 1870 | 1870 | 1870 | 0 | 1870 | 0 |
| Adj Flow Rate, veh/h | 0 | 713 | 61 | 62 | 790 | 0 | 12 | 0 | 0 | 0 | 0 | 0 |
| 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, % | 0 | 2 | 2 | 2 | 2 | 0 | 2 | 2 | 2 | 0 | 2 | 0 |
| Cap, veh/h | 0 | 2517 | 215 | 80 | 3076 | 0 | 121 | 0 | 46 | 0 | 54 | 0 |
| Arrive On Green | 0.00 | 1.00 | 1.00 | 0.09 | 1.00 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Sat Flow, veh/h | 0 | 3406 | 283 | 1781 | 3647 | 0 | 1418 | 0 | 1585 | 0 | 1870 | 0 |
| Grp Volume(v), veh/h | 0 | 382 | 392 | 62 | 790 | 0 | 12 | 0 | 0 | 0 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1777 | 1819 | 1781 | 1777 | 0 | 1418 | 0 | 1585 | 0 | 1870 | 0 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 3.1 | 0.0 | 0.0 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.0 | 0.0 | 0.0 | 3.1 | 0.0 | 0.0 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Prop In Lane | 0.00 | | 0.16 | 1.00 | | 0.00 | 1.00 | | 1.00 | 0.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 0 | 1350 | 1382 | 80 | 3076 | 0 | 121 | 0 | 46 | 0 | 54 | 0 |
| V/C Ratio(X) | 0.00 | 0.28 | 0.28 | 0.78 | 0.26 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 0 | 1350 | 1382 | 247 | 3076 | 0 | 442 | 0 | 405 | 0 | 478 | 0 |
| HCM Platoon Ratio | 1.00 | 2.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 0.96 | 0.96 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 0.0 | 0.0 | 0.0 | 40.5 | 0.0 | 0.0 | 42.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 0.5 | 0.5 | 14.8 | 0.2 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 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 | 0.0 | 0.3 | 0.3 | 2.9 | 0.2 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 0.0 | 0.5 | 0.5 | 55.3 | 0.2 | 0.0 | 43.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LnGrp LOS | A | A | A | E | A | A | D | A | A | A | A | A |
| Approach Vol, veh/h | | 774 | | | 852 | | | 12 | | | 0 | |
| Approach Delay, s/veh | | 0.5 | | | 4.2 | | | 43.2 | | | 0.0 | |
| Approach LOS | | A | | | A | | | D | | | | |

| Timer - Assigned Phs | | 2 | | 4 | 5 | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 83.4 | | 6.6 | 9.5 | 73.9 | | 6.6 | | | | |
| Change Period (Y+Rc), s | | * 5.5 | | 4.0 | * 5.5 | * 5.5 | | 4.0 | | | | |
| Max Green Setting (Gmax), s | | * 58 | | 23.0 | * 13 | * 40 | | 23.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 2.0 | | 0.0 | 5.1 | 2.0 | | 2.7 | | | | |
| Green Ext Time (p_c), s | | 6.8 | | 0.0 | 0.1 | 5.7 | | 0.0 | | | | |

| Intersection Summary | | |
|---|---|---|
| HCM 6th Ctrl Delay | | 2.7 |
| HCM 6th LOS | | A |

**Notes**

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.6 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 659 | 8 | 8 | 784 | 0 | 69 |
| Future Vol, veh/h | 659 | 8 | 8 | 784 | 0 | 69 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 50 | - | - | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 716 | 9 | 9 | 852 | 0 | 75 |

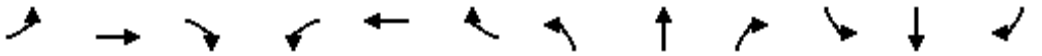
| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 725 | 0 | - | 363 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | - | 4.14 | - | - | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | 2.22 | - | - | 3.32 |
| Pot Cap-1 Maneuver | - | - | 874 | - | 0 | 634 |
| Stage 1 | - | - | - | - | 0 | - |
| Stage 2 | - | - | - | - | 0 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 874 | - | - | 634 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.1 | 11.4 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 634 | - | - | 874 | - |
| HCM Lane V/C Ratio | 0.118 | - | - | 0.01 | - |
| HCM Control Delay (s) | 11.4 | - | - | 9.2 | - |
| HCM Lane LOS | B | - | - | A | - |
| HCM 95th %tile Q(veh) | 0.4 | - | - | 0 | - |

# HCM 6th Signalized Intersection Summary
## 1: Gower St & Hollywood Blvd

12/07/2023



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 62 | 674 | 81 | 129 | 738 | 72 | 110 | 575 | 157 | 78 | 434 | 143 |
| Future Volume (veh/h) | 62 | 674 | 81 | 129 | 738 | 72 | 110 | 575 | 157 | 78 | 434 | 143 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 0.98 | | 0.94 | 0.99 | | 0.90 | 0.99 | | 0.93 | 0.99 | | 0.93 |
| 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 | 67 | 733 | 45 | 140 | 802 | 70 | 120 | 625 | 136 | 85 | 472 | 92 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 377 | 1738 | 727 | 326 | 1600 | 140 | 236 | 1118 | 243 | 234 | 731 | 576 |
| Arrive On Green | 0.49 | 0.49 | 0.49 | 0.98 | 0.98 | 0.98 | 0.39 | 0.39 | 0.39 | 0.39 | 0.39 | 0.39 |
| Sat Flow, veh/h | 621 | 3554 | 1487 | 689 | 3272 | 286 | 841 | 2860 | 621 | 700 | 1870 | 1474 |
| Grp Volume(v), veh/h | 67 | 733 | 45 | 140 | 435 | 437 | 120 | 388 | 373 | 85 | 472 | 92 |
| Grp Sat Flow(s),veh/h/ln | 621 | 1777 | 1487 | 689 | 1777 | 1781 | 841 | 1777 | 1704 | 700 | 1870 | 1474 |
| Q Serve(g_s), s | 5.7 | 12.0 | 1.4 | 8.9 | 1.0 | 1.0 | 12.2 | 15.3 | 15.4 | 9.7 | 18.5 | 3.6 |
| Cycle Q Clear(g_c), s | 6.6 | 12.0 | 1.4 | 20.8 | 1.0 | 1.0 | 30.7 | 15.3 | 15.4 | 25.1 | 18.5 | 3.6 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.16 | 1.00 | | 0.36 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 377 | 1738 | 727 | 326 | 869 | 871 | 236 | 695 | 666 | 234 | 731 | 576 |
| V/C Ratio(X) | 0.18 | 0.42 | 0.06 | 0.43 | 0.50 | 0.50 | 0.51 | 0.56 | 0.56 | 0.36 | 0.65 | 0.16 |
| Avail Cap(c_a), veh/h | 377 | 1738 | 727 | 326 | 869 | 871 | 261 | 748 | 718 | 255 | 788 | 621 |
| 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 | 0.94 | 0.94 | 0.94 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 13.7 | 14.8 | 12.1 | 3.6 | 0.5 | 0.5 | 34.8 | 21.3 | 21.4 | 31.2 | 22.3 | 17.8 |
| Incr Delay (d2), s/veh | 1.0 | 0.8 | 0.2 | 3.9 | 1.9 | 1.9 | 1.7 | 0.8 | 0.8 | 0.9 | 1.6 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 1.6 | 8.3 | 0.9 | 1.2 | 1.2 | 1.2 | 4.6 | 10.4 | 10.1 | 3.0 | 12.8 | 2.2 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 14.8 | 15.6 | 12.3 | 7.5 | 2.5 | 2.5 | 36.5 | 22.1 | 22.2 | 32.1 | 24.0 | 17.9 |
| LnGrp LOS | B | B | B | A | A | A | D | C | C | C | C | B |
| Approach Vol, veh/h | | 845 | | | 1012 | | | 881 | | | 649 | |
| Approach Delay, s/veh | | 15.3 | | | 3.2 | | | 24.1 | | | 24.2 | |
| Approach LOS | | B | | | A | | | C | | | C | |

| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 49.7 | | 40.3 | | 49.7 | | 40.3 | | | | |
| Change Period (Y+Rc), s | | * 5.7 | | * 5.1 | | * 5.7 | | * 5.1 | | | | |
| Max Green Setting (Gmax), s | | * 41 | | * 38 | | * 41 | | * 38 | | | | |
| Max Q Clear Time (g_c+I1), s | | 22.8 | | 27.1 | | 14.0 | | 32.7 | | | | |
| Green Ext Time (p_c), s | | 6.7 | | 3.0 | | 6.6 | | 2.5 | | | | |

| Intersection Summary | | |
|---|---|---|
| HCM 6th Ctrl Delay | | 15.7 |
| HCM 6th LOS | | B |

**Notes**

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

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 59 | 756 | 78 | 121 | 865 | 64 | 83 | 348 | 223 | 64 | 252 | 42 |
| Future Volume (veh/h) | 59 | 756 | 78 | 121 | 865 | 64 | 83 | 348 | 223 | 64 | 252 | 42 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.93 | 0.99 | | 0.93 | 0.99 | | 0.95 | 1.00 | | 0.95 |
| Parking Bus, Adj | 1.00 | 1.00 | 0.85 | 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 | 64 | 822 | 75 | 132 | 940 | 63 | 90 | 378 | 215 | 70 | 274 | 41 |
| 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 | 339 | 1848 | 169 | 455 | 2058 | 138 | 217 | 308 | 175 | 80 | 443 | 66 |
| Arrive On Green | 1.00 | 1.00 | 1.00 | 0.61 | 0.61 | 0.61 | 0.28 | 0.28 | 0.28 | 0.28 | 0.28 | 0.28 |
| Sat Flow, veh/h | 561 | 3019 | 275 | 613 | 3362 | 225 | 1056 | 1095 | 623 | 824 | 1576 | 236 |
| Grp Volume(v), veh/h | 64 | 484 | 413 | 132 | 497 | 506 | 90 | 0 | 593 | 70 | 0 | 315 |
| Grp Sat Flow(s),veh/h/ln | 561 | 1777 | 1517 | 613 | 1777 | 1811 | 1056 | 0 | 1718 | 824 | 0 | 1812 |
| Q Serve(g_s), s | 3.1 | 0.0 | 0.0 | 9.6 | 13.5 | 13.5 | 7.3 | 0.0 | 25.3 | 0.0 | 0.0 | 13.6 |
| Cycle Q Clear(g_c), s | 16.6 | 0.0 | 0.0 | 9.6 | 13.5 | 13.5 | 20.9 | 0.0 | 25.3 | 25.3 | 0.0 | 13.6 |
| Prop In Lane | 1.00 | | 0.18 | 1.00 | | 0.12 | 1.00 | | 0.36 | 1.00 | | 0.13 |
| Lane Grp Cap(c), veh/h | 339 | 1088 | 929 | 455 | 1088 | 1109 | 217 | 0 | 483 | 80 | 0 | 509 |
| V/C Ratio(X) | 0.19 | 0.44 | 0.44 | 0.29 | 0.46 | 0.46 | 0.41 | 0.00 | 1.23 | 0.87 | 0.00 | 0.62 |
| Avail Cap(c_a), veh/h | 339 | 1088 | 929 | 455 | 1088 | 1109 | 217 | 0 | 483 | 80 | 0 | 509 |
| HCM Platoon Ratio | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 2.0 | 0.0 | 0.0 | 8.6 | 9.4 | 9.4 | 37.2 | 0.0 | 32.4 | 45.0 | 0.0 | 28.1 |
| Incr Delay (d2), s/veh | 1.2 | 1.3 | 1.5 | 1.6 | 1.4 | 1.4 | 1.3 | 0.0 | 119.6 | 60.8 | 0.0 | 2.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 0.4 | 0.7 | 0.7 | 2.4 | 8.8 | 8.9 | 3.5 | 0.0 | 38.8 | 5.2 | 0.0 | 10.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 3.3 | 1.3 | 1.5 | 10.2 | 10.8 | 10.8 | 38.5 | 0.0 | 152.0 | 105.8 | 0.0 | 30.4 |
| LnGrp LOS | A | A | A | B | B | B | D | A | F | F | A | C |
| Approach Vol, veh/h | | 961 | | | 1135 | | | 683 | | | 385 | |
| Approach Delay, s/veh | | 1.5 | | | 10.7 | | | 137.0 | | | 44.1 | |
| Approach LOS | | A | | | B | | | F | | | D | |

| Timer - Assigned Phs | 2 | 4 | 6 | 8 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 60.0 | 30.0 | 60.0 | 30.0 |
| Change Period (Y+Rc), s | 4.9 | * 4.7 | 4.9 | * 4.7 |
| Max Green Setting (Gmax), s | 55.1 | * 25 | 55.1 | * 25 |
| Max Q Clear Time (g_c+I1), s | 15.5 | 27.3 | 18.6 | 27.3 |
| Green Ext Time (p_c), s | 10.2 | 0.0 | 7.9 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 39.3 |
| HCM 6th LOS | D |

Notes

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

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 877 | 32 | 30 | 936 | 0 | 64 | 0 | 62 | 0 | 0 | 0 |
| Future Volume (veh/h) | 0 | 877 | 32 | 30 | 936 | 0 | 64 | 0 | 62 | 0 | 0 | 0 |
| 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 | 0 | 1870 | 1870 | 1870 | 1870 | 0 | 1870 | 1870 | 1870 | 0 | 1870 | 0 |
| Adj Flow Rate, veh/h | 0 | 953 | 33 | 33 | 1017 | 0 | 70 | 0 | 67 | 0 | 0 | 0 |
| 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, % | 0 | 2 | 2 | 2 | 2 | 0 | 2 | 2 | 2 | 0 | 2 | 0 |
| Cap, veh/h | 0 | 1686 | 58 | 428 | 2789 | 0 | 232 | 0 | 170 | 0 | 201 | 0 |
| Arrive On Green | 0.00 | 0.96 | 0.96 | 0.48 | 1.00 | 0.00 | 0.11 | 0.00 | 0.11 | 0.00 | 0.00 | 0.00 |
| Sat Flow, veh/h | 0 | 3598 | 121 | 1781 | 3647 | 0 | 1418 | 0 | 1585 | 0 | 1870 | 0 |
| Grp Volume(v), veh/h | 0 | 483 | 503 | 33 | 1017 | 0 | 70 | 0 | 67 | 0 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 0 | 1777 | 1849 | 1781 | 1777 | 0 | 1418 | 0 | 1585 | 0 | 1870 | 0 |
| Q Serve(g_s), s | 0.0 | 2.0 | 2.0 | 0.9 | 0.0 | 0.0 | 4.2 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.0 | 2.0 | 2.0 | 0.9 | 0.0 | 0.0 | 4.2 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 |
| Prop In Lane | 0.00 | | 0.07 | 1.00 | | 0.00 | 1.00 | | 1.00 | 0.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 0 | 855 | 889 | 428 | 2789 | 0 | 232 | 0 | 170 | 0 | 201 | 0 |
| V/C Ratio(X) | 0.00 | 0.57 | 0.57 | 0.08 | 0.36 | 0.00 | 0.30 | 0.00 | 0.39 | 0.00 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 0 | 855 | 889 | 428 | 2789 | 0 | 458 | 0 | 423 | 0 | 499 | 0 |
| HCM Platoon Ratio | 1.00 | 2.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 0.91 | 0.91 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 0.0 | 0.9 | 0.9 | 18.0 | 0.0 | 0.0 | 37.7 | 0.0 | 37.4 | 0.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 2.5 | 2.4 | 0.1 | 0.4 | 0.0 | 0.7 | 0.0 | 1.5 | 0.0 | 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 | 0.0 | 1.7 | 1.7 | 0.7 | 0.3 | 0.0 | 2.7 | 0.0 | 2.6 | 0.0 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 0.0 | 3.4 | 3.3 | 18.1 | 0.4 | 0.0 | 38.4 | 0.0 | 38.9 | 0.0 | 0.0 | 0.0 |
| LnGrp LOS | A | A | A | B | A | A | D | A | D | A | A | A |
| Approach Vol, veh/h | | 986 | | | 1050 | | | 137 | | | 0 | |
| Approach Delay, s/veh | | 3.3 | | | 0.9 | | | 38.7 | | | 0.0 | |
| Approach LOS | | A | | | A | | | D | | | | |

| Timer - Assigned Phs | | 2 | | 4 | 5 | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 76.3 | | 13.7 | 27.3 | 49.0 | | 13.7 | | | | |
| Change Period (Y+Rc), s | | * 5.7 | | 4.0 | * 5.7 | * 5.7 | | 4.0 | | | | |
| Max Green Setting (Gmax), s | | * 56 | | 24.0 | * 7.3 | * 43 | | 24.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 2.0 | | 0.0 | 2.9 | 4.0 | | 6.2 | | | | |
| Green Ext Time (p_c), s | | 9.7 | | 0.0 | 0.0 | 7.9 | | 0.5 | | | | |

| Intersection Summary | | |
|---|---|---|
| HCM 6th Ctrl Delay | | 4.4 |
| HCM 6th LOS | | A |

Notes

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.3 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 915 | 24 | 24 | 966 | 0 | 24 |
| Future Vol, veh/h | 915 | 24 | 24 | 966 | 0 | 24 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 50 | - | - | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 995 | 26 | 26 | 1050 | 0 | 26 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 1021 | 0 | - | 511 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | - | 4.14 | - | - | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | 2.22 | - | - | 3.32 |
| Pot Cap-1 Maneuver | - | - | 675 | - | 0 | 508 |
| Stage 1 | - | - | - | - | 0 | - |
| Stage 2 | - | - | - | - | 0 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 675 | - | - | 508 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.3 | 12.5 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 508 | - | - | 675 | - |
| HCM Lane V/C Ratio | 0.051 | - | - | 0.039 | - |
| HCM Control Delay (s) | 12.5 | - | - | 10.5 | - |
| HCM Lane LOS | B | - | - | B | - |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0.1 | - |

# Appendix I:
# Transportation Assessment in Consideration of Hollywood Boulevard Safety and Mobility Project and Access to Hollywood Boulevard Project

# Appendix I: Transportation Assessment in Consideration of Hollywood Boulevard Safety and Mobility Project and Access to Hollywood Project

## 1.1 Background

In August 2023, the Los Angeles Department of Transportation (LADOT) launched the Hollywood Boulevard Safety and Mobility Project (Hollywood Safety Project hereafter) to improve traffic safety and accessibility on Hollywood Blvd. The original extent of this project was identified between Fairfax Avenue and Fountain Avenue, according to the Los Angeles Vision Zero Transportation Assessment[1]. Since the Hollywood Safety Project was launched after the Notice of Preparation for the 6000 Hollywood Boulevard Project (the Project) published in May 2023, it is not required to be included as a related project in the Project's transportation assessment.

On February 1st, 2024, LADOT, along with Councilmember Hugo Soto-Martinez and Councilmember Nithya Raman, hosted a virtual town hall of the Hollywood Safety Project to provide information to the community about the project outreach and conceptual design[2]. The updated project extent is Hollywood Boulevard between Gower Street and the intersection of Sunset Boulevard and Fountain Avenue. At the same time, Council District 13 and the Bureau of Engineering are leading the separate but related effort to implement the protected bike lanes and other streetscape improvements on Hollywood Boulevard between La Brea Avenue and Gower Street, which was announced as the Access to Hollywood Project in March 2024[3].

Since both projects are anticipated to be built before the Project's Opening Year (2029), it is appropriate to evaluate the potential transportation impacts of the Project in consideration of the implementation of both projects. Fehr & Peers re-evaluated the potential transportation impacts of the Project and presents the analyses in this appendix. Section 1.2 below describes the Hollywood Safety and Mobility Project and the Access to Hollywood Project. Section 1.3 presents the Project's proposed modifications to Hollywood Boulevard in reaction to these two near-future transportation infrastructure projects. Section 1.4 and Section 1.5 include CEQA analyses and non-CEQA transportation analyses of the Project that incorporated these two projects. In the sections below, "the original analysis" and "the main report" refer to the transportation assessment and documentation conducted without considering these two projects.

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[1] LADOT, *Los Angeles Vision Zero Transportation Assessment (Hollywood Boulevard),* November 2023.
[2] A recording and presentation slides of the town hall are available on: https://ladotlivablestreets.org/projects/hollywood-blvd, accessed in March 2024.
[3] Council District 13, Access to Hollywood, accessed in March 2024 on: https://cd13.lacity.gov/access-to-hollywood

## 1.2 Related Project Description

### 1.2.1 Hollywood Boulevard Safety and Mobility Project

The latest conceptual design of Hollywood Boulevard Safety and Mobility Project is to install a protected bike lane in each direction on Hollywood Boulevard between Gower Street and the intersection of Sunset Boulevard and Fountain Avenue. Additionally, it proposes to reduce the number of travel lanes from two to one in each direction along the majority of Hollywood Boulevard, except for the stretch between Bronson Avenue and Van Ness Avenue, where two lanes will be retained in each direction. The transition from two lanes to one will begin west of Bronson Avenue and merge into one lane in each direction in front of the Project site. Phase I of this project was implemented in July 2024, which installed a protected bike lane in each direction, maintained two travel lanes in westbound direction, converted the eastbound direction to one travel lane and on-street parking. It is anticipated that there will be one travel lane in each direction in front of the Project Site once the Access to Hollywood Project is implemented.

### 1.2.2 Access to Hollywood Project

The Access to Hollywood Project is a revision to the Hollywood Walk of Fame (HWoF) Master Plan. The description of HWoF Master Plan is provided in *Section 2.2 Cumulative Conditions* under *Chapter 2 Environmental Setting*. Phase I of this project, announced as the Metro Active Transportation Program Quick-Build (Metro ATP Quick-Build hereafter), is led by the Bureau of Engineering with funds made possible by Metro to continue the protected bike lane from Gower Street west to Orange Drive. It will also introduce a bus lane and expand sidewalks in some areas. Therefore, this improvement project will provide one travel lane and one bus lane in each direction with a center two-way left-turn lane and protected bicycle lanes on Hollywood Boulevard between Gower Street and Orange Drive. In some segments, there will be a joint bus and bike lane.

## 1.3 Proposed Project Description

The proposed Project's land uses and driveway operations would be the same with the Hollywood Safety and Metro ATP Quick-Build projects as the original analysis. To accommodate the protected bike lanes and modified lanes proposed by the Hollywood Boulevard Safety and Metro ATP Quick-Build projects and provide improved access to the Project site, the Project proposes to redesign Hollywood Boulevard between Gower Street and Bronson Avenue with the following modifications. **Figure I-1** conceptually illustrates the proposed modifications to Hollywood Boulevard.

- Maintaining the City's proposed protected bike lanes in each direction.
- Moving the existing mid-block pedestrian crossing to the west side of the Project's West Driveway and providing a full signal for pedestrian crossing and vehicular traffic. Both of the existing curb bulb-outs would be removed.
- Adding a second mid-block pedestrian crossing with a signal at about 530 feet west of Bronson Avenue.
- Restriping Hollywood Boulevard to provide two left-turn pockets at both proposed Project driveways and short sections of a two-way left turn lane (TWLTL). Left-turn ingress would be

permitted from left-turn pockets into the Project site at both the West Driveway and the Middle Driveway. Left turn egress from the Project site would be permitted at the signalized West Driveway only.

# 1.4 CEQA Transportation Assessment

## 1.4.1 Plans, Programs, Ordinances, and Policies Review

Although the original analysis does not consider the Hollywood Safety and Metro ATP Quick-Build projects, the Plans, Programs, Ordinances, and Policies Review in the original analysis included the City of Los Angeles Mobility Plan 2035. Mobility Plan 2035 identified Hollywood Boulevard as part of the Bicycle-Enhanced Network (BEN) and proposed protected bike lanes along Hollywood Boulevard in front of the Project site. As discussed in **Appendix C**, the Project would not preclude bicycle enhancements to the public right-of-way that the City may pursue in the future. The proposed redesign of Hollywood Boulevard both improves Project access and facilitates with the implementation of bicycle lanes envisioned in the Hollywood Safety and Metro ATP Quick-Build projects. Therefore, the Project would have a less-than-significant impact.

## 1.4.2 Vehicle Miles Travel Analysis

The implementation of Hollywood Safety and Metro ATP Quick-Build projects would not change the significance criteria, approach, and conclusion for the Project's vehicle miles travel (VMT) analysis. Therefore, the Project would result in a less-than-significant impact on VMT.

## 1.4.3 Geometric Design Feature Review

**Figure I-1** shows the proposed modifications to Hollywood Boulevard to accommodate the protected bike lanes with the Project. The Project's proposed auto, pedestrian, and bicycle access would not change with the implementation of the Hollywood Safety Project. The proposed driveways would be designed to comply with LADOT standards and would not require the removal or relocation of existing transit stops. The Project's access locations would be designed to the City standards and would provide adequate sight distance, sidewalks, crosswalks, and pedestrian movement controls that meet the City's requirements to protect pedestrian safety. The Project supports the implementation of protected bike lanes by providing on-site bicycle parking facilities. In addition, the proposed residential, office, and commercial uses would be consistent with other mixed uses surrounding the Project site, and the proposed uses would not introduce hazards due to incompatible uses. Thus, the Project would result in a less-than-significant impact to hazards due to a geometric design feature or incompatible uses.

# 1.5 Non-CEQA Transportation Assessment

## 1.5.1 Pedestrian, Bicycle, and Transit Access

The pedestrian, bicycle, and transit facilities assessment in consideration of the Hollywood Safety and Access to Hollywood projects follows the same evaluation criteria as described in **Table 13** in the main report. **Table I-1** below presents a re-assessment related to the Project's new design on Hollywood Boulevard. Evaluation criteria and description that are the same as **Table 13** are not replicated in **Table I-1**. Since the

conclusions are the same as *Section 4.1 Pedestrian, Bicycle, and Transit Access* in the main report, no additional actions are recommended.

**Table I-1: Pedestrian, Bicycle, and Transit Evaluation Criteria**

| Evaluation Criteria | Project Effect? | Description |
|---|---|---|
| ***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, including but not limited to:*** | | |
| Removal or degradation of existing bikeways and/or supporting facilities (e.g., bikeshare stations, on-street bike racks/parking, bike corrals, etc.)? | No | There are currently no supporting bicycle facilities immediately adjacent to the Project site, but LADOT proposes to implement protected bike lanes in both directions of Hollywood Boulevard. The Project supports the implementation of these new bike facilities by provide 42 short-term and 202 long-term bicycle parking spaces within the Project site in compliance with Code requirements. |
| Increase street crossing distance for pedestrians; increase number of travel/turning lanes; or increase turning radius or turning speeds? | No | The Project would add a westbound left turn pocket at the West Driveway and relocate the existing pedestrian mid-block crossing to the west side of the Project's West Driveway. This would be an intersection-style driveway with a full signal for pedestrian crossing and vehicular traffic. Both of the existing curb bulb-outs would be removed. Although this would increase the street crossing distance from 48 feet to 60 feet, the Project is also proposing to add a second mid-block pedestrian crossing with a signal about 530 feet west of Bronson Avenue. The modifications overall would increase pedestrian crossing safety and convenience. |
| Removal or narrowing of existing sidewalk-street buffering elements (e.g., curb extension, parkway, planting strip, street trees, etc.)? | No | The Project is proposing to modify the lane configurations on Hollywood Boulevard along the Project frontage to accommodate the implementation of Hollywood Boulevard Safety and Mobility Project. As a result, the existing pedestrian mid-block crossing will be relocated, and existing curb bulb-outs on both sides of street will be removed. In return, the Project is proposing to add a second protected pedestrian crossing to increase pedestrian safety. |

Note:
The responses provided above reflect conditions upon Project completion. During construction there may be temporary closures that result in temporary impacts.

### 1.5.2 Project Access, Safety, and Circulation Evaluation

Project access, safety, and circulation were evaluated at the same study intersections following same scenarios presented in the main report. Opening Year (2029) volume forecasts were updated to incorporate the Hollywood Safety and Metro ATP Quick-Build projects.

*Opening Year (2029) No Project Forecasts*

Opening Year (2029) No Project turning movements were developed considering both background growth due to anticipated development in the region and related projects in the Project vicinity that are expected to be complete by 2029. Both the ambient growth factor and assumed related development project trip generation remain the same as the analysis described in Chapter 4.2 of this report. Fehr & Peers conducted a traffic diversion analysis using the City of Los Angeles' travel demand model to identify the effect of the two city projects on traffic diversion along Hollywood Boulevard. The results show that approximately 20% of peak hour vehicles on Hollywood Boulevard are estimated to either shift modes or divert to parallel corridors with the reduction in travel lanes from two in each direction to one in each direction both east of Gower Street due to the Hollywood Safety Project (except the segment between Bronson Avenue and Van Ness Avenue) and west of Gower Street due to the Metro ATP Quick-Build. This estimated traffic diversion was applied to the Opening Year No Project turning movement volumes at study intersections. The turning movement volumes with the two city projects under the Opening Year (2029) No Project at each of the study intersections are presented in **Appendix I-1**.

*Opening Year (2029) Plus Project Forecasts*

Opening Year (2029) Plus Project turning movements were developed by adding the Project-generated traffic volumes on top of the Opening Year (2029) No Project turning movements. No changes were made to the trip generation and distribution of the proposed Project. The estimated turning movement volumes with the two city projects under the Opening Year (2029) Plus Project at each of the study intersections are presented in **Appendix I-1**.

*Intersection Operational Analysis*

The intersection operational analysis using the estimated turning movement volumes assuming the Hollywood Safety and Metro ATP Quick-Build projects follows the same methodology as the analysis described in Chapter 4.2 of this report. **Table I-2** presents the Opening Year (2029) and Opening Year Plus Project level of service (LOS) along with the estimated 95th percentile queue lengths at the study intersections in consideration of the Hollywood Safety and Metro ATP Quick-Build projects. No turning movement at any of the two study intersections are projected to meet the conditions of unacceptable or extended queuing with the addition of Project traffic. Therefore, the Project is not anticipated to contribute to unacceptable or extended queueing, turn-pocket spillover, or intersection blockage. Detailed intersection LOS and queuing worksheets for the study intersections are presented in **Appendix I-2**.

**Table I-2: Opening Year (2029) Intersection Level of Service and Queueing Analysis, with Hollywood Safety and Metro ATP Quick-Build Projects**

| # | Study Intersection | No Project | | | | Plus Project | | | Movement[1] | Storage Length[3] | 95th Percentile Queue[3] | | | | Project Contributes to Unacceptable Queuing[2] | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Intersection LOS (AM/PM) | Movement[1] | Directional LOS | | Intersection LOS (AM/PM) | Directional LOS | | | | No Project | | Plus Project | | | |
| | | | | AM | PM | | AM | PM | | | AM | PM | AM | PM | AM | PM |
| 1 | Gower Street & Hollywood Boulevard | B/B | EBL | B | B | B/B | B | B | EBL | 175 | 50 | 50 | 50 | 50 | No | No |
| | | | EBT | B | B | | B | B | EBT | 775 | 250 | 350 | 275 | 350 | No | No |
| | | | EBR | B | B | | B | B | EBR | 50 | 50 | 50 | 50 | 50 | No | No |
| | | | WBL | A | B | | A | B | WBL | 100 | 50 | 75 | 50 | 75 | No | No |
| | | | WBT | A | A | | A | A | WBT | 450 / 300[4] | 50 | 75 | 50 | 75 | No | No |
| | | | WBR | A | A | | A | A | WBR | | | | | | | |
| | | | NBL | D | D | | D | D | NBL | 75 | 50 | 125 | 75 | 125 | No | No |
| | | | NBT | B | C | | B | C | NBT | 575 | 125 | 275 | 125 | 275 | No | No |
| | | | NBR | B | C | | B | C | NBR | | | | | | | |
| | | | SBL | C | C | | C | C | SBL | 75 | 50 | 75 | 50 | 100 | No | No |
| | | | SBT | C | C | | C | C | SBT | 350 | 425 | 350 | 425 | 350 | No | No |
| | | | SBR | B | B | | B | B | SBR | 75 | 75 | 25 | 75 | 25 | No | No |
| 2 | Bronson Avenue &Hollywood Boulevard | C/D | EBL | C | C | B/C | B | B | EBL | 100 | 50 | 50 | 50 | 50 | No | No |
| | | | EBT | C | C | | B | B | EBT | 800 / 500[4] | 250 | 300 | 150 | 175 | No | No |
| | | | EBR | C | C | | B | B | EBR | | | | | | | |
| | | | WBL | C | C | | B | B | WBL | 150 | 125 | 125 | 125 | 100 | No | No |
| | | | WBT | B | B | | B | B | WBT | 200 | 150 | 200 | 175 | 200 | No | No |
| | | | WBR | B | B | | B | B | WBR | | | | | | | |
| | | | NBL | D | C | | D | C | NBL | 100 | 50 | 75 | 50 | 100 | No | No |
| | | | NBT | A | A | | A | A | NBT | 1,225 | 275 | 725 | 275 | 775 | No | No |
| | | | NBR | C | F | | C | F | NBR | | | | | | | |
| | | | SBL | D | F | | D | F | SBL | 1,225 | 100 | 150 | 100 | 150 | No | No |
| | | | SBT | A | A | | A | A | SBT | | | | | | | |
| | | | SBR | C | C | | C | C | SBR | | | | | | | |

Notes

1. EBL= Eastbound left, EBT = Eastbound through, EBR = Eastbound right, WBL = Westbound left, WBT = Westbound through, WBR = Westbound right, NBL = Northbound left, NBT = Northbound through, NBR = Northbound right, SBL = Southbound left, SBT = Southbound through, SBR = Southbound right.
2. Unacceptable queuing as defined in the report text, per the August 2022 Los Angeles Department of Transportation Assessment Guidelines.
3. Queue lengths are outputs derived from the Opening Year Conditions Synchro peak hour models developed for this Project. The 95th percentile queue length is a conservative assumption commonly employed for intersection design considerations and does not represent the typical queue length an average driver would experience. Storage lengths and queues are shown in feet and rounded up to the nearest 25.
4. With Project storage lengths would change with the proposed Project modifications to Hollywood Boulevard.

Source: Fehr & Peers, 2024.

### 1.5.3 Site Access Evaluation

An LOS and queueing analysis was completed to understand potential driveway operations during the weekday AM and PM peak periods with the two city projects on Hollywood Boulevard and turning movement volumes. **Table I-3** summarizes the outcome from that analysis. The estimated Opening Year (2029) AM and PM peak hour turning movement volumes and assumed lane configurations for each of the Project driveways are presented in **Appendix I-1**. **Appendix I-2** provides the detailed queueing reports. The following summarizes major takeaways from this analysis:

- **West driveway operations:** The project is proposing a protected westbound left-turn phase for the inbound left-turning vehicles and a single permissive northbound phase for the outbound vehicles. With the one travel lane reduction on Hollywood Boulevard, all movements at this driveway are expected to operate with acceptable queueing and a level of service of D or better.
- **Middle driveway operations:** Movements associated with inbound and outbound trips are expected to operate with limited queueing and a level of service of C or better. Therefore, it is not anticipated that the Project will contribute to a queueing deficiency as described by the TAG.

**Table I-3: Driveway Level of Service and Queueing Analysis**

| # | Study Intersection | Movement[1] | Storage Length | Peak Hour Directional LOS[2] | | Peak Hour 95th Percentile Queue[3] | | Project Contributes to Unacceptable Queuing[4] | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | AM | PM | AM | PM | AM | PM |
| 1 | Hollywood Blvd/ West Driveway (signalized) | EBT/R | 300 | A | A | 75 | 125 | No | No |
| | | WBL | 75 | C | C | 50 | 25 | No | No |
| | | WBT | 400 | A | A | 50 | 175 | No | No |
| | | NBL | On-Site | D | D | 25 | 75 | No | No |
| | | NBR | On-site | A | D | <25 | 25 | No | No |
| 2 | Hollywood Blvd/ Middle Driveway (driveway stop-controlled) | EBT/R | 250 | A | A | <25 | <25 | No | No |
| | | WBL | 75 | A | A | <25 | <25 | No | No |
| | | WBT | 100 | A | A | <25 | <25 | No | No |
| | | NBR | On-site | B | C | <25 | <25 | No | No |

Notes

1. Movement acronyms represent the cardinal direction (first two letters) and the turn movement (last letter). For example, NBL=Northbound-left movement, NBR = Northbound-right movement.
2. Directional level of service represents the average delay experienced for each turning movement at the intersection.
3. Queue lengths are outputs derived from the 2029 with Project Synchro/SimTraffic 11 AM and PM peak hour models developed for this Project. The 95th percentile queue length is a conservative assumption commonly employed for intersection design considerations and does not represent the typical queue length that an average driver would experience.
4. Unacceptable queuing as defined in the report text, per the TAG (August 2022).

### 1.5.4 Project Construction

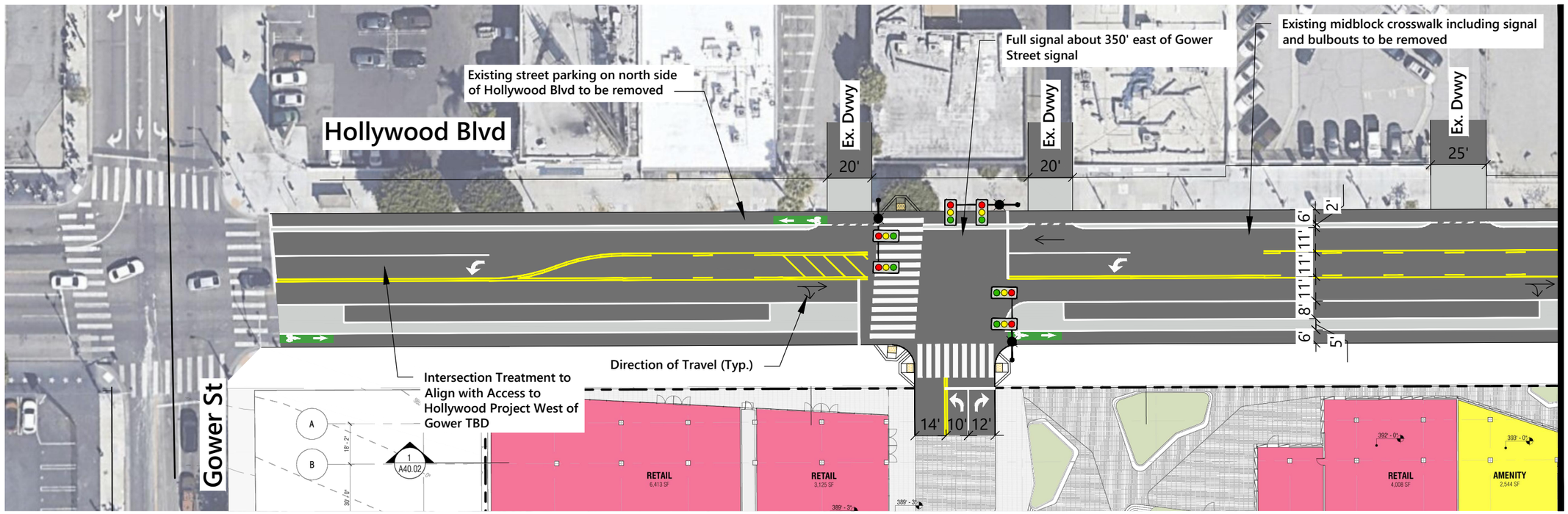
Since on-site construction activities and timeline of the Project would be the same as the original analysis, this evaluation of the Project's effects during construction focuses on whether the new proposed Hollywood Boulevard design would interfere with pedestrian, bicycle, transit, or vehicle circulation and accessibility to adjoining areas. **Table I-4** presents re-assessment of criteria, where the descriptions are different from **Table 21** in the main report. Since the conclusions are the same as *Section 4.4 Project Construction* in the main report, no additional actions are recommended.

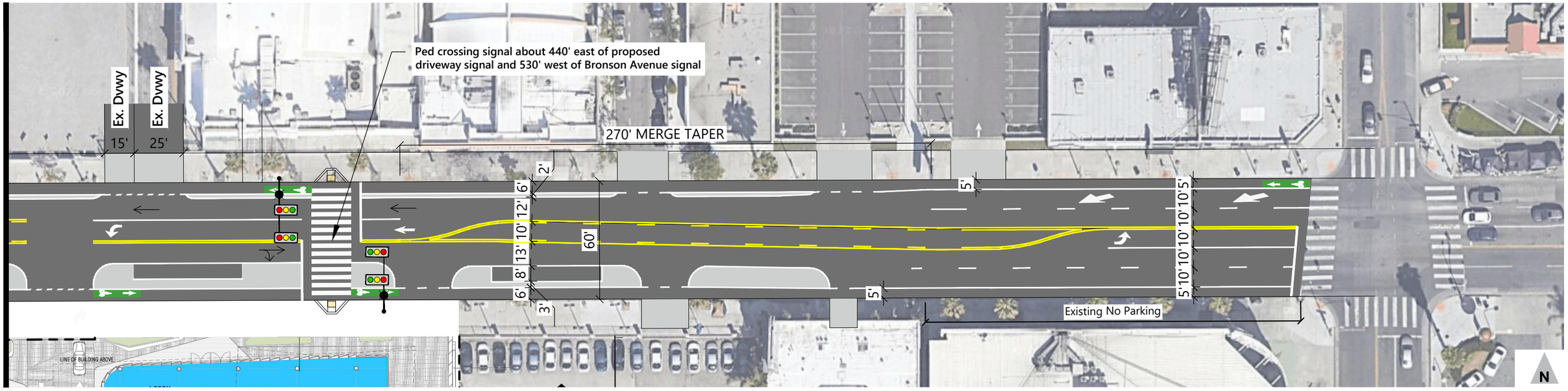
**Table I-4: Project Construction Impact Assessment**

| Evaluation Criteria | Assessment |
|---|---|
| ***Temporary Transportation Constraints*** | |
| The length of time of temporary street closures or closures of two or more travel lanes | The current conceptual level of design for the Project does not enable the exact durations of lane or street closures. The Project's proposed modifications to Hollywood Boulevard is likely to result in short-term temporary street closures of two or more travel lanes in both directions along the street during construction. |
| Potential safety issues involved with street or lane closures | Although the construction work may cause temporary disruptions to street access, alternative routing and detours would be identified and marked in accordance with LADOT standards, the CAMUTCD, and the Work Area Traffic Control Handbook (WATCH). |
| ***Temporary Loss of Access*** | |
| The length of time of any loss of pedestrian or bicycle circulation past a construction area | The current conceptual level of design for the Project does not enable the exact durations of sidewalk closures. However, Project construction would likely require some temporary loss of access for pedestrians along the Project frontage. Roadway construction on Hollywood Boulevard would likely require some temporary loss of access to the existing mid-block pedestrian crossing. The Project Applicant would coordinate with City Departments for temporary realignment of pedestrian access during these periods.<br><br>The protected bike lanes on Hollywood Boulevard proposed by Hollywood Safety and Metro ATP Quick-Build projects are anticipated to be implemented before the Project construction. In this case, the Project construction would likely require some temporary loss of bicycle circulation in front of the Project site. |
| The length of time of any loss of vehicular, bicycle, or pedestrian access to a parcel fronting the construction area | The roadway construction on Hollywood Boulevard would likely result in a short-term temporary loss of vehicular and bicycle access to the commercial parcels on the north side of Hollywood Boulevard when the construction team is restriping the travel lanes. Sidewalks on the north side will remain open during the construction. |

### 1.5.5 Residential Street Cut-Through Analysis

The implementation of the Hollywood Safety and Metro ATP Quick-Build projects would result in traffic diversion under Opening Year (2029) No Project conditions from Hollywood Boulevard to parallel corridors, such as Franklin Avenue, Sunset Boulevard, Fountain Avenue, Los Feliz Boulevard, and Santa Monica Boulevard. Minimal diversion to Carlos Avenue between Gower Street and Bronson Avenue and Carlton Way between Gower Street and Bronson Avenue is anticipated because they do not provide continuous routes. Therefore, estimated daily traffic volumes for the Opening Year Conditions on these local residential streets would be the same as the original analysis, as well as the conclusion. Project traffic classified as cut-through trips would not adversely affect the character and function of the Local streets.




50 0 50 100

1" = 50' GRAPHIC SCALE

Figure I-1

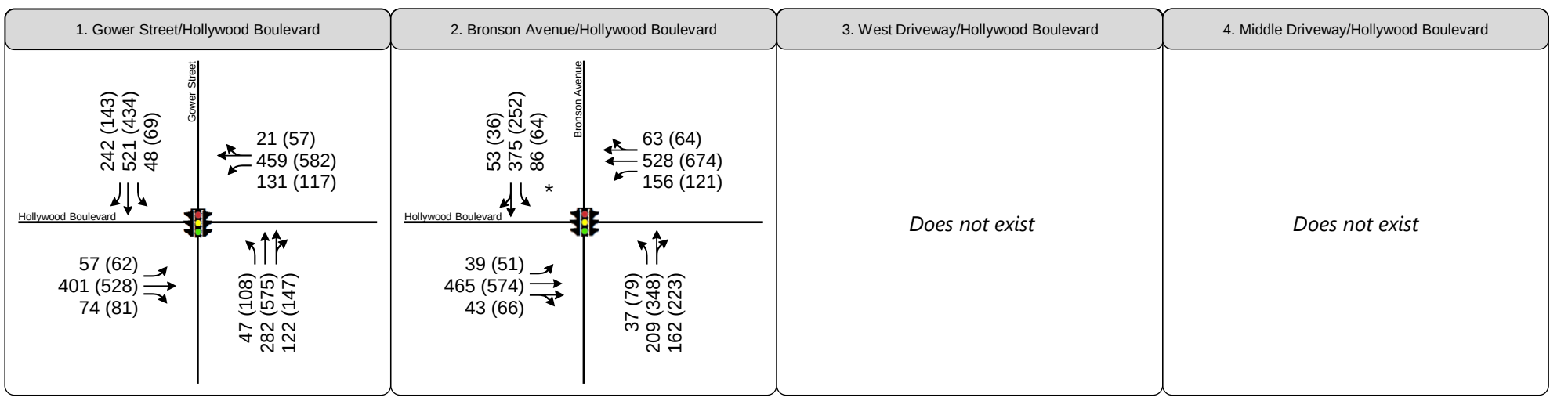
Proposed Modifications to Hollywood Boulevard with Hollywood Safety and Metro ATP Quick-Build Projects (Parking on South Side)
6000 Hollywood Boulevard

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

# Appendix I-1:

# Intersection Turning Movement Volumes and Lane Configurations in Consideration of Hollywood Safety and Metro ATP Quick-Build Projects

*(Next Page)*

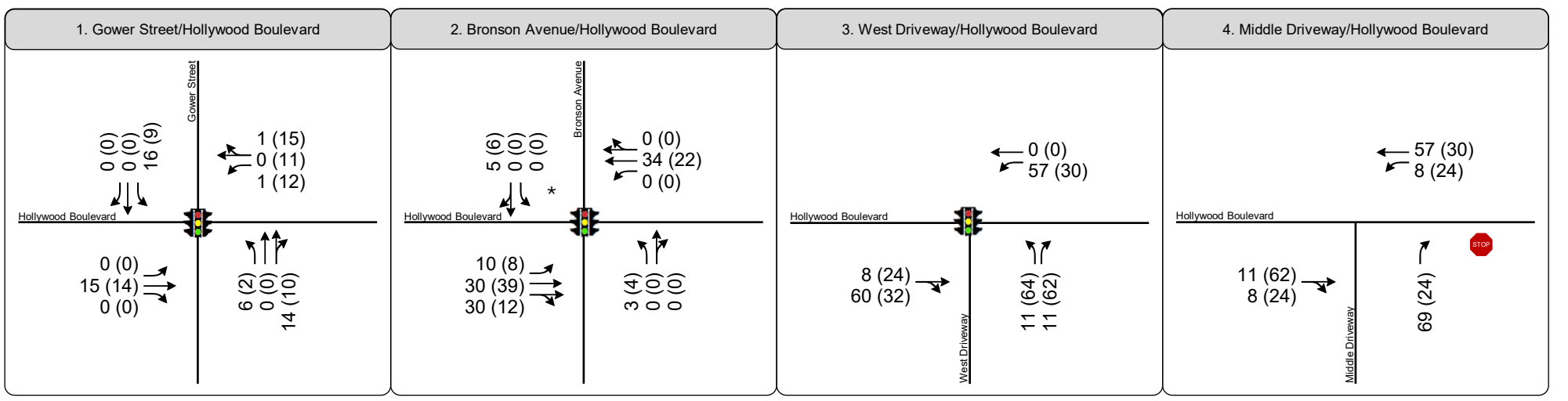




** Southbound Defacto Left Turn*

**LEGEND**

| | | | |
|---|---|---|---|
| AM (PM) | Peak Hour Traffic Volume | | Stop Sign |
| | Lane Configuration | | Signalized |

# Peak Hour Traffic Volumes and Lane Configurations
# 2029 Opening Year No Project
# 6000 Hollywood Boulevard Project

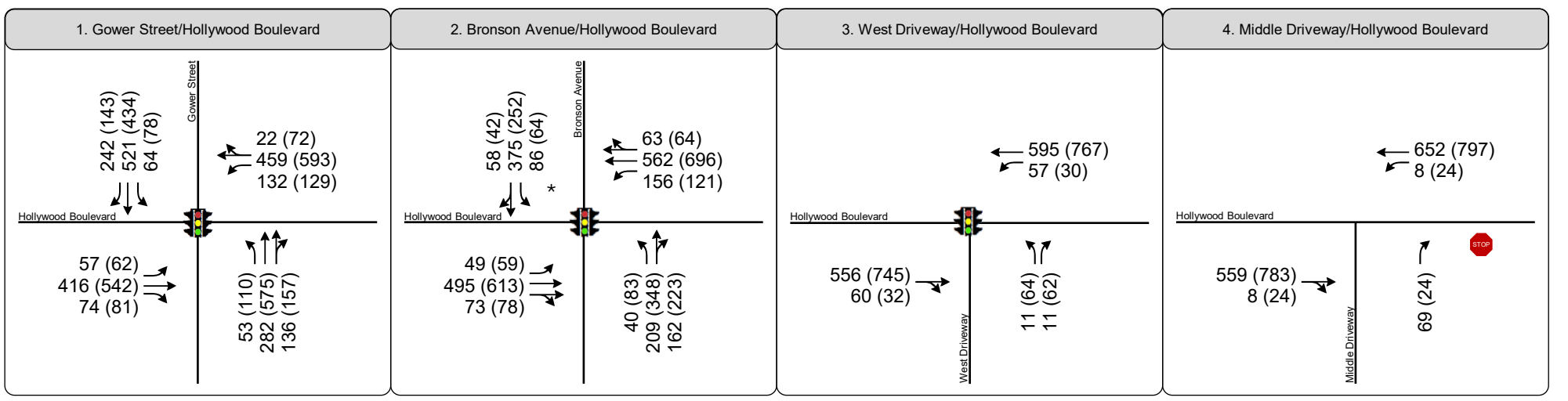




*Note:*
*Intersection 1 and 2 shows net incremental external trips.*
*Driveway (Intersection 3 and 4) shows total driveway trips.*
** Southbound Defacto Left Turn*

**LEGEND**

| | | | |
|---|---|---|---|
| AM (PM) | Peak Hour Traffic Volume | STOP | Stop Sign |
| | Lane Configuration | | Signalized |

# Peak Hour Traffic Volumes and Lane Configurations
# Project Only
# 6000 Hollywood Boulevard Project


** Southbound Defacto Left Turn*

**LEGEND**

| | | | |
|---|---|---|---|
| AM (PM) | Peak Hour Traffic Volume | | Stop Sign |
| | Lane Configuration | | Signalized |

# Peak Hour Traffic Volumes and Lane Configurations
# 2029 Opening Year Plus Project
# 6000 Hollywood Boulevard Project

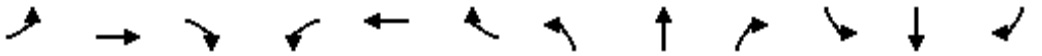
# Appendix I-2:

# LOS and Queueing Results in Consideration of Hollywood Safety and Metro ATP Quick-Build Projects

*(Next Page)*

# HCM 6th Signalized Intersection Summary
## 1: Gower St & Hollywood Blvd

03/26/2024



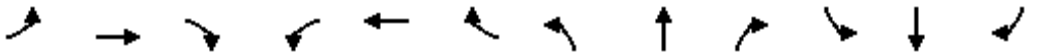
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 57 | 401 | 74 | 131 | 459 | 21 | 47 | 282 | 122 | 48 | 521 | 242 |
| Future Volume (veh/h) | 57 | 401 | 74 | 131 | 459 | 21 | 47 | 282 | 122 | 48 | 521 | 242 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 0.98 | | 0.97 | 1.00 | | 0.94 | 1.00 | | 0.97 | 0.98 | | 0.94 |
| 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 | 62 | 436 | 59 | 142 | 499 | 22 | 51 | 307 | 68 | 52 | 566 | 112 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 518 | 945 | 776 | 399 | 895 | 39 | 159 | 1080 | 235 | 377 | 701 | 560 |
| Arrive On Green | 0.51 | 0.51 | 0.51 | 1.00 | 1.00 | 1.00 | 0.37 | 0.37 | 0.37 | 0.37 | 0.37 | 0.37 |
| Sat Flow, veh/h | 867 | 1870 | 1536 | 900 | 1773 | 78 | 762 | 2881 | 627 | 992 | 1870 | 1493 |
| Grp Volume(v), veh/h | 62 | 436 | 59 | 142 | 0 | 521 | 51 | 187 | 188 | 52 | 566 | 112 |
| Grp Sat Flow(s),veh/h/ln | 867 | 1870 | 1536 | 900 | 0 | 1851 | 762 | 1777 | 1731 | 992 | 1870 | 1493 |
| Q Serve(g_s), s | 3.4 | 13.5 | 1.8 | 6.2 | 0.0 | 0.0 | 5.8 | 6.6 | 6.8 | 3.5 | 24.4 | 4.6 |
| Cycle Q Clear(g_c), s | 3.4 | 13.5 | 1.8 | 19.7 | 0.0 | 0.0 | 30.2 | 6.6 | 6.8 | 10.3 | 24.4 | 4.6 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.04 | 1.00 | | 0.36 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 518 | 945 | 776 | 399 | 0 | 935 | 159 | 666 | 649 | 377 | 701 | 560 |
| V/C Ratio(X) | 0.12 | 0.46 | 0.08 | 0.36 | 0.00 | 0.56 | 0.32 | 0.28 | 0.29 | 0.14 | 0.81 | 0.20 |
| Avail Cap(c_a), veh/h | 518 | 945 | 776 | 399 | 0 | 935 | 211 | 788 | 767 | 444 | 829 | 662 |
| 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 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 11.9 | 14.4 | 11.5 | 2.9 | 0.0 | 0.0 | 38.7 | 19.7 | 19.7 | 23.3 | 25.2 | 19.0 |
| Incr Delay (d2), s/veh | 0.5 | 1.6 | 0.2 | 2.5 | 0.0 | 2.4 | 1.2 | 0.2 | 0.2 | 0.2 | 5.1 | 0.2 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 1.3 | 9.8 | 1.1 | 1.1 | 0.0 | 1.1 | 2.0 | 4.9 | 4.9 | 1.5 | 16.9 | 2.8 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 12.3 | 16.0 | 11.7 | 5.4 | 0.0 | 2.4 | 39.9 | 19.9 | 20.0 | 23.5 | 30.3 | 19.2 |
| LnGrp LOS | B | B | B | A | A | A | D | B | B | C | C | B |
| Approach Vol, veh/h | | 557 | | | 663 | | | 426 | | | 730 | |
| Approach Delay, s/veh | | 15.1 | | | 3.0 | | | 22.3 | | | 28.1 | |
| Approach LOS | | B | | | A | | | C | | | C | |

| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 51.2 | | 38.8 | | 51.2 | | 38.8 | | | | |
| Change Period (Y+Rc), s | | * 5.7 | | * 5.1 | | * 5.7 | | * 5.1 | | | | |
| Max Green Setting (Gmax), s | | * 39 | | * 40 | | * 39 | | * 40 | | | | |
| Max Q Clear Time (g_c+I1), s | | 21.7 | | 26.4 | | 15.5 | | 32.2 | | | | |
| Green Ext Time (p_c), s | | 4.0 | | 3.7 | | 3.4 | | 1.5 | | | | |

| Intersection Summary | | |
|---|---|---|
| HCM 6th Ctrl Delay | | 17.0 |
| HCM 6th LOS | | B |

**Notes**

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 39 | 465 | 43 | 156 | 528 | 63 | 37 | 209 | 162 | 86 | 375 | 53 |
| Future Volume (veh/h) | 39 | 465 | 43 | 156 | 528 | 63 | 37 | 209 | 162 | 86 | 375 | 53 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.96 | 1.00 | | 0.96 |
| Parking Bus, Adj | 1.00 | 1.00 | 0.95 | 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 | 42 | 505 | 39 | 170 | 574 | 59 | 40 | 227 | 137 | 93 | 408 | 51 |
| 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 | 457 | 1852 | 143 | 456 | 1845 | 189 | 169 | 347 | 209 | 224 | 523 | 65 |
| Arrive On Green | 0.19 | 0.19 | 0.19 | 0.57 | 0.57 | 0.57 | 0.32 | 0.32 | 0.32 | 0.32 | 0.32 | 0.32 |
| Sat Flow, veh/h | 790 | 3246 | 250 | 860 | 3234 | 331 | 933 | 1074 | 648 | 1016 | 1621 | 203 |
| Grp Volume(v), veh/h | 42 | 276 | 268 | 170 | 315 | 318 | 40 | 0 | 364 | 93 | 0 | 459 |
| Grp Sat Flow(s),veh/h/ln | 790 | 1777 | 1719 | 860 | 1777 | 1788 | 933 | 0 | 1723 | 1016 | 0 | 1824 |
| Q Serve(g_s), s | 4.1 | 11.9 | 12.0 | 12.5 | 8.3 | 8.4 | 3.6 | 0.0 | 16.3 | 7.8 | 0.0 | 20.5 |
| Cycle Q Clear(g_c), s | 12.5 | 11.9 | 12.0 | 24.5 | 8.3 | 8.4 | 24.1 | 0.0 | 16.3 | 24.1 | 0.0 | 20.5 |
| Prop In Lane | 1.00 | | 0.15 | 1.00 | | 0.19 | 1.00 | | 0.38 | 1.00 | | 0.11 |
| Lane Grp Cap(c), veh/h | 457 | 1014 | 981 | 456 | 1014 | 1020 | 169 | 0 | 556 | 224 | 0 | 589 |
| V/C Ratio(X) | 0.09 | 0.27 | 0.27 | 0.37 | 0.31 | 0.31 | 0.24 | 0.00 | 0.65 | 0.42 | 0.00 | 0.78 |
| Avail Cap(c_a), veh/h | 457 | 1014 | 981 | 456 | 1014 | 1020 | 287 | 0 | 775 | 353 | 0 | 821 |
| HCM Platoon Ratio | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 24.3 | 20.5 | 20.6 | 17.8 | 10.1 | 10.1 | 38.5 | 0.0 | 26.2 | 36.5 | 0.0 | 27.6 |
| Incr Delay (d2), s/veh | 0.4 | 0.7 | 0.7 | 2.3 | 0.8 | 0.8 | 0.7 | 0.0 | 1.3 | 1.2 | 0.0 | 3.2 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 1.6 | 9.8 | 9.6 | 4.8 | 5.8 | 5.9 | 1.5 | 0.0 | 10.9 | 3.6 | 0.0 | 14.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 24.7 | 21.2 | 21.3 | 20.1 | 10.9 | 10.9 | 39.2 | 0.0 | 27.5 | 37.7 | 0.0 | 30.8 |
| LnGrp LOS | C | C | C | C | B | B | D | A | C | D | A | C |
| Approach Vol, veh/h | | 586 | | | 803 | | | 404 | | | 552 | |
| Approach Delay, s/veh | | 21.5 | | | 12.8 | | | 28.6 | | | 32.0 | |
| Approach LOS | | C | | | B | | | C | | | C | |

| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 56.2 | | 33.8 | | 56.2 | | 33.8 | | | | |
| Change Period (Y+Rc), s | | 4.9 | | * 4.7 | | 4.9 | | * 4.7 | | | | |
| Max Green Setting (Gmax), s | | 39.9 | | * 41 | | 39.9 | | * 41 | | | | |
| Max Q Clear Time (g_c+I1), s | | 26.5 | | 26.1 | | 14.5 | | 26.1 | | | | |
| Green Ext Time (p_c), s | | 4.2 | | 2.9 | | 3.8 | | 2.2 | | | | |

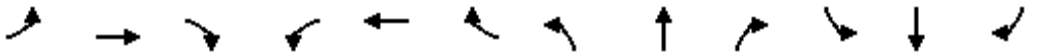
| Intersection Summary | | |
|---|---|---|
| HCM 6th Ctrl Delay | 22.2 | |
| HCM 6th LOS | C | |

Notes

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

# HCM 6th Signalized Intersection Summary
## 1: Gower St & Hollywood Blvd

03/26/2024



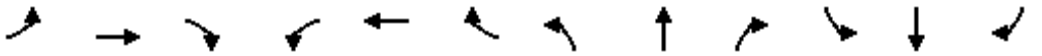
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 62 | 528 | 81 | 117 | 582 | 57 | 108 | 575 | 147 | 69 | 434 | 143 |
| Future Volume (veh/h) | 62 | 528 | 81 | 117 | 582 | 57 | 108 | 575 | 147 | 69 | 434 | 143 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 0.97 | | 0.94 | 1.00 | | 0.90 | 0.99 | | 0.88 | 0.99 | | 0.88 |
| 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 | 67 | 574 | 71 | 127 | 633 | 58 | 117 | 625 | 130 | 75 | 472 | 41 |
| 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 | 448 | 944 | 751 | 304 | 843 | 77 | 225 | 1072 | 222 | 220 | 702 | 523 |
| Arrive On Green | 0.50 | 0.50 | 0.50 | 1.00 | 1.00 | 1.00 | 0.38 | 0.38 | 0.38 | 0.38 | 0.38 | 0.38 |
| Sat Flow, veh/h | 730 | 1870 | 1490 | 785 | 1670 | 153 | 877 | 2854 | 592 | 700 | 1870 | 1394 |
| Grp Volume(v), veh/h | 67 | 574 | 71 | 127 | 0 | 691 | 117 | 388 | 367 | 75 | 472 | 41 |
| Grp Sat Flow(s),veh/h/ln | 730 | 1870 | 1490 | 785 | 0 | 1823 | 877 | 1777 | 1669 | 700 | 1870 | 1394 |
| Q Serve(g_s), s | 4.5 | 19.7 | 2.2 | 9.3 | 0.0 | 0.0 | 11.6 | 15.7 | 15.8 | 8.6 | 19.0 | 1.7 |
| Cycle Q Clear(g_c), s | 4.5 | 19.7 | 2.2 | 29.1 | 0.0 | 0.0 | 30.5 | 15.7 | 15.8 | 24.5 | 19.0 | 1.7 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.08 | 1.00 | | 0.35 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 448 | 944 | 751 | 304 | 0 | 920 | 225 | 667 | 627 | 220 | 702 | 523 |
| V/C Ratio(X) | 0.15 | 0.61 | 0.09 | 0.42 | 0.00 | 0.75 | 0.52 | 0.58 | 0.59 | 0.34 | 0.67 | 0.08 |
| Avail Cap(c_a), veh/h | 448 | 944 | 751 | 304 | 0 | 920 | 235 | 689 | 647 | 228 | 725 | 541 |
| 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 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 12.2 | 15.9 | 11.6 | 6.3 | 0.0 | 0.0 | 36.2 | 22.5 | 22.5 | 32.3 | 23.5 | 18.1 |
| Incr Delay (d2), s/veh | 0.7 | 2.9 | 0.2 | 4.2 | 0.0 | 5.6 | 1.9 | 1.2 | 1.3 | 0.9 | 2.3 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 1.4 | 13.4 | 1.4 | 2.4 | 0.0 | 2.6 | 4.6 | 10.7 | 10.3 | 2.7 | 13.3 | 1.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 12.9 | 18.9 | 11.9 | 10.5 | 0.0 | 5.6 | 38.1 | 23.6 | 23.8 | 33.2 | 25.8 | 18.1 |
| LnGrp LOS | B | B | B | B | A | A | D | C | C | C | C | B |
| Approach Vol, veh/h | | 712 | | | 818 | | | 872 | | | 588 | |
| Approach Delay, s/veh | | 17.6 | | | 6.4 | | | 25.6 | | | 26.2 | |
| Approach LOS | | B | | | A | | | C | | | C | |

| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 51.1 | | 38.9 | | 51.1 | | 38.9 | | | | |
| Change Period (Y+Rc), s | | * 5.7 | | * 5.1 | | * 5.7 | | * 5.1 | | | | |
| Max Green Setting (Gmax), s | | * 44 | | * 35 | | * 44 | | * 35 | | | | |
| Max Q Clear Time (g_c+I1), s | | 31.1 | | 26.5 | | 21.7 | | 32.5 | | | | |
| Green Ext Time (p_c), s | | 4.8 | | 2.4 | | 4.8 | | 1.3 | | | | |

| Intersection Summary | | |
|---|---|---|
| HCM 6th Ctrl Delay | | 18.6 |
| HCM 6th LOS | | B |

**Notes**

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 51 | 574 | 66 | 121 | 674 | 64 | 79 | 348 | 223 | 64 | 252 | 36 |
| Future Volume (veh/h) | 51 | 574 | 66 | 121 | 674 | 64 | 79 | 348 | 223 | 64 | 252 | 36 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.93 | 1.00 | | 0.93 | 0.99 | | 0.95 | 1.00 | | 0.95 |
| Parking Bus, Adj | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 55 | 624 | 61 | 132 | 733 | 61 | 86 | 378 | 214 | 70 | 274 | 34 |
| 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 | 383 | 1701 | 166 | 372 | 1873 | 156 | 280 | 358 | 203 | 80 | 528 | 65 |
| Arrive On Green | 0.19 | 0.19 | 0.19 | 0.57 | 0.57 | 0.57 | 0.33 | 0.33 | 0.33 | 0.33 | 0.33 | 0.33 |
| Sat Flow, veh/h | 681 | 2996 | 292 | 757 | 3299 | 274 | 1063 | 1100 | 623 | 825 | 1621 | 201 |
| Grp Volume(v), veh/h | 55 | 369 | 316 | 132 | 395 | 399 | 86 | 0 | 592 | 70 | 0 | 308 |
| Grp Sat Flow(s),veh/h/ln | 681 | 1777 | 1511 | 757 | 1777 | 1796 | 1063 | 0 | 1723 | 825 | 0 | 1822 |
| Q Serve(g_s), s | 6.4 | 16.3 | 16.4 | 11.7 | 11.1 | 11.1 | 6.4 | 0.0 | 29.3 | 0.0 | 0.0 | 12.3 |
| Cycle Q Clear(g_c), s | 17.5 | 16.3 | 16.4 | 28.1 | 11.1 | 11.1 | 18.8 | 0.0 | 29.3 | 29.3 | 0.0 | 12.3 |
| Prop In Lane | 1.00 | | 0.19 | 1.00 | | 0.15 | 1.00 | | 0.36 | 1.00 | | 0.11 |
| Lane Grp Cap(c), veh/h | 383 | 1009 | 858 | 372 | 1009 | 1020 | 280 | 0 | 561 | 80 | 0 | 593 |
| V/C Ratio(X) | 0.14 | 0.37 | 0.37 | 0.36 | 0.39 | 0.39 | 0.31 | 0.00 | 1.06 | 0.87 | 0.00 | 0.52 |
| Avail Cap(c_a), veh/h | 383 | 1009 | 858 | 372 | 1009 | 1020 | 280 | 0 | 561 | 80 | 0 | 593 |
| HCM Platoon Ratio | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 27.8 | 22.4 | 22.5 | 20.6 | 10.8 | 10.8 | 32.3 | 0.0 | 30.4 | 45.0 | 0.0 | 24.6 |
| Incr Delay (d2), s/veh | 0.8 | 1.0 | 1.2 | 2.6 | 1.1 | 1.1 | 0.6 | 0.0 | 53.5 | 60.8 | 0.0 | 0.8 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 2.2 | 12.6 | 11.1 | 4.1 | 7.7 | 7.8 | 3.0 | 0.0 | 28.2 | 5.2 | 0.0 | 9.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 28.6 | 23.5 | 23.7 | 23.2 | 11.9 | 11.9 | 32.9 | 0.0 | 83.8 | 105.8 | 0.0 | 25.4 |
| LnGrp LOS | C | C | C | C | B | B | C | A | F | F | A | C |
| Approach Vol, veh/h | | 740 | | | 926 | | | 678 | | | 378 | |
| Approach Delay, s/veh | | 23.9 | | | 13.6 | | | 77.4 | | | 40.3 | |
| Approach LOS | | C | | | B | | | E | | | D | |

| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 56.0 | | 34.0 | | 56.0 | | 34.0 | | | | |
| Change Period (Y+Rc), s | | 4.9 | | * 4.7 | | 4.9 | | * 4.7 | | | | |
| Max Green Setting (Gmax), s | | 51.1 | | * 29 | | 51.1 | | * 29 | | | | |
| Max Q Clear Time (g_c+I1), s | | 30.1 | | 31.3 | | 19.5 | | 31.3 | | | | |
| Green Ext Time (p_c), s | | 6.2 | | 0.0 | | 5.4 | | 0.0 | | | | |

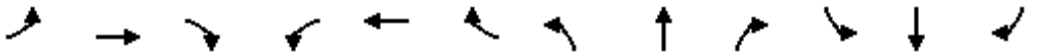
| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HCM 6th Ctrl Delay | | | 36.0 | | | | | | | | | |
| HCM 6th LOS | | | D | | | | | | | | | |

Notes

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

# HCM 6th Signalized Intersection Summary
## 1: Gower St & Hollywood Blvd

03/18/2024



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 57 | 416 | 74 | 132 | 459 | 22 | 53 | 282 | 136 | 64 | 521 | 242 |
| Future Volume (veh/h) | 57 | 416 | 74 | 132 | 459 | 22 | 53 | 282 | 136 | 64 | 521 | 242 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 0.98 | | 0.97 | 1.00 | | 0.94 | 1.00 | | 0.97 | 0.98 | | 0.94 |
| 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 | 62 | 452 | 59 | 143 | 499 | 23 | 58 | 307 | 69 | 70 | 566 | 112 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 512 | 934 | 767 | 381 | 883 | 41 | 165 | 1094 | 242 | 383 | 712 | 569 |
| Arrive On Green | 0.50 | 0.50 | 0.50 | 1.00 | 1.00 | 1.00 | 0.38 | 0.38 | 0.38 | 0.38 | 0.38 | 0.38 |
| Sat Flow, veh/h | 866 | 1870 | 1535 | 887 | 1768 | 82 | 762 | 2872 | 634 | 991 | 1870 | 1494 |
| Grp Volume(v), veh/h | 62 | 452 | 59 | 143 | 0 | 522 | 58 | 188 | 188 | 70 | 566 | 112 |
| Grp Sat Flow(s),veh/h/ln | 866 | 1870 | 1535 | 887 | 0 | 1850 | 762 | 1777 | 1730 | 991 | 1870 | 1494 |
| Q Serve(g_s), s | 3.5 | 14.4 | 1.8 | 6.9 | 0.0 | 0.1 | 6.6 | 6.6 | 6.8 | 4.8 | 24.2 | 4.5 |
| Cycle Q Clear(g_c), s | 3.6 | 14.4 | 1.8 | 21.2 | 0.0 | 0.1 | 30.8 | 6.6 | 6.8 | 11.6 | 24.2 | 4.5 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.04 | 1.00 | | 0.37 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 512 | 934 | 767 | 381 | 0 | 923 | 165 | 677 | 659 | 383 | 712 | 569 |
| V/C Ratio(X) | 0.12 | 0.48 | 0.08 | 0.38 | 0.00 | 0.57 | 0.35 | 0.28 | 0.29 | 0.18 | 0.79 | 0.20 |
| Avail Cap(c_a), veh/h | 512 | 934 | 767 | 381 | 0 | 923 | 213 | 788 | 767 | 445 | 829 | 663 |
| 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 | 0.00 | 0.93 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 12.2 | 14.9 | 11.7 | 3.5 | 0.0 | 0.0 | 38.4 | 19.3 | 19.4 | 23.4 | 24.7 | 18.7 |
| Incr Delay (d2), s/veh | 0.5 | 1.8 | 0.2 | 2.6 | 0.0 | 2.3 | 1.3 | 0.2 | 0.2 | 0.2 | 4.7 | 0.2 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 1.3 | 10.3 | 1.1 | 1.4 | 0.0 | 1.1 | 2.3 | 4.8 | 4.9 | 2.0 | 16.6 | 2.8 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 12.7 | 16.7 | 11.9 | 6.1 | 0.0 | 2.4 | 39.7 | 19.5 | 19.6 | 23.6 | 29.4 | 18.8 |
| LnGrp LOS | B | B | B | A | A | A | D | B | B | C | C | B |
| Approach Vol, veh/h | | 573 | | | 665 | | | 434 | | | 748 | |
| Approach Delay, s/veh | | 15.8 | | | 3.2 | | | 22.2 | | | 27.3 | |
| Approach LOS | | B | | | A | | | C | | | C | |

| Timer - Assigned Phs | | 2 | | 4 | | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 50.6 | | 39.4 | | 50.6 | | 39.4 | | | | |
| Change Period (Y+Rc), s | | * 5.7 | | * 5.1 | | * 5.7 | | * 5.1 | | | | |
| Max Green Setting (Gmax), s | | * 39 | | * 40 | | * 39 | | * 40 | | | | |
| Max Q Clear Time (g_c+I1), s | | 23.2 | | 26.2 | | 16.4 | | 32.8 | | | | |
| Green Ext Time (p_c), s | | 3.9 | | 3.8 | | 3.5 | | 1.5 | | | | |

| Intersection Summary | | |
|---|---|---|
| HCM 6th Ctrl Delay | 17.0 | |
| HCM 6th LOS | B | |

**Notes**

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

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 49 | 495 | 73 | 156 | 562 | 63 | 40 | 209 | 162 | 86 | 375 | 58 |
| Future Volume (veh/h) | 49 | 495 | 73 | 156 | 562 | 63 | 40 | 209 | 162 | 86 | 375 | 58 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.95 | 0.99 | | 0.95 | 1.00 | | 0.96 | 1.00 | | 0.96 |
| Parking Bus, Adj | 1.00 | 1.00 | 0.95 | 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 | 53 | 538 | 67 | 170 | 611 | 59 | 43 | 227 | 138 | 93 | 408 | 55 |
| 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 | 441 | 1761 | 218 | 470 | 1861 | 179 | 164 | 345 | 209 | 221 | 516 | 70 |
| Arrive On Green | 0.57 | 0.57 | 0.57 | 0.57 | 0.57 | 0.57 | 0.32 | 0.32 | 0.32 | 0.32 | 0.32 | 0.32 |
| Sat Flow, veh/h | 764 | 3082 | 382 | 811 | 3256 | 314 | 929 | 1071 | 651 | 1015 | 1604 | 216 |
| Grp Volume(v), veh/h | 53 | 309 | 296 | 170 | 333 | 337 | 43 | 0 | 365 | 93 | 0 | 463 |
| Grp Sat Flow(s),veh/h/ln | 764 | 1777 | 1687 | 811 | 1777 | 1793 | 929 | 0 | 1722 | 1015 | 0 | 1821 |
| Q Serve(g_s), s | 3.5 | 8.1 | 8.2 | 12.4 | 8.9 | 8.9 | 4.0 | 0.0 | 16.4 | 7.8 | 0.0 | 20.8 |
| Cycle Q Clear(g_c), s | 12.5 | 8.1 | 8.2 | 20.6 | 8.9 | 8.9 | 24.8 | 0.0 | 16.4 | 24.2 | 0.0 | 20.8 |
| Prop In Lane | 1.00 | | 0.23 | 1.00 | | 0.17 | 1.00 | | 0.38 | 1.00 | | 0.12 |
| Lane Grp Cap(c), veh/h | 441 | 1016 | 964 | 470 | 1016 | 1025 | 164 | 0 | 554 | 221 | 0 | 586 |
| V/C Ratio(X) | 0.12 | 0.30 | 0.31 | 0.36 | 0.33 | 0.33 | 0.26 | 0.00 | 0.66 | 0.42 | 0.00 | 0.79 |
| Avail Cap(c_a), veh/h | 441 | 1016 | 964 | 470 | 1016 | 1025 | 261 | 0 | 733 | 327 | 0 | 775 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 13.5 | 10.0 | 10.0 | 15.4 | 10.2 | 10.2 | 39.0 | 0.0 | 26.3 | 36.7 | 0.0 | 27.8 |
| Incr Delay (d2), s/veh | 0.6 | 0.8 | 0.8 | 2.2 | 0.9 | 0.9 | 0.8 | 0.0 | 1.3 | 1.3 | 0.0 | 4.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 1.2 | 5.7 | 5.4 | 4.4 | 6.2 | 6.3 | 1.7 | 0.0 | 11.0 | 3.6 | 0.0 | 14.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 14.0 | 10.8 | 10.8 | 17.5 | 11.0 | 11.0 | 39.9 | 0.0 | 27.6 | 38.0 | 0.0 | 31.9 |
| LnGrp LOS | B | B | B | B | B | B | D | A | C | D | A | C |
| Approach Vol, veh/h | | 658 | | | 840 | | | 408 | | | 556 | |
| Approach Delay, s/veh | | 11.1 | | | 12.3 | | | 28.9 | | | 32.9 | |
| Approach LOS | | B | | | B | | | C | | | C | |

| Timer - Assigned Phs | 2 | 4 | 6 | 8 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 56.3 | 33.7 | 56.3 | 33.7 |
| Change Period (Y+Rc), s | 4.9 | * 4.7 | 4.9 | * 4.7 |
| Max Green Setting (Gmax), s | 42.1 | * 38 | 42.1 | * 38 |
| Max Q Clear Time (g_c+I1), s | 22.6 | 26.2 | 14.5 | 26.8 |
| Green Ext Time (p_c), s | 5.3 | 2.7 | 4.5 | 2.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 19.4 |
| HCM 6th LOS | B |

Notes

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

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 556 | 60 | 57 | 595 | 0 | 11 | 0 | 11 | 0 | 0 | 0 |
| Future Volume (veh/h) | 0 | 556 | 60 | 57 | 595 | 0 | 11 | 0 | 11 | 0 | 0 | 0 |
| 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 | 0 | 1870 | 1870 | 1870 | 1870 | 0 | 1870 | 1870 | 1870 | 0 | 1870 | 0 |
| Adj Flow Rate, veh/h | 0 | 604 | 62 | 62 | 647 | 0 | 12 | 0 | 0 | 0 | 0 | 0 |
| 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, % | 0 | 2 | 2 | 2 | 2 | 0 | 2 | 2 | 2 | 0 | 2 | 0 |
| Cap, veh/h | 0 | 825 | 85 | 552 | 1619 | 0 | 121 | 0 | 46 | 0 | 54 | 0 |
| Arrive On Green | 0.00 | 0.99 | 0.99 | 0.31 | 0.87 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Sat Flow, veh/h | 0 | 1668 | 171 | 1781 | 1870 | 0 | 1418 | 0 | 1585 | 0 | 1870 | 0 |
| Grp Volume(v), veh/h | 0 | 0 | 666 | 62 | 647 | 0 | 12 | 0 | 0 | 0 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 0 | 0 | 1840 | 1781 | 1870 | 0 | 1418 | 0 | 1585 | 0 | 1870 | 0 |
| Q Serve(g_s), s | 0.0 | 0.0 | 1.3 | 2.2 | 6.4 | 0.0 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.0 | 0.0 | 1.3 | 2.2 | 6.4 | 0.0 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Prop In Lane | 0.00 | | 0.09 | 1.00 | | 0.00 | 1.00 | | 1.00 | 0.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 0 | 0 | 910 | 552 | 1619 | 0 | 121 | 0 | 46 | 0 | 54 | 0 |
| V/C Ratio(X) | 0.00 | 0.00 | 0.73 | 0.11 | 0.40 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 0 | 0 | 910 | 552 | 1619 | 0 | 442 | 0 | 405 | 0 | 478 | 0 |
| HCM Platoon Ratio | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 0.00 | 0.89 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 0.0 | 0.0 | 0.3 | 22.2 | 1.2 | 0.0 | 42.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 0.0 | 4.6 | 0.1 | 0.7 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 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 | 0.0 | 0.0 | 2.4 | 1.7 | 1.4 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 0.0 | 0.0 | 4.9 | 22.3 | 2.0 | 0.0 | 43.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LnGrp LOS | A | A | A | C | A | A | D | A | A | A | A | A |
| Approach Vol, veh/h | | 666 | | | 709 | | | 12 | | | 0 | |
| Approach Delay, s/veh | | 4.9 | | | 3.8 | | | 43.2 | | | 0.0 | |
| Approach LOS | | A | | | A | | | D | | | | |

| Timer - Assigned Phs | | 2 | | 4 | 5 | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 83.4 | | 6.6 | 33.4 | 50.0 | | 6.6 | | | | |
| Change Period (Y+Rc), s | | * 5.5 | | 4.0 | * 5.5 | * 5.5 | | 4.0 | | | | |
| Max Green Setting (Gmax), s | | * 58 | | 23.0 | * 7.5 | * 45 | | 23.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 8.4 | | 0.0 | 4.2 | 3.3 | | 2.7 | | | | |
| Green Ext Time (p_c), s | | 5.3 | | 0.0 | 0.0 | 5.5 | | 0.0 | | | | |

| Intersection Summary | | |
|---|---|---|
| HCM 6th Ctrl Delay | | 4.6 |
| HCM 6th LOS | | A |

**Notes**

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.8 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 559 | 8 | 8 | 652 | 0 | 69 |
| Future Vol, veh/h | 559 | 8 | 8 | 652 | 0 | 69 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 125 | - | - | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 608 | 9 | 9 | 709 | 0 | 75 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 617 | 0 | - | 613 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | - | 4.12 | - | - | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | 2.218 | - | - | 3.318 |
| Pot Cap-1 Maneuver | - | - | 963 | - | 0 | 492 |
| Stage 1 | - | - | - | - | 0 | - |
| Stage 2 | - | - | - | - | 0 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 963 | - | - | 492 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.1 | 13.6 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 492 | - | - | 963 | - |
| HCM Lane V/C Ratio | 0.152 | - | - | 0.009 | - |
| HCM Control Delay (s) | 13.6 | - | - | 8.8 | - |
| HCM Lane LOS | B | - | - | A | - |
| HCM 95th %tile Q(veh) | 0.5 | - | - | 0 | - |

# HCM 6th Signalized Intersection Summary
## 1: Gower St & Hollywood Blvd

03/18/2024

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 62 | 542 | 81 | 129 | 593 | 72 | 110 | 575 | 157 | 78 | 434 | 143 |
| Future Volume (veh/h) | 62 | 542 | 81 | 129 | 593 | 72 | 110 | 575 | 157 | 78 | 434 | 143 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 0.97 | | 0.94 | 1.00 | | 0.90 | 0.99 | | 0.88 | 0.99 | | 0.88 |
| 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 | 67 | 589 | 71 | 140 | 645 | 74 | 120 | 625 | 138 | 85 | 472 | 41 |
| 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 | 441 | 949 | 756 | 298 | 825 | 95 | 221 | 1049 | 231 | 214 | 697 | 519 |
| Arrive On Green | 0.51 | 0.51 | 0.51 | 1.00 | 1.00 | 1.00 | 0.37 | 0.37 | 0.37 | 0.37 | 0.37 | 0.37 |
| Sat Flow, veh/h | 712 | 1870 | 1490 | 774 | 1626 | 187 | 877 | 2816 | 620 | 695 | 1870 | 1393 |
| Grp Volume(v), veh/h | 67 | 589 | 71 | 140 | 0 | 719 | 120 | 394 | 369 | 85 | 472 | 41 |
| Grp Sat Flow(s),veh/h/ln | 712 | 1870 | 1490 | 774 | 0 | 1813 | 877 | 1777 | 1659 | 695 | 1870 | 1393 |
| Q Serve(g_s), s | 4.6 | 20.4 | 2.2 | 11.3 | 0.0 | 0.0 | 12.0 | 16.1 | 16.2 | 10.1 | 19.1 | 1.7 |
| Cycle Q Clear(g_c), s | 4.6 | 20.4 | 2.2 | 31.7 | 0.0 | 0.0 | 31.0 | 16.1 | 16.2 | 26.3 | 19.1 | 1.7 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.10 | 1.00 | | 0.37 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 441 | 949 | 756 | 298 | 0 | 920 | 221 | 662 | 618 | 214 | 697 | 519 |
| V/C Ratio(X) | 0.15 | 0.62 | 0.09 | 0.47 | 0.00 | 0.78 | 0.54 | 0.59 | 0.60 | 0.40 | 0.68 | 0.08 |
| Avail Cap(c_a), veh/h | 441 | 949 | 756 | 298 | 0 | 920 | 225 | 669 | 625 | 217 | 705 | 525 |
| 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 | 0.80 | 0.00 | 0.80 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 12.1 | 15.9 | 11.5 | 7.1 | 0.0 | 0.0 | 36.7 | 22.8 | 22.8 | 33.4 | 23.7 | 18.3 |
| Incr Delay (d2), s/veh | 0.7 | 3.0 | 0.2 | 4.2 | 0.0 | 5.3 | 2.6 | 1.4 | 1.5 | 1.2 | 2.6 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 1.4 | 13.8 | 1.4 | 2.8 | 0.0 | 2.4 | 4.8 | 11.0 | 10.5 | 3.1 | 13.4 | 1.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 12.8 | 19.0 | 11.7 | 11.3 | 0.0 | 5.3 | 39.3 | 24.2 | 24.3 | 34.6 | 26.3 | 18.3 |
| LnGrp LOS | B | B | B | B | A | A | D | C | C | C | C | B |
| Approach Vol, veh/h | | 727 | | | 859 | | | 883 | | | 598 | |
| Approach Delay, s/veh | | 17.7 | | | 6.3 | | | 26.3 | | | 26.9 | |
| Approach LOS | | B | | | A | | | C | | | C | |

| Timer - Assigned Phs | 2 | 4 | 6 | 8 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 51.4 | 38.6 | 51.4 | 38.6 |
| Change Period (Y+Rc), s | * 5.7 | * 5.1 | * 5.7 | * 5.1 |
| Max Green Setting (Gmax), s | * 45 | * 34 | * 45 | * 34 |
| Max Q Clear Time (g_c+I1), s | 33.7 | 28.3 | 22.4 | 33.0 |
| Green Ext Time (p_c), s | 4.7 | 1.8 | 5.0 | 0.5 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 18.8 |
| HCM 6th LOS | B |

**Notes**

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

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 59 | 613 | 78 | 121 | 696 | 64 | 83 | 348 | 223 | 64 | 252 | 42 |
| Future Volume (veh/h) | 59 | 613 | 78 | 121 | 696 | 64 | 83 | 348 | 223 | 64 | 252 | 42 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 0.93 | 1.00 | | 0.93 | 0.99 | | 0.95 | 1.00 | | 0.95 |
| Parking Bus, Adj | 1.00 | 1.00 | 0.85 | 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 | 64 | 666 | 73 | 132 | 757 | 61 | 90 | 378 | 215 | 70 | 274 | 38 |
| 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 | 382 | 1712 | 187 | 407 | 1916 | 154 | 263 | 345 | 196 | 80 | 502 | 70 |
| Arrive On Green | 0.58 | 0.58 | 0.58 | 0.58 | 0.58 | 0.58 | 0.31 | 0.31 | 0.31 | 0.31 | 0.31 | 0.31 |
| Sat Flow, veh/h | 666 | 2957 | 323 | 717 | 3309 | 267 | 1059 | 1097 | 624 | 824 | 1596 | 221 |
| Grp Volume(v), veh/h | 64 | 400 | 339 | 132 | 406 | 412 | 90 | 0 | 593 | 70 | 0 | 312 |
| Grp Sat Flow(s),veh/h/ln | 666 | 1777 | 1503 | 717 | 1777 | 1799 | 1059 | 0 | 1721 | 824 | 0 | 1817 |
| Q Serve(g_s), s | 5.2 | 11.0 | 11.0 | 11.0 | 11.2 | 11.2 | 6.9 | 0.0 | 28.3 | 0.0 | 0.0 | 12.8 |
| Cycle Q Clear(g_c), s | 16.5 | 11.0 | 11.0 | 22.1 | 11.2 | 11.2 | 19.7 | 0.0 | 28.3 | 28.3 | 0.0 | 12.8 |
| Prop In Lane | 1.00 | | 0.22 | 1.00 | | 0.15 | 1.00 | | 0.36 | 1.00 | | 0.12 |
| Lane Grp Cap(c), veh/h | 382 | 1029 | 870 | 407 | 1029 | 1041 | 263 | 0 | 541 | 80 | 0 | 571 |
| V/C Ratio(X) | 0.17 | 0.39 | 0.39 | 0.32 | 0.40 | 0.40 | 0.34 | 0.00 | 1.10 | 0.87 | 0.00 | 0.55 |
| Avail Cap(c_a), veh/h | 382 | 1029 | 870 | 407 | 1029 | 1041 | 263 | 0 | 541 | 80 | 0 | 571 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 14.8 | 10.3 | 10.3 | 16.3 | 10.3 | 10.3 | 33.7 | 0.0 | 30.9 | 45.0 | 0.0 | 25.5 |
| Incr Delay (d2), s/veh | 0.9 | 1.1 | 1.3 | 2.1 | 1.1 | 1.1 | 0.8 | 0.0 | 67.3 | 60.8 | 0.0 | 1.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 1.6 | 7.6 | 6.6 | 3.6 | 7.8 | 7.8 | 3.3 | 0.0 | 30.7 | 5.2 | 0.0 | 9.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 15.8 | 11.4 | 11.6 | 18.4 | 11.5 | 11.5 | 34.5 | 0.0 | 98.2 | 105.8 | 0.0 | 26.6 |
| LnGrp LOS | B | B | B | B | B | B | C | A | F | F | A | C |
| Approach Vol, veh/h | | 803 | | | 950 | | | 683 | | | 382 | |
| Approach Delay, s/veh | | 11.8 | | | 12.4 | | | 89.8 | | | 41.1 | |
| Approach LOS | | B | | | B | | | F | | | D | |

| Timer - Assigned Phs | 2 | 4 | 6 | 8 |
|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 57.0 | 33.0 | 57.0 | 33.0 |
| Change Period (Y+Rc), s | 4.9 | * 4.7 | 4.9 | * 4.7 |
| Max Green Setting (Gmax), s | 52.1 | * 28 | 52.1 | * 28 |
| Max Q Clear Time (g_c+I1), s | 24.1 | 30.3 | 18.5 | 30.3 |
| Green Ext Time (p_c), s | 7.1 | 0.0 | 6.0 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 34.9 |
| HCM 6th LOS | C |

Notes

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

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 745 | 32 | 30 | 767 | 0 | 64 | 0 | 62 | 0 | 0 | 0 |
| Future Volume (veh/h) | 0 | 745 | 32 | 30 | 767 | 0 | 64 | 0 | 62 | 0 | 0 | 0 |
| 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 | 0 | 1870 | 1870 | 1870 | 1870 | 0 | 1870 | 1870 | 1870 | 0 | 1870 | 0 |
| Adj Flow Rate, veh/h | 0 | 810 | 34 | 33 | 834 | 0 | 70 | 0 | 3 | 0 | 0 | 0 |
| 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, % | 0 | 2 | 2 | 2 | 2 | 0 | 2 | 2 | 2 | 0 | 2 | 0 |
| Cap, veh/h | 0 | 921 | 39 | 390 | 1494 | 0 | 212 | 0 | 148 | 0 | 174 | 0 |
| Arrive On Green | 0.00 | 1.00 | 1.00 | 0.22 | 0.80 | 0.00 | 0.09 | 0.00 | 0.09 | 0.00 | 0.00 | 0.00 |
| Sat Flow, veh/h | 0 | 1782 | 75 | 1781 | 1870 | 0 | 1418 | 0 | 1585 | 0 | 1870 | 0 |
| Grp Volume(v), veh/h | 0 | 0 | 844 | 33 | 834 | 0 | 70 | 0 | 3 | 0 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 0 | 0 | 1857 | 1781 | 1870 | 0 | 1418 | 0 | 1585 | 0 | 1870 | 0 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 1.3 | 14.6 | 0.0 | 4.2 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.0 | 0.0 | 0.0 | 1.3 | 14.6 | 0.0 | 4.2 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 |
| Prop In Lane | 0.00 | | 0.04 | 1.00 | | 0.00 | 1.00 | | 1.00 | 0.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 0 | 0 | 959 | 390 | 1494 | 0 | 212 | 0 | 148 | 0 | 174 | 0 |
| V/C Ratio(X) | 0.00 | 0.00 | 0.88 | 0.08 | 0.56 | 0.00 | 0.33 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 0 | 0 | 959 | 390 | 1494 | 0 | 442 | 0 | 405 | 0 | 478 | 0 |
| HCM Platoon Ratio | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 0.00 | 0.77 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 0.0 | 0.0 | 0.0 | 28.0 | 3.3 | 0.0 | 38.9 | 0.0 | 37.1 | 0.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 0.0 | 9.1 | 0.1 | 1.5 | 0.0 | 0.9 | 0.0 | 0.1 | 0.0 | 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 | 0.0 | 0.0 | 4.3 | 1.0 | 6.9 | 0.0 | 2.7 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 0.0 | 0.0 | 9.1 | 28.1 | 4.8 | 0.0 | 39.8 | 0.0 | 37.1 | 0.0 | 0.0 | 0.0 |
| LnGrp LOS | A | A | A | C | A | A | D | A | D | A | A | A |
| Approach Vol, veh/h | | 844 | | | 867 | | | 73 | | | 0 | |
| Approach Delay, s/veh | | 9.1 | | | 5.7 | | | 39.7 | | | 0.0 | |
| Approach LOS | | A | | | A | | | D | | | | |

| Timer - Assigned Phs | | 2 | | 4 | 5 | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | | 77.6 | | 12.4 | 25.4 | 52.2 | | 12.4 | | | | |
| Change Period (Y+Rc), s | | * 5.7 | | 4.0 | * 5.7 | * 5.7 | | 4.0 | | | | |
| Max Green Setting (Gmax), s | | * 57 | | 23.0 | * 5.1 | * 47 | | 23.0 | | | | |
| Max Q Clear Time (g_c+I1), s | | 16.6 | | 0.0 | 3.3 | 2.0 | | 6.2 | | | | |
| Green Ext Time (p_c), s | | 7.8 | | 0.0 | 0.0 | 8.1 | | 0.2 | | | | |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 8.7 |
| HCM 6th LOS | A |

**Notes**

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 783 | 24 | 24 | 797 | 0 | 24 |
| Future Vol, veh/h | 783 | 24 | 24 | 797 | 0 | 24 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 125 | - | - | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 851 | 26 | 26 | 866 | 0 | 26 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 877 | 0 | - | 864 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | - | 4.12 | - | - | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | 2.218 | - | - | 3.318 |
| Pot Cap-1 Maneuver | - | - | 770 | - | 0 | 354 |
| Stage 1 | - | - | - | - | 0 | - |
| Stage 2 | - | - | - | - | 0 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 770 | - | - | 354 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.3 | 16 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 354 | - | - | 770 | - |
| HCM Lane V/C Ratio | 0.074 | - | - | 0.034 | - |
| HCM Control Delay (s) | 16 | - | - | 9.8 | - |
| HCM Lane LOS | C | - | - | A | - |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0.1 | - |

# Appendix J.2

Los Angeles Department of Transportation
Assessment Letter

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

# CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

6000 W Hollywood Bl
DOT Case No. CEN22-54325

Date: August 9, 2024

To: Brenda Kahinju, Administrative Clerk
Department of City Planning

From: Eileen Hunt, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION ASSESSMENT FOR THE PROPOSED MIXED-USE PROJECT LOCATED AT 6000 WEST HOLLYWOOD BOULEVARD (ENV-2022-6688-EIR/VTT-83987-VHCA)**

The Los Angeles Department of Transportation (LADOT) has reviewed the transportation assessment prepared by Fehr & Peers, dated May 2024, for the proposed mixed-use project (Project) located at 6000 West Hollywood Boulevard within the Central Area Planning Commission (APC) and a Transit Oriented Community (TOC) Tier 3. 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 LADOT's Transportation Assessment Guidelines (TAG), as described below.

**DISCUSSION AND FINDINGS**

A. Project Description

The Project proposes to replace an existing Toyota of Hollywood car dealership with a 35-story residential tower, a six-story office tower, and a three to five story residential village on the south side of Hollywood Boulevard within the block between Gower Street and Bronson Avenue as illustrated in **Attachment A1**. The development will provide 306 multi-family residential dwelling units, 44 affordable housing units, and 136,000 square feet of office space. The office tower and residential village will also house 18,004 square feet of retail space and 4,038 square feet of restaurant space. A total of 244 (42 short-term and 202 long-term) bicycle parking spaces will be located within the Project site and 894 vehicle parking spaces will be located within four levels (three subterranean levels and one ground floor level) of parking. The development will be accessed via three driveways on Hollywood Boulevard: a private drive/west driveway, a full-access in/right-turn out middle driveway, and an egress only east driveway as illustrated in **Attachment A1**. The Project proposes to construct a new signal at the west driveway, which will serve the office and commercial uses. The Project also proposes to remove the existing signalized midblock crosswalk and construct a new midblock crosswalk east of the middle driveway, which will serve the residential uses and will connect to the resident pick-up/drop-off zone, subterranean parking, and on-site loading zones. The east driveway will be east of the new signalized crosswalk and will serve truck egress. Primary pedestrian access will be provided along Hollywood Boulevard. The Project is expected to be completed by 2029.

The transportation assessment includes a separate transportation analysis which takes into consideration two projects that are anticipated to be built prior to the Project's opening year

2029: the Hollywood Boulevard Safety and Mobility Project and the Access to Hollywood Project (**Attachment A2)**. The Hollywood Boulevard Safety and Mobility Project, an LADOT project, will upgrade Hollywood Boulevard from Gower Street to Lyman Place and Sunset Boulevard from Hillhurst Avenue to Fountain Avenue including protected bike lanes in each direction of Hollywood Boulevard between Gower Street and the intersection of Sunset Boulevard and Fountain Avenue and the reduction of travel lanes on most of Hollywood Boulevard. The Access to Hollywood project, led by Council District 13 and the Bureau of Engineering with funds made possible through Metro, is a revision of the Hollywood Walk of Fame Master Plan. Phase I of the Access to Hollywood project, which was announced as the Metro Active Transportation Program Quick-Build, proposes to continue the protected bike lane on Hollywood Boulevard from Gower Street to Orange Drive, introduce a bus lane, and expand sidewalks in some areas.

B. Freeway Safety Analysis

Per the Interim Guidance for Freeway Safety Analysis memorandum issued by LADOT 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 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 tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9$^{th}$ Edition as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the Project **does** exceed the net 250 daily vehicle trips threshold.

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

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

The assessment determined that the Project would **not** have a significant transportation impact under Thresholds T-1 and T-3. A 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 LADOT TAG provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

The LADOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. LADOT identified distinct thresholds for significant VMT impacts for each of the seven 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 Fehr & Peers, the Project proposes to incorporate the TDM strategies of promotions and marketing and bike parking per Los Angeles Municipal Code (LAMC) as project design features. With the application of these TDM measures, the proposed Project is projected to have a Household VMT per capita of 4.3 and a Work VMT per employee of 7.0. 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

Vehicle access will be provided via three driveways on Hollywood Boulevard: a west driveway for the office and commercial uses, a full-access in/right-turn out middle driveway for the residential uses, and an egress only east driveway for trucks as illustrated in **Attachment A1**. Pick-up/drop-off and loading zones will be on-site and primary pedestrian access to the Project will be provided along Hollywood Boulevard.

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

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. LADOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment C** to this report.

**PROJECT REQUIREMENTS**

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. New Traffic Signal, New Midblock Crosswalk, Parking Lane Removal, and Restriping

On Hollywood Boulevard, the Project proposes to maintain the proposed protected bike lanes in each direction, remove the existing signalized midblock crosswalk, construct a new signal at the west driveway, and construct a new signalized midblock crosswalk between the middle and east driveways approximately 530 feet west of Bronson Avenue. The on-street parking lane on the north side of Hollywood Boulevard would be removed, and Hollywood Boulevard would be restriped to provide two left-turn pockets at both proposed Project driveways and short sections of a two-way left turn lane. Left-turn ingress would be permitted from the left-turn pockets into the Project site at both the west and middle driveways as illustrated in **Attachment A1 and A2**. The Project should coordinate with the LADOT Hollywood-Wilshire District Office for the review and approval of the new traffic signal, midblock crosswalk, lane configuration and restriping.

All improvements, enhancements, and associated improvement work within the City of Los Angeles must be **guaranteed** through Bureau of Engineering's (BOE) B-Permit process, prior to the issuance of any building permits and **completed** prior to the issuance of any certificates of occupancy. Temporary certificates of occupancy may be granted in the event of any delay through no fault of the applicant, provided that, in each case, the applicant has demonstrated reasonable efforts and due diligence to the satisfaction of LADOT. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor email LADOT's B-Permit Coordinator at ladot.planprocessing@lacity.org to arrange a pre-design meeting to finalize the proposed design needed for the Project.

2. Parking Requirements

The Project would provide parking for 894 vehicles and 244 bicycles onsite. The applicant should check with the Departments of Building and Safety and City Planning on the number of parking spaces required for this Project within a TOC Tier 3.

3. Highway Dedication and Street Widening Requirements

Per the 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. 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.

4. Project Access and Circulation

Vehicle access will be provided via three driveways on Hollywood Boulevard: a west driveway for the office and commercial uses, a full-access in/right-turn out middle driveway for the residential uses, and an egress only east driveway for trucks on Hollywood Boulevard as illustrated in **Attachment A1**. Pick-up/drop-off and loading zones will be on-site and primary pedestrian access to the Project will be provided along Hollywood Boulevard. Review of this study does not constitute approval of the dimensions for any new proposed driveway. Review and approval of the driveway should be coordinated with LADOT's Citywide Planning Coordination Section <ladot.onestop.@lacity.org>. In order to minimize and prevent last minute building design changes, the applicant should contact LADOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design. The applicant should check with City Planning regarding the Project's driveway placement and design.

5. Worksite Traffic Control Requirements
LADOT recommends that a construction work site traffic control plan be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to http://ladot.lacity.org/businesses/temporary-traffic-control-plans to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. LADOT also recommends that all construction related truck traffic be restricted to off-peak hours to the extent feasible.

6. TDM Ordinance 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 which is expected to be completed prior to the anticipated construction of this Project, if approved.

7. 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.

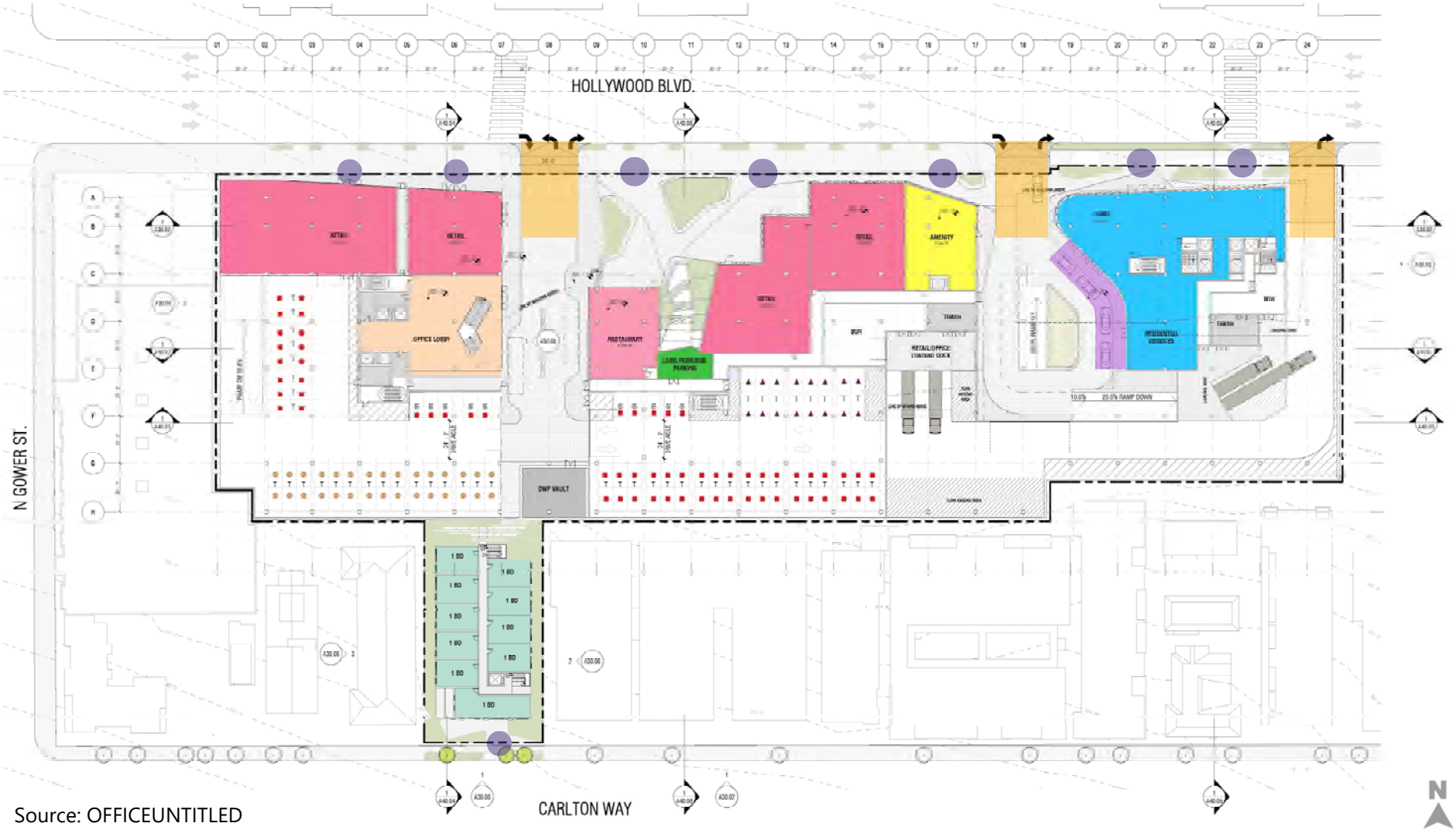
If you have any questions, please contact Jose Cardenas of my staff at (213) 972-4995 or LADOT Central Development Review <ladot.devreview.cen@lacity.org>.

Attachments

*I:\Letters\2024\CEN22-54325_6000 W Hollywood Bl_MU_TS_ltr.docx*

c: Emma Howard/Ted Walker, Council District 13
Hokchi Chiu, Central District, BOE
Oliver Hou/Bhuvan Bajaj, Hollywood-Wilshire District, DOT
Taimour Tanavoli, Case Management Office, DOT
Dongyang Lin/Tom Gaul, Fehr & Peers

ATTACHMENT A1
CEN22-54325_6000 W Hollywood Blvd MU




Source: OFFICEUNTITLED

**LEGEND**

- RETAIL
- F&B
- OFFICE LOBBY
- OFFICE
- RESIDENTIAL LOBBY
- RESIDENTIAL AMENITY
- STUDIO
- 1 BEDROOM
- 2 BEDROOM
- 3 BEDROOM
- BIKE PARKING - LONG TERM
- RETAIL PARKING
- F&B PARKING
- OFFICE PARKING
- RESIDENTIAL PARKING
- T TANDEM
- S STANDARD
- C COMPACT
- P PARALLEL PARKING STALL

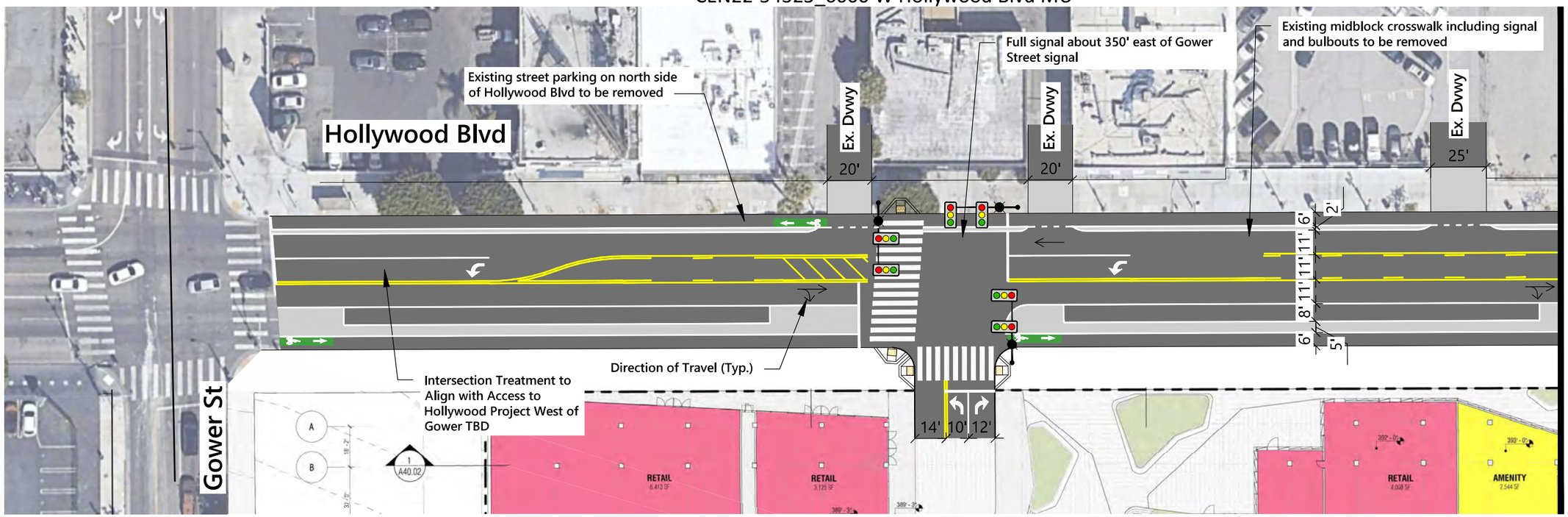
- Driveway
- Residential Loading Zone
- Pedestrian Entrance

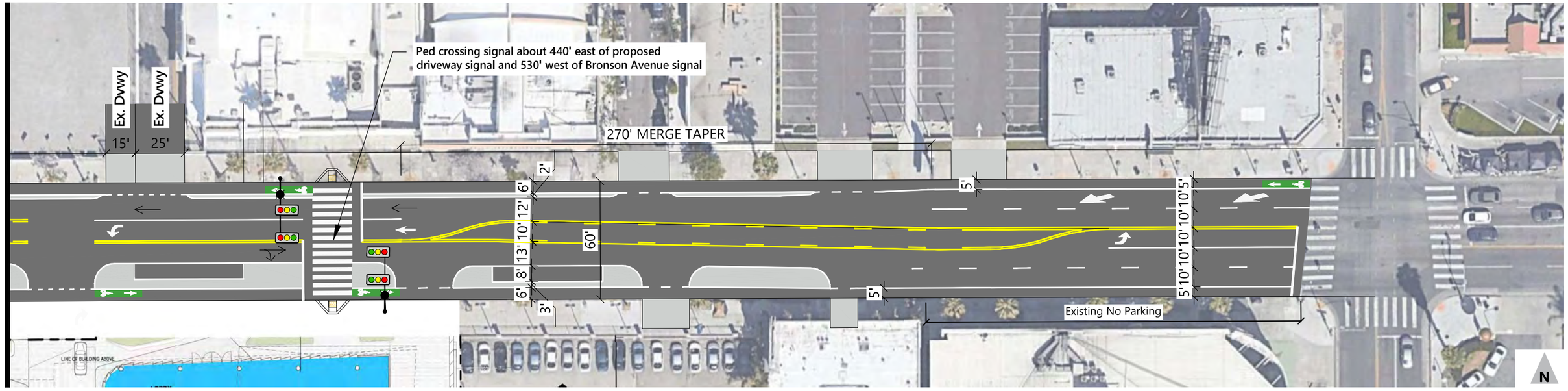
Figure 2

6000 Hollywood Boulevard Project Site Plan

ATTACHMENT A2

CEN22-54325_6000 W Hollywood Blvd MU




50 0 50 100

1" = 50' GRAPHIC SCALE

Figure I-1

Proposed Modifications to Hollywood Boulevard with Hollywood Safety and Metro ATP Quick-Build Projects (Parking on South Side)
6000 Hollywood Boulevard

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

CADD FILE: N:\Jobs\Active\3300s\3345_Hollywood Toyota\Graphics\CAD\3345--Concept_SouthParking.dwg

Apr. 04, 2024

# CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

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

## Project Information

**Project:** 6000 Hollywood Blvd
**Scenario:**
**Address:** 6000 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 station?**

● Yes ○ No

## Existing Land Use

| Land Use Type | Value | Unit |
|---|---|---|
| | | ksf |
| Retail \| Auto Repair | 31.833 | 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 |
|---|---|---|
| | | ksf |
| Housing \| Multi-Family | 306 | DU |
| Retail \| General Retail | 18.004 | ksf |
| Retail \| High-Turnover Sit-Down Restaurant | 4.038 | ksf |
| Office \| General Office | 136 | ksf |
| Housing \| Affordable Housing - Family | 44 | 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 Project |
|---|---|
| 640 Daily Vehicle Trips | 3,225 Daily Vehicle Trips |
| 4,220 Daily VMT | 21,505 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 | 2,585 Net Daily Trips |
| The net increase in daily VMT ≤ 0 | 17,285 Net Daily VMT |
| The proposed project consists of only retail land uses ≤ 50,000 square feet total. | 22.042 ksf |

**The proposed project is required to perform VMT analysis.**

Measuring the Miles

# CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

## Project Information

**Project:** 6000 Hollywood Blvd

**Scenario:**

**Address:** 6000 W HOLLYWOOD BLVD, 90028


| Proposed Project Land Use Type | Value | Unit |
|---|---|---|
| Housing \| Multi-Family | 306 | DU |
| Housing \| Affordable Housing - Family | 44 | DU |
| Retail \| General Retail | 18.004 | ksf |
| Retail \| High-Turnover Sit-Down Restaurant | 4.038 | ksf |
| Office \| General Office | 136 | ksf |

## TDM Strategies

Select each section to show individual strategies

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

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

- **A** Parking
- **B** Transit
- **C** Education & Encouragement
  - Voluntary Travel Behavior Change Program: 100 percent of employees and residents participating — ☐ Proposed Prj ☐ Mitigation
  - Promotions & Marketing: 100 percent of employees and residents participating — ☑ Proposed Prj ☐ Mitigation
- **D** Commute Trip Reductions
- **E** Shared Mobility
- **F** Bicycle Infrastructure
- **G** Neighborhood Enhancement

## Analysis Results

| Proposed Project | With Mitigation |
|---|---|
| 3,077 Daily Vehicle Trips | 3,077 Daily Vehicle Trips |
| 20,516 Daily VMT | 20,516 Daily VMT |
| 4.3 Household VMT per Capita | 4.3 Household VMT per Capita |
| 7.0 Work VMT per Employee | 7.0 Work VMT per Employee |

### Significant VMT Impact?

| Proposed Project | With Mitigation |
|---|---|
| **Household: No** Threshold = 6.0 15% Below APC | **Household: No** Threshold = 6.0 15% Below APC |
| **Work: No** Threshold = 7.6 15% Below APC | **Work: No** Threshold = 7.6 15% Below APC |

Measuring the Miles

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: June 6, 2023
Project Name: 6000 Hollywood Blvd
Project Scenario:
Project Address: 6000 W HOLLYWOOD BLVD, 90028

*Version 1.4*

| Project Information | | | |
|---|---|---|---|
| **Land Use Type** | | **Value** | **Units** |
| **Housing** | *Single Family* | *0* | *DU* |
| | Multi Family | 306 | DU |
| | *Townhouse* | *0* | *DU* |
| | *Hotel* | *0* | *Rooms* |
| | *Motel* | *0* | *Rooms* |
| **Affordable Housing** | Family | 44 | DU |
| | *Senior* | *0* | *DU* |
| | *Special Needs* | *0* | *DU* |
| | *Permanent Supportive* | *0* | *DU* |
| **Retail** | General Retail | 18.004 | 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 | 4.038 | 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 | 136.000 | ksf |
| | *Medical Office* | *0.000* | *ksf* |
| *Industrial* | *Light Industrial* | *0.000* | *ksf* |
| | *Manufacturing* | *0.000* | *ksf* |
| | *Warehousing/Self-Storage* | *0.000* | *ksf* |
| *School* | *University* | *0* | *Students* |
| | *High School* | *0* | *Students* |
| | *Middle School* | *0* | *Students* |
| | *Elementary* | *0* | *Students* |
| | *Private School (K-12)* | *0* | *Students* |
| *Other* | | *0* | *Trips* |

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: June 6, 2023
Project Name: 6000 Hollywood Blvd
Project Scenario:
Project Address: 6000 W HOLLYWOOD BLVD, 90028

*Version 1.4*

| Analysis Results | | | |
|---|---|---|---|
| Total Employees: 596<br>Total Population: 828 | | | |
| ***Proposed Project*** | | ***With Mitigation*** | |
| **3,077** | **Daily Vehicle Trips** | **3,077** | **Daily Vehicle Trips** |
| **20,516** | **Daily VMT** | **20,516** | **Daily VMT** |
| **4.3** | **Household VMT per Capita** | **4.3** | **Household VMT per Capita** |
| **7** | **Work VMT per Employee** | **7** | **Work VMT per Employee** |

| Significant VMT Impact? | | | |
|---|---|---|---|
| **APC: Central** | | | |
| Impact Threshold: 15% Below APC Average<br>Household = 6.0<br>Work = 7.6 | | | |
| ***Proposed Project*** | | ***With Mitigation*** | |
| **VMT Threshold** | **Impact** | **VMT Threshold** | **Impact** |
| Household > 6.0 | No | Household > 6.0 | No |
| Work > 7.6 | No | Work > 7.6 | No |

## TDM Strategy Inputs

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

(cont. on following page)

## TDM Strategy Inputs, Cont.

| Strategy Type | | Description | Proposed Project | Mitigations |
|---|---|---|---|---|
| Transit | Reduce transit headways | Reduction in headways (increase in frequency) (%) | 0% | 0% |
| | | Existing transit mode share (as a percent of total daily trips) (%) | 0% | 0% |
| | | Lines within project site improved (<50%, >=50%) | 0 | 0 |
| | Implement neighborhood shuttle | Degree of implementation (low, medium, high) | 0 | 0 |
| | | Employees and residents eligible (%) | 0% | 0% |
| | Transit subsidies | Employees and residents eligible (%) | 0% | 0% |
| | | Amount of transit subsidy per passenger (daily equivalent) ($) | $0.00 | $0.00 |
| Education & Encouragement | Voluntary travel behavior change program | Employees and residents participating (%) | 0% | 0% |
| | Promotions and marketing | Employees and residents participating (%) | 100% | 100% |

(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* |
| | | *Degree of implementation (low, medium, high)* | *0* | *0* |
| | *Employer sponsored vanpool or shuttle* | *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: June 6, 2023
Project Name: 6000 Hollywood Blvd
Project Scenario:
Project Address: 6000 W HOLLYWOOD BLVD, 90028

*Version 1.4*

### TDM Adjustments by Trip Purpose & Strategy

**Place type: Compact Infill**

| | | *Home Based Work Production* | | *Home Based Work Attraction* | | *Home Based Other Production* | | *Home Based Other Attraction* | | *Non-Home Based Other Production* | | *Non-Home Based Other Attraction* | | *Source* |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | |
| **Parking** | Reduce parking supply | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | TDM Strategy Appendix, Parking sections 1 - 5 |
| | Unbundle parking | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | Parking cash-out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | Price workplace parking | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | Residential area parking permits | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | |
| **Transit** | Reduce transit headways | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | TDM Strategy Appendix, Transit sections 1 - 3 |
| | Implement neighborhood shuttle | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | Transit subsidies | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| **Education & Encouragement** | Voluntary travel behavior change program | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | TDM Strategy Appendix, Education & Encouragement sections 1 - 2 |
| | Promotions and marketing | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 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: Compact Infill**

| | | *Home Based Work Production* | | *Home Based Work Attraction* | | *Home Based Other Production* | | *Home Based Other Attraction* | | *Non-Home Based Other Production* | | *Non-Home Based Other Attraction* | | *Source* |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | |
| **Bicycle Infrastructure** | Implement/ Improve on-street bicycle facility | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3 |
| | Include Bike parking per LAMC | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | |
| | Include secure bike parking and showers | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | |
| **Neighborhood Enhancement** | Traffic calming improvements | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2 |
| | Pedestrian network improvements | *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** | *5%* | *5%* | *5%* | *5%* | *5%* | *5%* | *5%* | *5%* | *5%* | *5%* | *5%* | *1%* |
| **MAX. TDM EFFECT** | *5%* | *5%* | *5%* | *5%* | *5%* | *5%* | *5%* | *5%* | *5%* | *5%* | *5%* | *5%* |

***= 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: June 6, 2023
Project Name: 6000 Hollywood Blvd
Project Scenario:
Project Address: 6000 W HOLLYWOOD BLVD, 90028

*Version 1.4*

### MXD Methodology - Project Without TDM

| | Unadjusted Trips | MXD Adjustment | MXD Trips | Average Trip Length | Unadjusted VMT | MXD VMT |
|---|---|---|---|---|---|---|
| Home Based Work Production | 311 | -36.3% | 198 | 7.6 | 2,364 | 1,505 |
| Home Based Other Production | 863 | -46.6% | 461 | 4.8 | 4,142 | 2,213 |
| Non-Home Based Other Production | 822 | -4.5% | 785 | 7.1 | 5,836 | 5,574 |
| Home-Based Work Attraction | 864 | -39.4% | 524 | 8.3 | 7,171 | 4,349 |
| Home-Based Other Attraction | 1,321 | -41.9% | 767 | 6.1 | 8,058 | 4,679 |
| Non-Home Based Other Attraction | 517 | -5.2% | 490 | 6.5 | 3,361 | 3,185 |

### 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 | -4.6% | 189 | 1,436 | -4.6% | 189 | 1,436 |
| Home Based Other Production | -4.6% | 440 | 2,111 | -4.6% | 440 | 2,111 |
| Non-Home Based Other Production | -4.6% | 749 | 5,318 | -4.6% | 749 | 5,318 |
| Home-Based Work Attraction | -4.6% | 500 | 4,149 | -4.6% | 500 | 4,149 |
| Home-Based Other Attraction | -4.6% | 732 | 4,464 | -4.6% | 732 | 4,464 |
| Non-Home Based Other Attraction | -4.6% | 467 | 3,038 | -4.6% | 467 | 3,038 |

### MXD VMT Methodology Per Capita & Per Employee

Total Population: 828
Total Employees: 596
APC: Central

| | *Proposed Project* | *Project with Mitigation Measures* |
|---|---|---|
| *Total Home Based Production VMT* | **3,547** | **3,547** |
| *Total Home Based Work Attraction VMT* | **4,149** | **4,149** |
| *Total Home Based VMT Per Capita* | **4.3** | **4.3** |
| *Total Work Based VMT Per Employee* | **7.0** | **7.0** |

**Table I-2: Opening Year (2029) Intersection Level of Service and Queueing Analysis, with Hollywood Safety and Metro ATP Quick-Build Projects**

| # | Study Intersection | No Project | | | | Plus Project | | | Movement[1] | Storage Length[3] | 95th Percentile Queue[3] | | | | Project Contributes to Unacceptable Queuing[2] | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Intersection LOS (AM/PM) | Movement[1] | Directional LOS | | Intersection LOS (AM/PM) | Directional LOS | | | | No Project | | Plus Project | | | |
| | | | | AM | PM | | AM | PM | | | AM | PM | AM | PM | AM | PM |
| 1 | Gower Street & Hollywood Boulevard | B/B | EBL | B | B | B/B | B | B | EBL | 175 | 50 | 50 | 50 | 50 | No | No |
| | | | EBT | B | B | | B | B | EBT | 775 | 250 | 350 | 275 | 350 | No | No |
| | | | EBR | B | B | | B | B | EBR | 50 | 50 | 50 | 50 | 50 | No | No |
| | | | WBL | A | B | | A | B | WBL | 100 | 50 | 75 | 50 | 75 | No | No |
| | | | WBT | A | A | | A | A | WBT | 450 / 300[4] | 50 | 75 | 50 | 75 | No | No |
| | | | WBR | A | A | | A | A | WBR | | | | | | | |
| | | | NBL | D | D | | D | D | NBL | 75 | 50 | 125 | 75 | 125 | No | No |
| | | | NBT | B | C | | B | C | NBT | 575 | 125 | 275 | 125 | 275 | No | No |
| | | | NBR | B | C | | B | C | NBR | | | | | | | |
| | | | SBL | C | C | | C | C | SBL | 75 | 50 | 75 | 50 | 100 | No | No |
| | | | SBT | C | C | | C | C | SBT | 350 | 425 | 350 | 425 | 350 | No | No |
| | | | SBR | B | B | | B | B | SBR | 75 | 75 | 25 | 75 | 25 | No | No |
| 2 | Bronson Avenue &Hollywood Boulevard | C/D | EBL | C | C | B/C | B | B | EBL | 100 | 50 | 50 | 50 | 50 | No | No |
| | | | EBT | C | C | | B | B | EBT | 800 / 500[4] | 250 | 300 | 150 | 175 | No | No |
| | | | EBR | C | C | | B | B | EBR | | | | | | | |
| | | | WBL | C | C | | B | B | WBL | 150 | 125 | 125 | 125 | 100 | No | No |
| | | | WBT | B | B | | B | B | WBT | 200 | 150 | 200 | 175 | 200 | No | No |
| | | | WBR | B | B | | B | B | WBR | | | | | | | |
| | | | NBL | D | C | | D | C | NBL | 100 | 50 | 75 | 50 | 100 | No | No |
| | | | NBT | A | A | | A | A | NBT | 1,225 | 275 | 725 | 275 | 775 | No | No |
| | | | NBR | C | F | | C | F | NBR | | | | | | | |
| | | | SBL | D | F | | D | F | SBL | 1,225 | 100 | 150 | 100 | 150 | No | No |
| | | | SBT | A | A | | A | A | SBT | | | | | | | |
| | | | SBR | C | C | | C | C | SBR | | | | | | | |

Notes

1. EBL= Eastbound left, EBT = Eastbound through, EBR = Eastbound right, WBL = Westbound left, WBT = Westbound through, WBR = Westbound right, NBL = Northbound left, NBT = Northbound through, NBR = Northbound right, SBL = Southbound left, SBT = Southbound through, SBR = Southbound right.
2. Unacceptable queuing as defined in the report text, per the August 2022 Los Angeles Department of Transportation Assessment Guidelines.
3. Queue lengths are outputs derived from the Opening Year Conditions Synchro peak hour models developed for this Project. The 95th percentile queue length is a conservative assumption commonly employed for intersection design considerations and does not represent the typical queue length an average driver would experience. Storage lengths and queues are shown in feet and rounded up to the nearest 25.
4. With Project storage lengths would change with the proposed Project modifications to Hollywood Boulevard.

Source: Fehr & Peers, 2024.