Appendix L

Transportation

Appendix L.1

Transportation Assessment

Gibson transportation consulting, inc.

MEMORANDUM

TO: Wes Pringle, Los Angeles Department of Transportation

FROM: Casey Le, P.E.
Rebecca Avanesian

DATE: April 10, 2023

RE: Supplemental Transportation Assessment for the Refined Sunset Vine 2 Project
Hollywood, California **Ref:** J1837

This memorandum presents an assessment of the mixed-use development project (Project) located at 6260-6290 Sunset Boulevard, 1460-1480 Vine Street, and 6251-6165 Leland Way (Project Site) in the *Hollywood Community Plan* (Los Angeles Department of City Planning [LADCP], 1988) area of the City of Los Angeles, California (City). The Project's development program has been refined since the issuance of the Los Angeles Department of Transportation (LADOT) *Inter-Departmental Correspondence: Transportation Assessment for the Proposed Mixed-Use Development Located at 6266 West Sunset Boulevard* (August 2, 2021) (LADOT Assessment Letter) for *Memorandum: Transportation Assessment for the Sunset Vine 2 Project* (Gibson Transportation Consulting, Inc. [GTC], May 20, 2021) and subsequent assessment detailed in *Memorandum: Transportation Assessment for the Revised Sunset Vine 2 Project, Hollywood, California* (GTC, November 15, 2021), collectively referred to herein as the Approved Transportation Assessment.

The Approved Transportation Assessment evaluated the Project's potential transportation impacts in accordance with the adopted methodology and guidelines in effect at the time of the approval, *Transportation Assessment Guidelines* (LADOT, July 2020) (TAG). Since the issuance of the LADOT Assessment Letter, an update to the TAG was released in August 2022. The analysis presented in this memorandum was prepared in accordance with the latest TAG.

ORIGINAL PROJECT

The Approved Transportation Assessment analyzed a land use program consisting of 153 multi-family residential units and 13,026 square feet (sf) of new neighborhood-serving ground floor commercial uses within a new eight-story building (Original Project). The new building would replace 12,236 sf of existing commercial uses and an existing surface parking lot that provides approximately 48 spaces. The Project Site also contains 64 multi-family residential units and 9,263 sf of commercial uses within the existing 19-story Sunset Vine Tower and two multi-family residential units within the duplex located at the southeast corner of the property. Under the Approved Transportation Assessment, these uses were not part of the Original Project and would remain on site.

The Approved Transportation Assessment assumed full buildout of the Original Project in Year 2025.

Parking for the Original Project would be contained within four levels of parking, with vehicular access provided via two driveways along Leland Way. The western driveway would provide access to commercial parking and to the existing parking garage that serves the Sunset Vine Tower. The eastern driveway would provide access to new residential parking. Pedestrian and bicycle access to the Project Site would be provided along Sunset Boulevard, Vine Street, and Leland Way.

The trip generation estimates for the Original Project were calculated using published rates from *Trip Generation Manual, 10th Edition* (Institute of Transportation Engineers [ITE], 2017). The application of *Trip Generation Manual, 10th Edition* rates is consistent with the study approach outlined in the Memorandum of Understanding (MOU), which was reviewed and approved by LADOT in February 2021. With the application of *Trip Generation Manual, 10th Edition* rates, the Original Project was anticipated to generate 47 net new morning peak hour trips (11 inbound, 36 outbound) and 55 net new afternoon peak hour trips (34 inbound, 21 outbound).

The analyses determined the Original Project would not result in any significant California Environmental Quality Act (CEQA) transportation impacts. The Original Project would be consistent with the City's adopted plans, programs, ordinances, and policies, would not exceed the Area Planning Commission (APC) thresholds for vehicle miles traveled (VMT), and would not cause any geometric design hazards. Therefore, no mitigation measures were required.

Furthermore, the non-CEQA operational evaluation concluded that the Original Project would not result in adverse increases in delay or queuing. Thus, no corrective measures were required.

REFINED PROJECT

The Project development program was refined to adjust the residential unit count and square footage of the Project commercial components, as well as to consider the one additional commercial building retained along Sunset Boulevard (Morgan Camera Shop). This refinement consists of 170 multi-family residential units (an increase of 17 units) and 16,680 sf of ground floor commercial uses (an increase of 3,654 sf) within a new eight-story building (Refined Project). The new building would replace 12,793 sf of existing commercial uses and an existing surface parking lot, as well as the residential duplex on the southeast corner of the property. Similar to the Original Project, the existing 19-story Sunset Vine Tower would remain on the site. Under the Refined Project, the 5,044 sf Morgan Camera Shop building would also remain. Vehicle parking would continue to be provided within four parking levels with access via two driveways along Leland Way. Pedestrian and bicycle access to the Project Site would continue to be provided via entrances along Sunset Boulevard, Vine Street, and Leland Way. The Refined Project would extend the buildout from Year 2025 to Year 2026.

The conceptual Project Site plan for the Refined Project is illustrated in Figure 1.

UPDATES TO PROJECT BACKGROUND CONTEXT

Existing Transit System

Since the Approved Transportation Assessment, updates to the Los Angeles County Metropolitan Transportation Authority (Metro) bus system in the immediate area have been implemented as part of the Metro's NextGen Bus Plan. Figure 2 illustrates the current transit service in the Study Area and the Major Transit Stop[1] at the Metro B Line Hollywood/Vine Station, which is located approximately 0.30 miles of the Project Site. Table 1 summarizes the transit lines operating in the Study Area for each of the service providers in the region, the type of service (peak vs. off-peak, express vs. local), and frequency of service based on current conditions, including recent changes per Metro's NextGen Bus Plan.

Related Projects

The Related Projects list provided in the Approved Transportation Assessment was also updated to incorporate the latest available information from LADOT and LADCP, as well as other recent studies for development projects in the area. The list of Related Projects, which was originally provided in Table 4 of the Approved Transportation Assessment, was updated to include Sunset + Wilcox Mixed-Use (Related Project #44) and Cahuenga Housing (Related Project #45), as detailed in Table 2 and illustrated in Figure 3. The additional Related Projects were considered and reflected in the future cumulative analysis.

CEQA ANALYSIS OF TRANSPORTATION IMPACTS

The Refined Project was evaluated for potential significant CEQA impacts consistent with the methodologies presented in the Approved Transportation Assessment.

Threshold T-1: Conflicting with Plans, Programs, Ordinances, Or Policies Analysis

Threshold T-1 assesses whether a project would conflict with an adopted program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities.

Consistent with the Original Project, the Refined Project would include the same land use types and be designed to conform with the applicable programs, plans, ordinances, or policies identified in Table 2-1.1 of the TAG related to the circulation system, including transit, roadways, bicycles, and pedestrian facilities. Furthermore, the Refined Project would not preclude the City from implementing future improvements to serve the long-term mobility needs of the City. Therefore, the Refined Project would not result in a significant impact under Threshold T-1.

[1] Public Resource Code Section 21064.3 defines a major transit stop as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods."

Cumulatively, each of the Related Projects considered in the analysis would be separately reviewed and approved by the City and would be individually responsible for complying with relevant plans, programs, ordinances, or policies addressing the circulation system. Therefore, consistent with the Original Project, the Refined Project, together with the Related Projects within 0.50 miles of the Project Site, would not result in a cumulative impact that would preclude the City from serving the transportation needs as defined by the City's adopted programs, plans, ordinances, or policies. The Refined Project and the Related Projects would not interfere with any of the general policy recommendations and/or pilot proposals, and, therefore, there would be no significant impact or cumulative impact.

Threshold T-2.1: Causing Substantial VMT Analysis

The VMT analysis for the Refined Project was evaluated using *City of Los Angeles VMT Calculator Version 1.3* (LADOT, July 2020) (VMT Calculator), consistent with the Approved Transportation Assessment. The VMT analysis presented below reflects estimates of daily household VMT per capita for the Refined Project. Consistent with the Approved Transportation Assessment, the latest TAG identifies a significant impact criterion of 6.0 household VMT per capita for the Central APC.

Refined Project VMT. The VMT Calculator was modeled with the Refined Project's land use and density as the primary inputs. Consistent with the Original Project, the Refined Project's new total commercial use is less than 50,000 sf. Therefore, per the TAG, the Refined Project's 16,680 sf of new ground floor commercial space are considered local-serving and, thus, have a negligible impact on regional VMT and a "no impact" determination can be made.

Consistent with the Approved Transportation Assessment, the VMT evaluation for the Refined Project accounted for the inclusion of Los Angeles municipal code-required short-term and long-term bicycle parking as transportation demand management strategies inherent to the Project design that help reduce the number of single occupancy vehicle trips.

As summarized in Table 3, the VMT Calculator estimates that the Refined Project would generate 1,570 total household VMT. Based on the VMT Calculator population assumptions, the Refined Project would generate an average household VMT per capita of 4.1, which would not exceed the significance thresholds for the Central APC (6.0 household VMT per capita). Therefore, consistent with the Original Project, the Refined Project would not result in a significant household VMT impact and no mitigation measures would be required. The detailed output from the VMT Calculator is provided in Attachment A.

Cumulative VMT Analysis. As detailed in the TAG, for projects that do not demonstrate a project impact by applying an efficiency-based impact threshold (i.e., household VMT per capita, work VMT per employee) in the project impact analysis, a less than significant impact conclusion is sufficient in demonstrating there is no cumulative VMT impact, as those projects are already shown to align with the long-term VMT and greenhouse gas goals of *Connect SoCal – The 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy* (Southern California Association of Governments, Adopted September 2020) (RTP/SCS). The Refined Project would not result in a significant VMT impact, as detailed above. Therefore, consistent with the Original Project, the Refined Project would result in a less than significant cumulative VMT impact under Threshold 2.1-1. Furthermore, the Refined Project would further reduce single occupancy trips to

the Project Site through design features that encourage a variety of transportation options. The Refined Project would also contribute to the productivity and use of the regional transportation system by providing employment near transit, consistent with the RTP/SCS goal of maximizing mobility and accessibility in the region.

Threshold T-2.2: Substantially Inducing Additional Automobile Travel Analysis

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

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

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

Threshold T-3 requires that a project undergo further evaluation if it proposes new driveways or new vehicle access points to the property from the public right-of-way (ROW) or modifications along the public ROW (i.e., street dedications) to determine if the geometric design features would substantially increase safety, operational, or capacity hazards.

Refined Project Consistency. Consistent with the Original Project, vehicular access to the Project Site under the Refined Project would be provided via two driveways on Leland Way, a designated Local Street in *Mobility Plan 2035, An Element of the General Plan* (LADCP, September 2016). The Project Applicant is requesting a Waiver of Dedication on the Project Site frontage on Leland Way. All other streets frontages along the Project Site currently meet the required street dedication widths. Pedestrian and bicycle access would be provided via separate entrances along Sunset Boulevard, Vine Street, and Leland Way. No additional access points are proposed as part of the Refined Project, and no unusual or new obstacles are presented in the design that would be considered hazardous to motorized vehicles, non-motorized vehicles, or pedestrians.

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

As detailed in the Approved Transportation Assessment, there are no identified Related Projects proposed with access points along the same block of the Project Site. Therefore, the Refined Project would not result in cumulative impacts that would substantially increase hazards due to geometric design features, including safety, operational, or capacity impacts.

CEQA Freeway Safety Analysis

LADOT issued *Interim Guidance for Freeway Safety Analysis* (May 1, 2020) (City Freeway Guidance) identifying requirements for a CEQA safety analysis of California Department of Transportation facilities as part of a transportation assessment. The City Freeway Guidance relates to the identification of potential safety impacts at freeway off-ramps as a result of increased traffic from development projects.

Based on the trip generation estimates and trip assignments detailed further below, the Refined Project would not add 25 or more peak hour trips to any freeway off-ramp. Therefore, no further freeway off-ramp queuing analysis is required. Furthermore, consistent with the Original Project, the Refined Project would not result in a significant safety impact, and no corrective measures at any freeway off-ramps would be required.

NON-CEQA TRANSPORTATION ANALYSIS

A non-CEQA operational transportation analysis of the Refined Project was conducted for informational purposes. The analysis methodology is consistent with the Approved Transportation Assessment.

Trip Generation

As previously detailed, the Project trip generation estimates in the Approved Transportation Assessment were calculated using published rates from *Trip Generation Manual, 10th Edition*, consistent with the study approach outlined in the MOU. As shown in Table 4A, with the application of *Trip Generation Manual, 10th Edition* rates, the Refined Project is estimated to generate 69 net new morning peak hour trips (23 inbound, 46 outbound) and 82 afternoon peak hour trips (50 inbound, 32 outbound).

Since the approval of the MOU and the Approved Transportation Assessment, ITE has published refined trip rates based on updated survey data in *Trip Generation Manual, 11th Edition* (2021), which are detailed in Table 4B. To provide further information, trip generation estimates for the Refined Project were also developed based on rates from *Trip Generation Manual, 11th Edition*. As shown in Table 4B, with application of rates from *Trip Generation Manual, 11th Edition*, the Refined Project would generate 72 net new morning peak hour trips (22 inbound, 50 outbound) and 73 net new afternoon peak hour trips (44 inbound, 29 outbound). Thus, the Refined Project trip generation estimates based on *Trip Generation Manual, 10th Edition* rates would result in more total morning and afternoon peak hour trips when compared to the trip estimates based on *Trip Generation Manual, 11th Edition*. Therefore, further evaluation of operational conditions with the addition of Refined Project trips based on *Trip Generation Manual, 10th Edition* was conducted for informational purposes only, detailed below.

The Refined Project trip generation estimates summarized in Table 4A and the trip distribution patterns detailed in Figure 16 of the Approved Transportation Assessment were used to assign the Refined Project-generated traffic through the study intersections. The resulting net Refined Project-only traffic volumes at the study intersections and driveway during typical weekday morning and afternoon peak hours are illustrated in Figure 4.

Pedestrian, Bicycle, And Transit Assessment

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

Consistent with the Original Project, the Refined Project would not cause degradation of existing pedestrian facilities or result in the deterioration of any existing bicycle facilities or transit facilities. The Refined Project pedestrian improvements would not preclude or interfere with the implementation of any future roadway improvements benefiting transit, pedestrians, or bicycles. The potential increase in pedestrian and bicycle volume resulting from the Refined Project would not warrant the installation of additional pedestrian facilities. The Study Area is well-served by transit and can accommodate the Refined Project's transit trips without placing a significant strain on capacity.

Operational Evaluation

In accordance with the TAG and consistent with the Approved Transportation Assessment, the intersection operational evaluation was conducted using the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016) (HCM) methodology, which was implemented using Synchro software and signal timing worksheets from the agency of jurisdiction to analyze intersection operating conditions. Intersection operations were evaluated under Existing Conditions (Year 2021), consistent with the Approved Transportation Assessment, and Future Conditions (Year 2026), the anticipated operational year for the Refined Project.

Level of service (LOS) and queuing worksheets for each scenario are provided in Attachment B.

Ambient Traffic Growth. As described above, the Refined Project extends the Project buildout from Year 2025 to Year 2026. Therefore, consistent with the Approved Transportation Assessment, an ambient growth rate of 1% per year compounded annually was applied to the existing traffic volumes to simulate Year 2026 traffic volumes. The total adjustment applied over the five-year period was 5.10%. This growth factor conservatively accounts for increases in traffic due to regional growth and development outside the Study Area, as well as traffic generated by ongoing or entitled projects near or within the Study Area (i.e., Related Projects).

Existing with Refined Project Conditions. The Refined Project-only morning and afternoon peak hour traffic volumes, described above and shown in Figure 4, were added to the existing morning and afternoon peak hour traffic volumes shown in Figure 10 of the Approved Transportation Assessment. The resulting volumes are illustrated in Figure 5 and represent Existing with Refined Project Conditions.

Table 5 summarizes the weekday morning and afternoon peak hour LOS results for each of the study intersections under Existing Conditions and Existing with Refined Project Conditions. Consistent with the analysis results in the Approved Transportation Assessment, all four study intersections would operate at LOS D or better during both the morning and afternoon peak hours under Existing with Refined Project Conditions.

Future with Refined Project Conditions. The Future Conditions analysis was updated to reflect Year 2026 conditions to correspond to the anticipated buildout year of the Refined Project. Consistent with the Approved Transportation Assessment, the Year 2026 future background traffic conditions account for both ambient growth and Related Projects.

The Related Projects volumes were added to the Existing Conditions traffic volumes with ambient growth through the projected Project buildout in Year 2026 and represent the Future without Project Conditions. The Future without Project Conditions traffic volumes at the study intersections are shown in Figure 6.

The Refined Project-only morning and afternoon peak hour traffic volumes, described above and shown in Figure 4, were added to the Future without Project morning and afternoon peak hour traffic volumes shown in Figure 6. The resulting volumes are illustrated in Figure 7 and represent Future with Refined Project Conditions after occupancy of the Refined Project in Year 2026.

Table 6 summarizes the results of the Future without Project Conditions and Future with Refined Project Conditions during the weekday morning and afternoon peak hours for the study intersections. Consistent with the analysis results in the Approved Transportation Assessment, two of the four study intersections would operate at LOS B or better during both the morning and afternoon peak hours under Future with Refined Project Conditions. The remaining signalized intersection of Vine Street & Sunset Boulevard is anticipated to operate at LOS E during both the analyzed peak hours under Future with Refined Project Conditions. The remaining unsignalized intersection of Vine Street & Leland Way is anticipated to operate at LOS E during the morning peak hour and LOS F during the afternoon peak hour under Future with Refined Project Conditions. It should be noted that the HCM Two-Way Stop Control Unsignalized methodology calculates the control delay, in seconds, for each individual approach of an intersection. The reported control delay represents the worst-case approach, typically on the lower volume minor street, and does not account for traffic gaps created by adjacent traffic signals which allow turn movements to proceed from the minor street.

Queuing Analysis. Consistent with the Approved Transportation Assessment, the study intersections and driveways were also analyzed to determine whether the lengths of intersection turning lanes could accommodate vehicle queue lengths based on the resulting 95th percentile queue lengths estimated using Synchro software. Based on the detailed queuing analysis worksheets provided in Attachment B, the driveways would operate either at acceptable LOS A or LOS B conditions during the morning and afternoon peak hours and could accommodate peak Project traffic demand. Queuing would not extend as far as Vine Street and would not significantly affect through-traffic movements along Leland Way. Based on the evaluation of the driveway and internal circulation, the traffic expected at the Refined Project driveways can be accommodated internally.

Residential Street Cut-Through Analysis

The objective of the residential street cut-through analysis is to determine potential increases in average daily traffic volumes on designated Local Streets, as classified in the City's General Plan, that can be identified as cut-through trips generated by the project that can adversely affect the character and function of those streets.

Consistent with the Original Project, the net daily trips generated by the Refined Project are not projected to lead to trip diversion to parallel routes along residential Local Streets, nor is the Refined Project projected to add a substantial amount of automobile traffic to congested Arterial Streets that could potentially cause a shift to residential Local Streets, nor is there a nearby residential Local Street that provides a viable alternative route to the Project Site. Thus, the addition of Refined Project trips would not adversely affect any residential Local Streets.

Project Construction Assessment

The construction analysis relates to the temporary effects that may result from the construction activities associated with the Project and was conducted in accordance with Section 3.4 of the TAG.

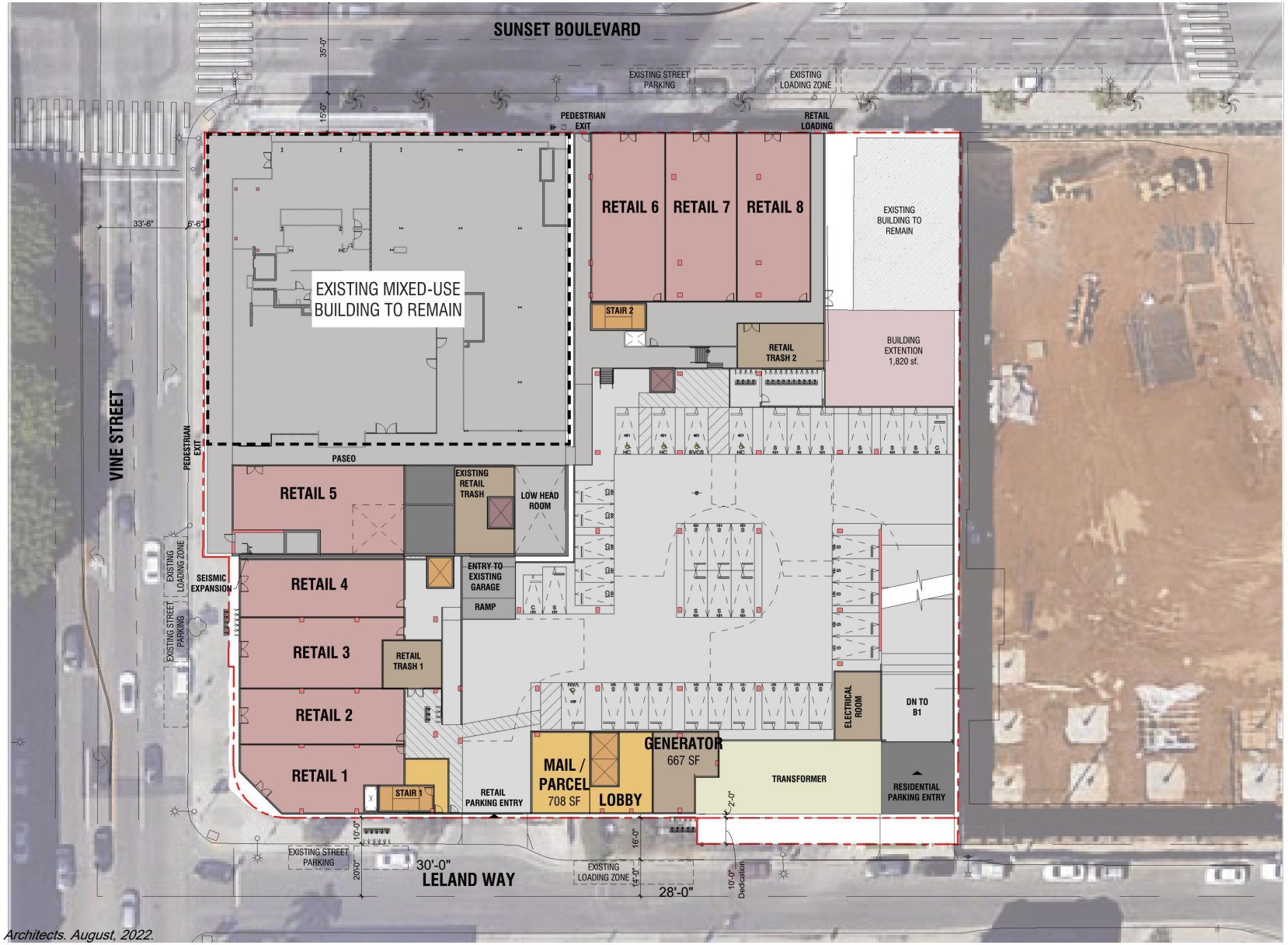
Under the Original Project, construction would take place over a period of approximately 30 months and approximately 36,800 cubic yards of material would be excavated and removed over a 40-workday period. Under the Refined Project, construction would occur over a period of approximately 32 months and approximately 40,123 cubic yards of material would be excavated and removed over a 56-workday period. All other construction-related information under the Original Project would remain unchanged under the Refined Project, including haul truck and construction worker trip forecasts, hours of construction activity, and any temporary closures of adjacent roadways for intermittent construction staging and/or unloading.

Consistent with the Original Project, a detailed Construction Traffic Management Plan, including street closure information, a detour plan, haul routes, and a staging plan, would be prepared and submitted to the City for review and approval, prior to commencing construction. With implementation of the Construction Traffic Management Plan, it is anticipated that almost all haul truck activity and construction worker trips to and from the Project Site would occur outside of the morning and afternoon commuter peak hours. Consistent with the Original Project, construction activity for the Refined Project is not expected to create hazards for roadway travelers, bus riders, or parkers.

CONCLUSION

The Refined Project is consistent with the City's plans, programs, ordinances, and policies and would not generate significant VMT impacts nor geometric design hazard impacts. Therefore, no mitigation measures would be required. Further operational analysis of the Refined Project was conducted for informational purposes and determined that, consistent with the Project in the Approved Transportation Assessment, the Refined Project would not result in any adverse operational conditions that would require further improvements.

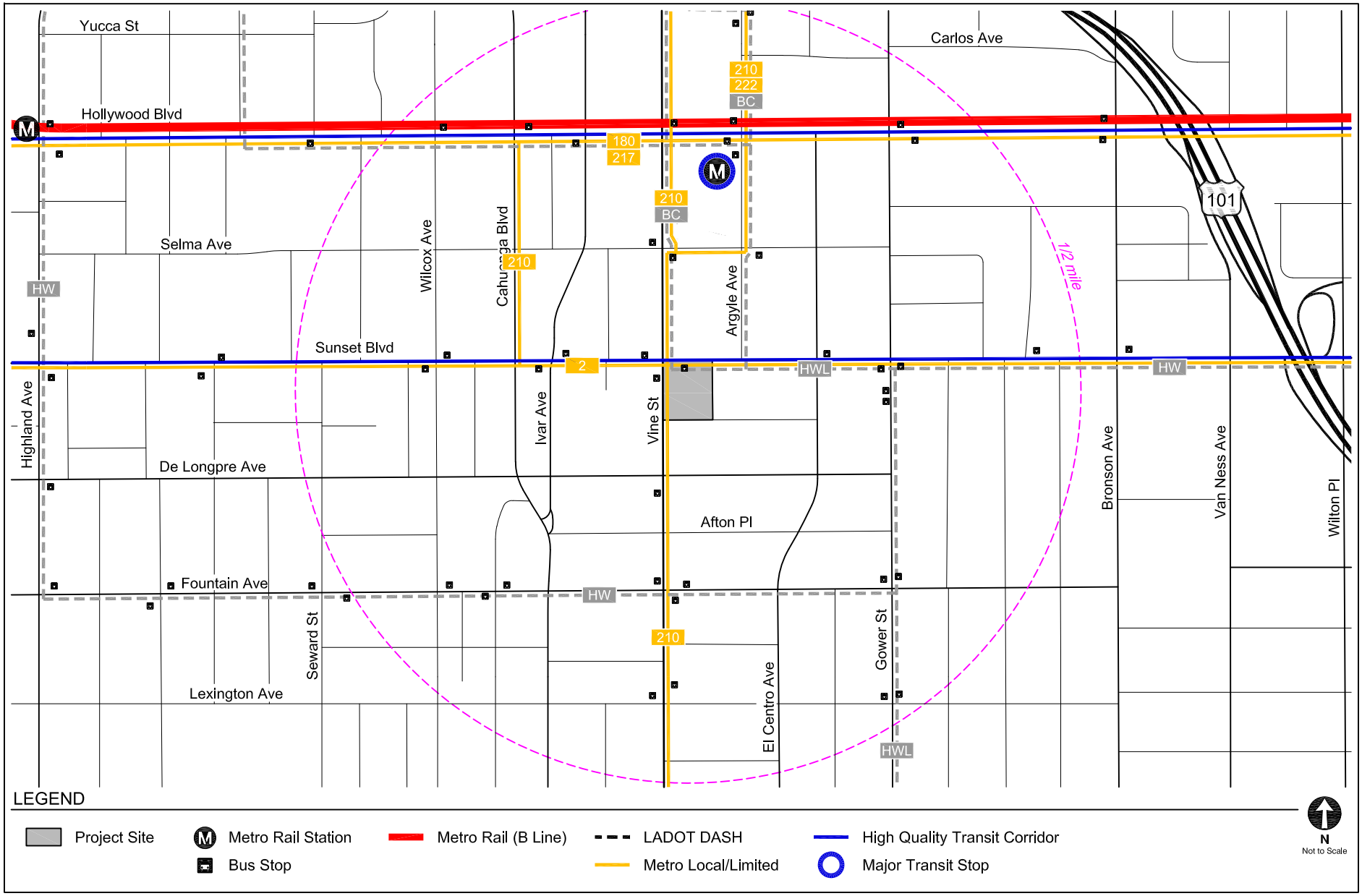
Therefore, the conclusions and findings of this analysis are consistent with the Approved Transportation Assessment.



Source: TCA Architects. August, 2022.

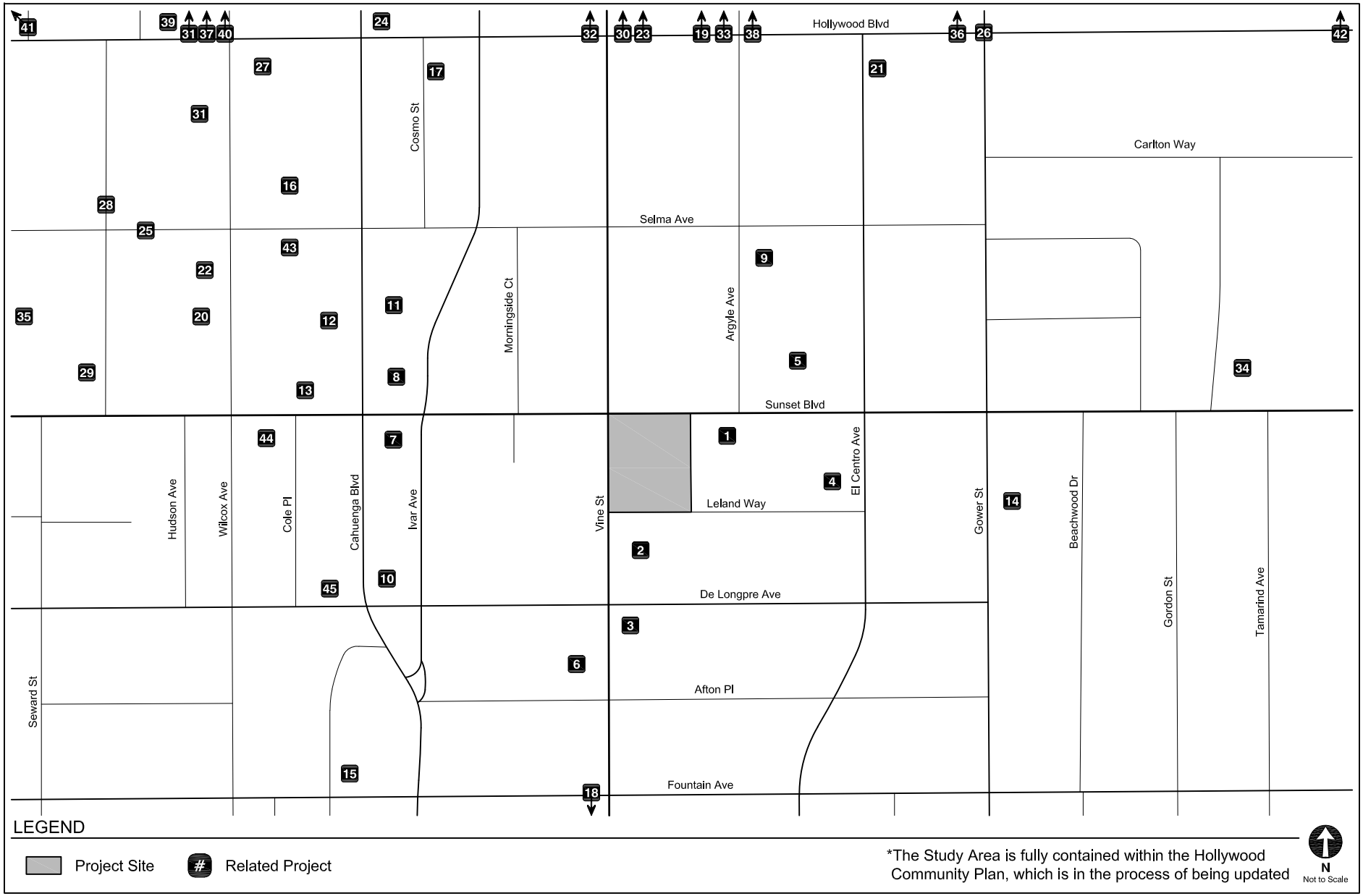
REFINED PROJECT SITE PLAN

FIGURE 1



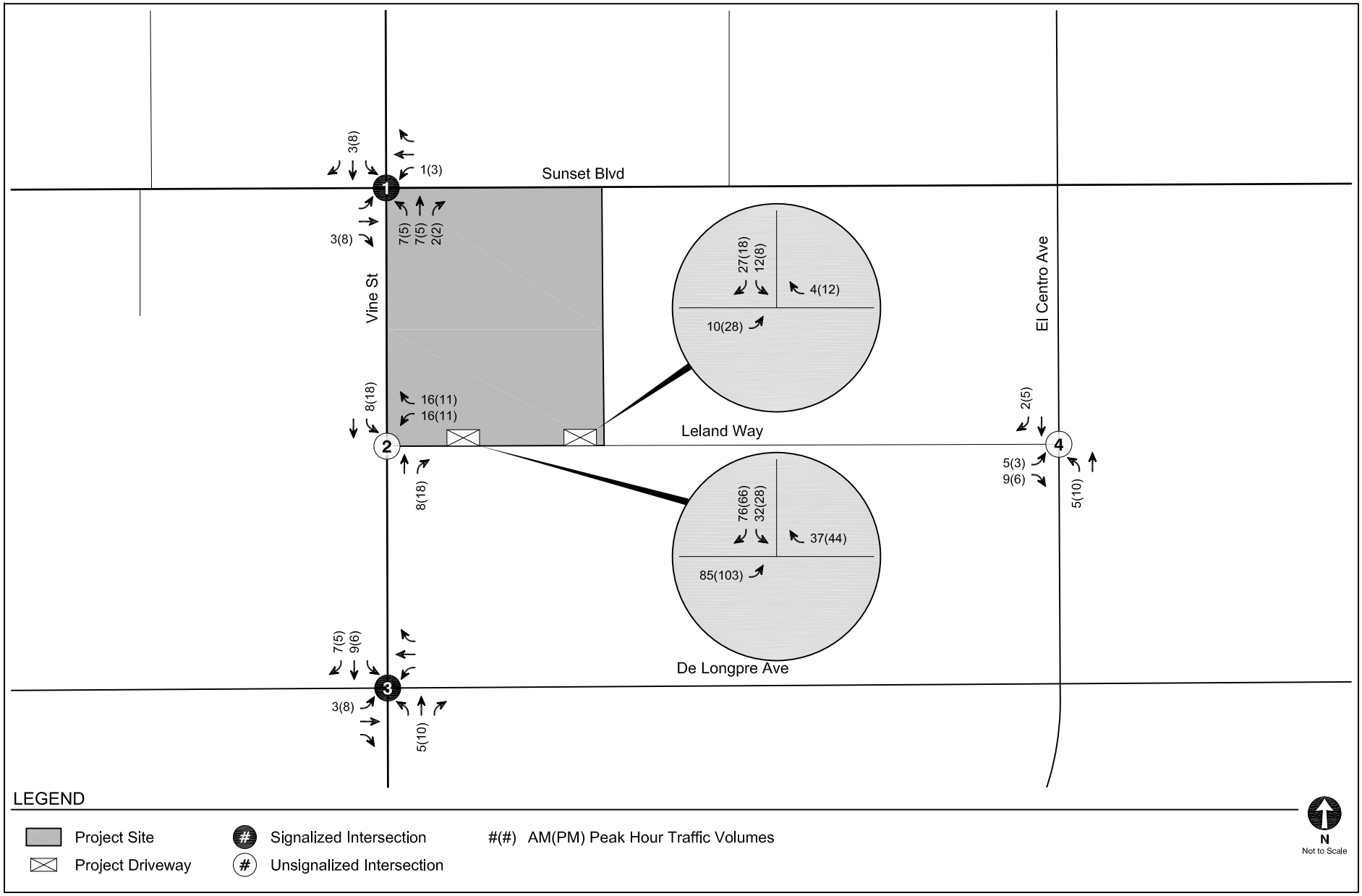
EXISTING TRANSIT SERVICE

FIGURE 2



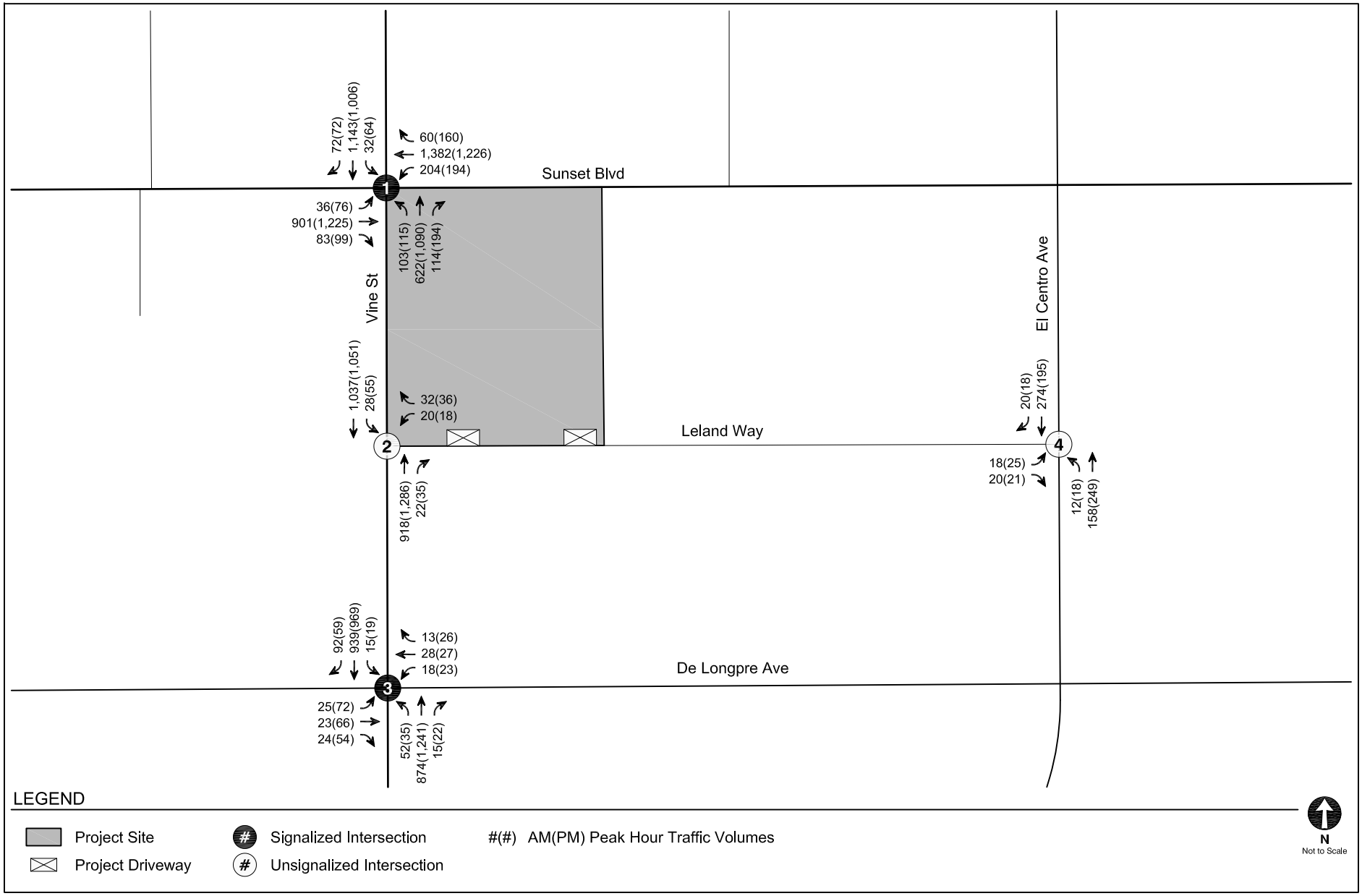
LOCATIONS OF RELATED PROJECTS

FIGURE 3



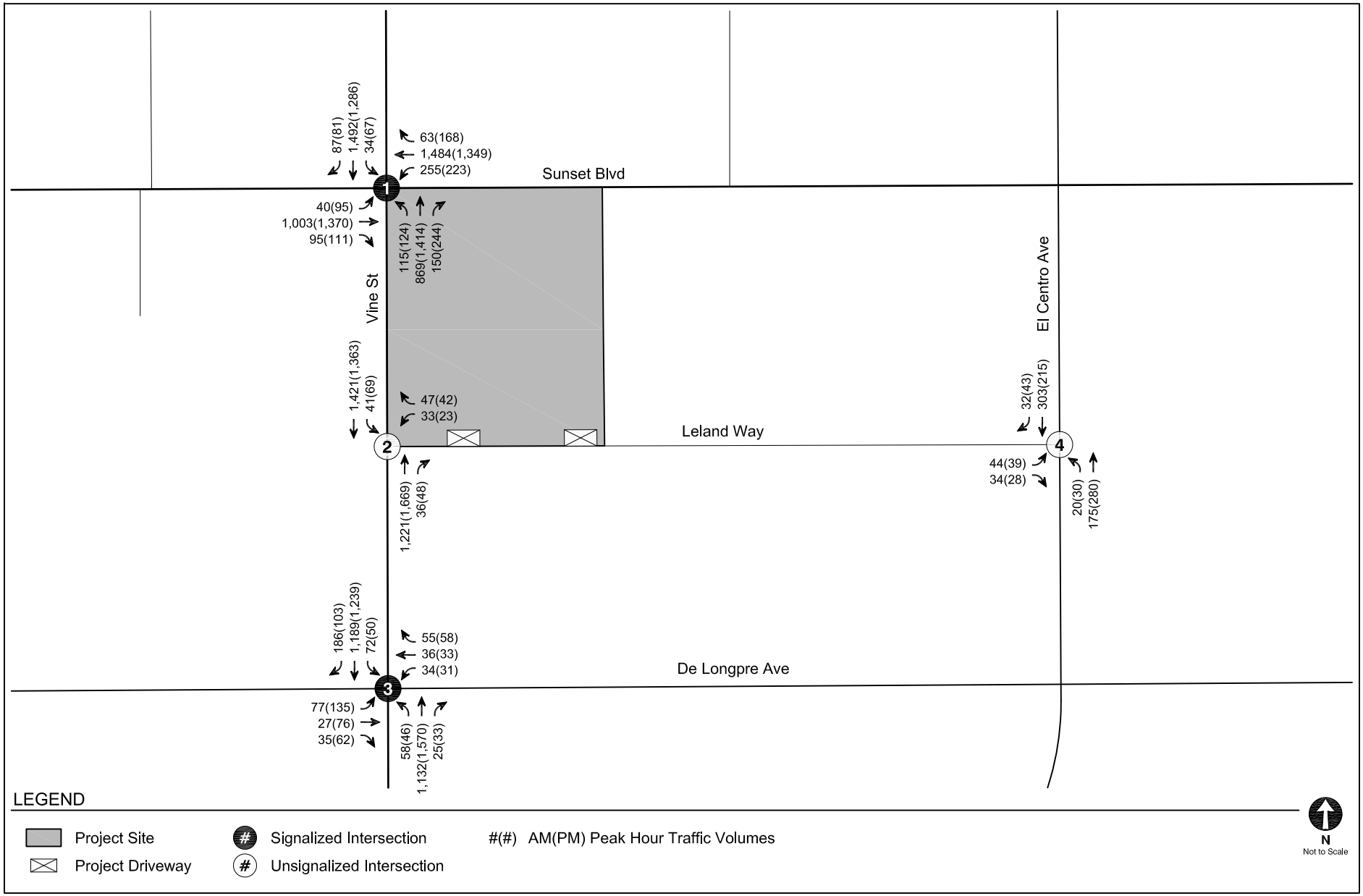
NET REFINED PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
4



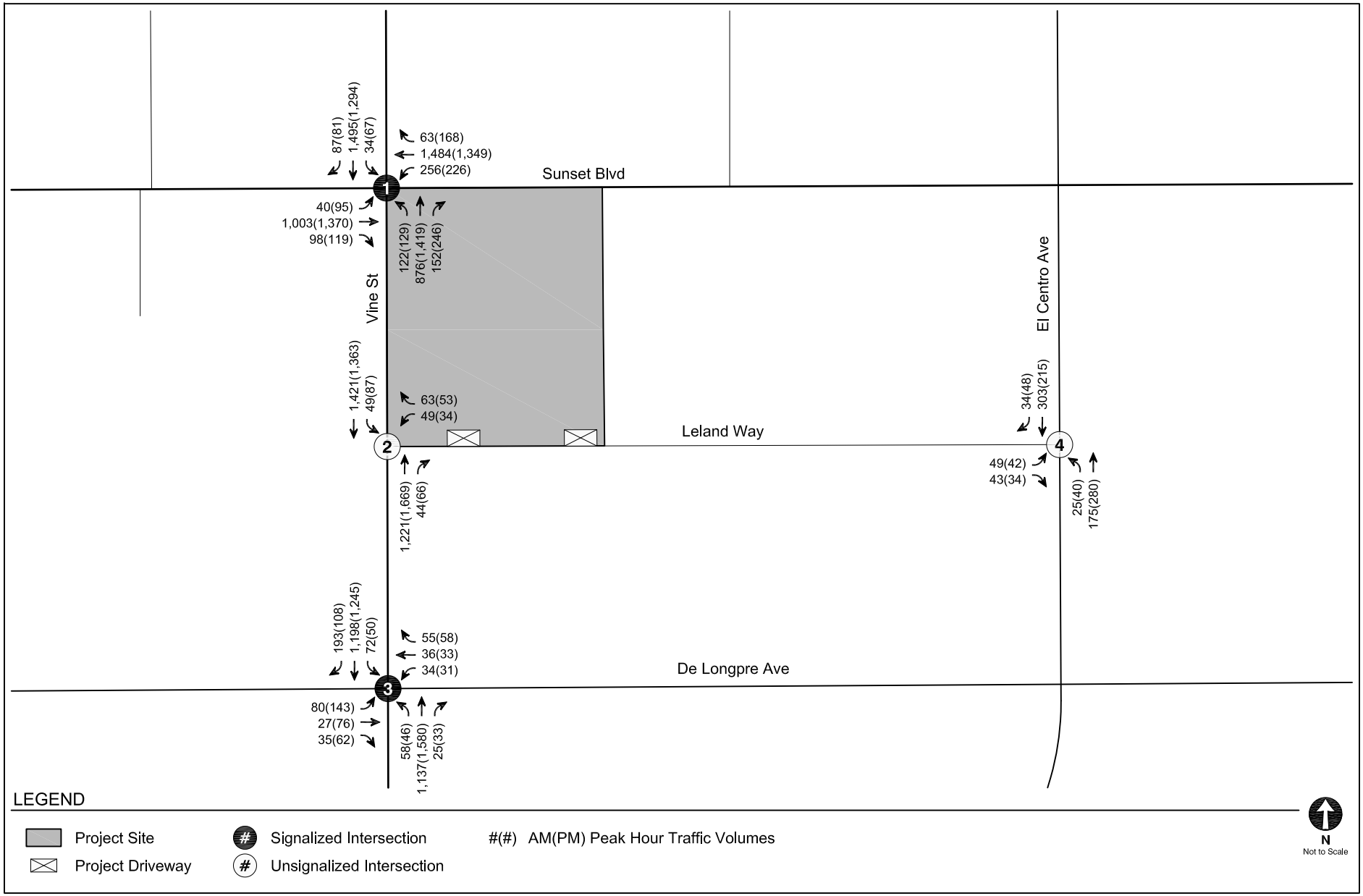
EXISTING WITH REFINED PROJECT CONDITIONS (YEAR 2021)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
5



FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2026)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
6



FUTURE WITH REFINED PROJECT CONDITIONS (YEAR 2026)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
7

TABLE 1
EXISTING TRANSIT SERVICE

Provider, Route, and Service Area		Service Type	Hours of Operation [a]	Average Headway (minutes) [a]			
				AM Peak Hour		PM Peak Hour	
Metro Bus Service				**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
2	USC - Westwood via Sunset Boulevard	Local	3:30 A.M. - 2:30 A.M.	9	9	8	8
180	Hollywood - Glendale - Pasadena via Los Feliz - Colorado	Local	5:00 A.M. - 4:30 A.M.	10	9	10	10
210	Hollywood/Vine Station - South Bay Galleria via Vine Street - Wilshire/Western Station-Crenshaw Boulevard	Local	4:00 A.M. - 3:30 A.M.	17	18	18	18
217	Hollywood/Vine Station - La Cienega Station via Hollywood Boulevard-Fairfax Avenue	Local	4:30 A.M. - 3:30 A.M.	10	10	10	10
222	Lankershim/Tuxford - Burbank Airport - Hollywood Way & Cahuenga Boulevard	Local	4:30 A.M. - 12:45 A.M.	60	60	60	60
LADOT DASH Bus Service				**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
BC	Beachwood Canyon	Local	6:30 A.M. - 8:00 P.M.	26	26	24	24
HW	Hollywood	Local	6:00 A.M. - 8:00 P.M.	20	20	27	27
HWL	Hollywood / Wilshire	Local	6:00 A.M. - 7:15 P.M.	18	20	24	24
Metro Rail Service				**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
B	Downtown Los Angeles - North Hollywood	Rail	4:30 A.M. - 12:15 A.M.	15	14	15	15

Notes:

Metro: Los Angeles County Metropolitan Transportation Authority

LADOT DASH: Los Angeles Department of Transportation Downtown Area Short Hop

[a] Service routes and frequencies are current as of the time of publishing this study, including recent changes based on the Metro's NextGen Bus Plan.

TABLE 2
RELATED PROJECTS

No.	Project	Address	Use	Trip Generation [a]						
				Daily	Morning Peak Hour			Afternoon Peak Hour		
					In	Out	Total	In	Out	Total
1. [b]	6250 Sunset (Nickelodeon)	6250 W Sunset Blvd	200 apartment units and 4,700 sf retail	1,473	52	80	132	71	50	121
2.	Mixed-Use	1400 Vine St	177 residential units, 21 affordable housing units and 16,000 sf restaurant	1,622	71	94	165	97	56	153
3.	Onni Group Mixed-Use Development	1360 N Vine St	463,521 sf office, 11,914 sf restaurant and 8,988 sf of rehabilitated uses (residential, restaurant, or office use)	3,533	278	40	318	135	337	472
4.	6200 W Sunset Boulevard	6200 W Sunset Blvd	270 apartment units, 1,750 sf quality restaurant, 2,300 sf pharmacy and 8,070 sf retail	1,778	26	97	123	100	35	135
5.	Palladium Residences	6201 W Sunset Blvd	731 apartment units (37 affordable) and 24,000 sf of retail and restaurant uses	4,913	128	228	356	234	169	403
6.	Academy Square	1341 Vine St	285,719 sf office, 200 apartment units and 16,135 sf restaurant	6,218	330	164	494	152	220	372
7.	6400 Sunset Mixed-Use	6400 Sunset Blvd	200 apartment units and 7,000 sf restaurant	11	14	77	91	57	(6)	51
8.	Ivar Gardens Hotel	6409 W Sunset Blvd	275 hotel rooms and 1,900 sf retail	1,285	51	26	77	53	60	113
9.	Modera Argyle	1546 N Argyle Ave	276 apartment units, 9,000 sf retail and 15,000 sf restaurant	2,013	43	127	170	128	51	179
10. [b]	Godfrey Hotel	1400 N Cahuenga Blvd	220 hotel rooms and 2,723 sf restaurant, 1,440 sf bar	1,875	55	47	102	78	60	138
11.	Artisan Hollywood	1520 N Cahuenga Blvd	243 residential units, 27 affordable housing units and 6,805 sf restaurant	1,143	34	75	109	82	40	122
12. [b]	Cahuenga Boulevard Hotel	1525 N Cahuenga Blvd	64 hotel rooms, 700 sf rooftop restaurant/lounge and 3,300 sf restaurant	469	13	9	22	17	17	34
13.	6445 Sunset Hotel	6445 Sunset Blvd	175 hotel rooms and 12,500 sf restaurant	1,478	77	58	135	80	61	141
14.	Sunset Gower Studios	1438 N Gower St	169,400 sf sound stage, 52,800 sf production support, 852,830 sf office and 6,516 sf restaurant	4,108	424	67	491	77	410	487
15. [b]	Mixed-Use	1310 N Cole Ave	369 apartment units and 2,570 sf office	2,226	20	139	159	139	58	197
16. [b]	Selma - Wilcox Hotel	6421 W Selma Ave	114 hotel rooms and 1,993 sf restaurant	1,227	43	27	70	56	44	100
17.	6360 Hollywood	6360 Hollywood Blvd	90 hotel rooms, 11,000 sf restaurant	6,396	54	40	94	60	44	104
18.	1235 Vine St Project	1235 Vine St	109,190 sf office and 7,960 sf restaurant	696	96	19	116	19	91	108
19.	Pantages Theater Office	6225 W Hollywood Blvd	210,000 sf office	1,918	243	33	276	43	411	254
20.	Thompson Hotel	1541 N Wilcox Ave	190 hotel rooms and 4,463 sf restaurant, 1,382 sf meeting room	2,058	76	57	133	82	75	157
21.	6140 Hollywood	6140 Hollywood Blvd	102 hotel rooms, 27 condominium units and 11,460 sf restaurant	1,782	76	62	138	78	58	136
22.	Citizen News	1545 N Wilcox Ave	16,100 sf flexible event space and 14,800 sf restaurant	2,341	36	50	86	128	47	175
23.	citizenM Hotel	1718 Vine St	240 hotel rooms and 5,373 sf restaurant	1,101	58	41	99	35	42	77
24.	Hotel & Restaurant Project	6381 W Hollywood Blvd	80 hotel rooms and 15,290 sf restaurant	1,020	(19)	11	(8)	62	4	66
25.	Tommie Hotel	6516 W Selma Ave	212 hotel rooms, 3,855 sf bar/lounge and 8,500 sf rooftop bar/event space	2,241	71	50	121	105	84	189

TABLE 2 (CONT'D)
RELATED PROJECTS

No.	Project	Address	Use	Trip Generation [a]						
				Daily	Morning Peak Hour			Afternoon Peak Hour		
					In	Out	Total	In	Out	Total
26.	Hollywood Gower Mixed-Use	6100 W Hollywood Blvd	220 apartment units and 3,270 sf restaurant	1,439	24	76	100	86	46	132
27.	Hollywood & Wilcox	6430-6440 W Hollywood Blvd	260 apartment units, 3,580 sf office, 11,020 sf retail and 3,200 sf restaurant	1,625	23	98	121	99	44	143
28.	1600 Schrader	1600 Schrader Blvd	168 hotel rooms and 5,979 sf restaurant	1,666	58	40	98	80	63	143
29.	CD 13 Schrader Temp Bridge Housing Shelter	1533 Schrader Blvd	70 bed shelter	89	5	3	8	4	4	8
30.	Hollywood Center MU (Formerly Millennium)	1720 N Vine St	1,005 residential units (872 apartment units, 133 affordable senior housing units) and 30,176 sf retail	6,346	171	290	461	368	264	632
31.	1637 N Wilcox MU	1637 N Wilcox Ave	93 apartment units, 61 affordable housing units and 6,586 sf commercial	831	20	44	64	40	27	67
32. [b]	Hotel	1133 N Vine St	112 hotel rooms and 661 sf café	457	19	13	32	18	15	33
33. [b]	Yucca Street Condos	6230 W Yucca St	114 apartment units and 2,697 sf commercial	473	5	27	32	26	12	38
34.	Mixed-Use	5939 W Sunset Blvd	299 apartment units, 38,440 sf office and 5,064 sf of restaurant and 3,739 sf retail	3,731	152	191	343	182	152	334
35.	Mixed-Use	1524-1538 N Cassil Pl	138 apartment units, 60 hotel rooms and 1,400 sf restaurant	1,244	32	47	79	56	41	97
36.	Hollywood Production Center	1149 N Gower St	57 apartment units	735	6	23	29	23	12	35
37. [b]	Wilcox Hotel	1717 N Wilcox Ave	133 hotel rooms and 3,580 sf retail	1,244	54	35	89	49	43	92
38.	Mixed-Use	6220 W Yucca St	210 hotel rooms, 136 apartment units, 3,450 sf retail and 9,120 sf restaurant	2,652	88	111	199	130	85	215
39.	Hudson Building	6523 W Hollywood Blvd	10,402 sf restaurant, 4,074 sf of office, and 890 sf of storage	547	(16)	(11)	(27)	32	4	36
40.	1723 N Wilcox	1723 N Wilcox Ave	81-room hotel and 2,236 sf restaurant	634	25	15	40	25	24	49
41.	6630 W Sunset Boulevard	6630 W Sunset Blvd	40 apartment units	266	4	16	20	16	9	25
42. [b]	Mixed-Use	5901 Sunset Blvd	274,000 sf office and 26,000 sf supermarket	3,839	350	61	411	122	339	461
43.	Wilcox & Selma Residential Project	6422 W Selma Ave	45 apartment units	126	(3)	10	7	9	(1)	8
44.	Sunset + Wilcox Mixed-Use	6450 W Sunset Blvd	431,032 sf office and 12,386 sf restaurant	2,836	311	50	361	93	319	412
45.	Cahuenga Housing	1415 N Cahuenga Blvd	82 residential units	372	7	23	30	20	12	32

OTHER AREA-WIDE PROJECTS

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

Notes:

[a] Related project information provided by the Los Angeles Department of Transportation in December 2022, Department of City Planning, and recent traffic studies prepared in the area.

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

TABLE 3
VMT ANALYSIS SUMMARY

Project Information	
Address	6266 W Sunset Boulevard
Project Land Uses	**Size**
Multi-Family Housing	170 du
High-Turnover Sit-Down Restaurant	16,680 sf
Project Characteristics [a]	
Area Planning Commission	Central
Travel Behavior Zone (TBZ) [b]	Urban
Maximum VMT Reduction [c]	*75%*
VMT Analysis Results [d]	
Daily Vehicle Trips	1,600
Daily VMT	10,089
Total Household VMT	1,570
Household VMT per Capita [e]	4.1
Impact Threshold	6.0
Significant Impact	**NO**
Total Work VMT	--
Work VMT per Employee [f]	--
Impact Threshold	N/A
Significant Impact	**NO**

Notes:

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

[b] "Urban" TBZs are characterized in *City of Los Angeles VMT Calculator Documentation* (LADOT and DCP, May 2020) as high-density neighborhoods characterized by multi-story buildings with a dense road network.

[c] The maximum allowable VMT reduction is based on the Project's designated TBZ.

[d] The Project would provide bicycle parking per Los Angeles Municipal Code requirements, which was taken into consideration in the VMT evaluation.

[e] Household VMT per Capita is based on the "home-based production" trip types.

[f] Work VMT per Employee is based on the "home-based work attraction" trip types. Work VMT per Employee is not reported for projects in which the commercial use is local-serving (assumed true for commercial uses less than 50,000 sf) and is considered to be less than significant.

TABLE 4A
PRELIMINARY TRIP GENERATION - ITE 10TH EDITION

Land Use	ITE Land Use	Rate	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
Vehicle Trip Generation Rates [a]								
Multi-Family Housing (Low-Rise)	220	per du	23%	77%	0.46	63%	37%	0.56
Multi-Family Housing (Mid-Rise)	221	per du	26%	74%	0.36	61%	39%	0.44
Multi-Family Housing (High-Rise)	222	per du	24%	76%	0.31	61%	39%	0.36
Shopping Center	820	per ksf	62%	38%	0.94	48%	52%	3.81
High-Turnover (Sit-Down) Restaurant	932	per ksf	55%	45%	9.94	62%	38%	9.77
Revised Project [b]								
Multi-Family Housing (Mid-Rise)	221	170 du	16	45	61	46	29	75
Transit/Walk Adjustment - 10% [c]			*(2)*	*(5)*	*(7)*	*(5)*	*(3)*	*(8)*
Commercial (Restaurant)	932	16.680 ksf	91	75	166	101	62	163
Internal Capture Adjustment - 10% [d]			*(9)*	*(8)*	*(17)*	*(10)*	*(6)*	*(16)*
Transit/Walk Adjustment - 10% [c]			*(8)*	*(7)*	*(15)*	*(9)*	*(6)*	*(15)*
Pass-by Adjustment - 20% [e]			*(15)*	*(12)*	*(27)*	*(16)*	*(10)*	*(26)*
TOTAL NET TRIPS - REVISED PROJECT			**73**	**88**	**161**	**107**	**66**	**173**
Existing Uses to be Removed								
Commercial (Restaurant)	932	12.793 ksf	70	57	127	78	47	125
Transit/Walk Adjustment - 10% [c]			*(7)*	*(6)*	*(13)*	*(8)*	*(5)*	*(13)*
Pass-by Adjustment - 20% [e]			*(13)*	*(10)*	*(23)*	*(14)*	*(8)*	*(22)*
Multi-Family Housing (Low-Rise)	220	2 du	0	1	1	1	0	1
Transit/Walk Adjustment - 10% [c]			*0*	*0*	*0*	*0*	*0*	*0*
TOTAL NET TRIPS - EXISTING USES TO BE REMOVED			**50**	**42**	**92**	**57**	**34**	**91**
TOTAL NET NEW REVISED PROJECT TRIPS			**23**	**46**	**69**	**50**	**32**	**82**
Existing Uses to Remain [f]								
Multi-Family Housing (High-Rise)	222	64 du	5	15	20	14	9	23
Transit/Walk Adjustment - 10% [c]			*(1)*	*(2)*	*(3)*	*(1)*	*(1)*	*(2)*
Commercial (Restaurant)	932	9.263 ksf	51	41	92	56	34	90
Internal Capture Adjustment - 10% [d]			*(5)*	*(4)*	*(9)*	*(6)*	*(3)*	*(9)*
Transit/Walk Adjustment - 10% [c]			*(5)*	*(4)*	*(9)*	*(5)*	*(3)*	*(8)*
Pass-by Adjustment - 20% [e]			*(8)*	*(7)*	*(15)*	*(9)*	*(6)*	*(15)*
Commercial (Retail)	820	5.044 ksf	3	2	5	9	10	19
Internal Capture Adjustment - 10% [d]			*0*	*0*	*0*	*(1)*	*(1)*	*(2)*
Transit/Walk Adjustment - 10% [c]			*0*	*0*	*0*	*(1)*	*(1)*	*(2)*
Pass-by Adjustment - 50% [e]			*(2)*	*(1)*	*(3)*	*(4)*	*(4)*	*(8)*
TOTAL NET TRIPS - EXISTING USES TO REMAIN			**38**	**40**	**78**	**52**	**34**	**86**
TOTAL DRIVEWAY TRIPS TO/FROM SITE (no pass-by adjustment) [f]			**136**	**148**	**284**	**188**	**120**	**308**

Notes:

du: dwelling unit

ksf: 1,000 square feet

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

[b] The Project proposes to add 170 units of new multi-family housing to the existing development site on the southeast corner of Sunset Boulevard & Vine Street, of which some units may be affordable housing. At this time, no affordable housing units are assumed.

[c] The Project Site is located adjacent to Metro Local Bus stops (Routes 2 and 210) and approximately 1,480 feet of the Metro B Line Hollywood/Vine Station, thus a 10% transit adjustment was applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments.

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

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

[f] The existing uses to remain on the development site are not part of the Project. However, the driveway trips generated by the existing uses would be taken into consideration as part of the driveway operational analysis.

TABLE 4B
PRELIMINARY TRIP GENERATION - ITE 11TH EDITION

Land Use	ITE Land Use	Rate	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
Vehicle Trip Generation Rates [a]								
Multi-Family Housing (Low-Rise)	220	per du	24%	76%	0.40	63%	37%	0.51
Multi-Family Housing (Mid-Rise)	221	per du	23%	77%	0.37	61%	39%	0.39
Multi-Family Housing (High-Rise)	222	per du	26%	74%	0.27	62%	38%	0.32
Strip Retail Plaza (Less than 40 ksf)	822	per ksf	60%	40%	2.36	50%	50%	6.59
High-Turnover (Sit-Down) Restaurant	932	per ksf	55%	45%	9.57	61%	39%	9.05
Revised Project [b]								
Multi-Family Housing (Mid-Rise)	221	170 du	14	49	63	40	26	66
Transit/Walk Adjustment - 10% [c]			*(1)*	*(5)*	*(6)*	*(4)*	*(3)*	*(7)*
Commercial (Restaurant)	932	16.680 ksf	88	72	160	92	59	151
Internal Capture Adjustment - 10% [d]			*(9)*	*(7)*	*(16)*	*(9)*	*(6)*	*(15)*
Transit/Walk Adjustment - 10% [c]			*(8)*	*(7)*	*(15)*	*(8)*	*(5)*	*(13)*
Pass-by Adjustment - 20% [e]			*(14)*	*(12)*	*(26)*	*(15)*	*(10)*	*(25)*
TOTAL NET TRIPS - REVISED PROJECT			**70**	**90**	**160**	**96**	**61**	**157**
Existing Uses to be Removed								
Commercial (Restaurant)	932	12.793 ksf	67	55	122	71	45	116
Transit/Walk Adjustment - 10% [c]			*(7)*	*(6)*	*(13)*	*(7)*	*(5)*	*(12)*
Pass-by Adjustment - 20% [e]			*(12)*	*(10)*	*(22)*	*(13)*	*(8)*	*(21)*
Multi-Family Housing (Low-Rise)	220	2 du	0	1	1	1	0	1
Transit/Walk Adjustment - 10% [c]			*0*	*0*	*0*	*0*	*0*	*0*
TOTAL NET TRIPS - EXISTING USES TO BE REMOVED			**48**	**40**	**88**	**52**	**32**	**84**
TOTAL NET NEW REVISED PROJECT TRIPS			**22**	**50**	**72**	**44**	**29**	**73**
Existing Uses to Remain [f]								
Multi-Family Housing (High-Rise)	222	64 du	4	13	17	12	8	20
Transit/Walk Adjustment - 10% [c]			*0*	*(1)*	*(1)*	*(1)*	*(1)*	*(2)*
Commercial (Restaurant)	932	9.263 ksf	49	40	89	51	33	84
Internal Capture Adjustment - 10% [d]			*(5)*	*(4)*	*(9)*	*(5)*	*(3)*	*(8)*
Transit/Walk Adjustment - 10% [c]			*(4)*	*(4)*	*(8)*	*(5)*	*(3)*	*(8)*
Pass-by Adjustment - 20% [e]			*(8)*	*(6)*	*(14)*	*(8)*	*(5)*	*(13)*
Commercial (Retail)	822	5.044 ksf	7	5	12	17	16	33
Internal Capture Adjustment - 10% [d]			*(1)*	*(1)*	*(2)*	*(2)*	*(2)*	*(4)*
Transit/Walk Adjustment - 10% [c]			*(1)*	*0*	*(1)*	*(2)*	*(1)*	*(3)*
Pass-by Adjustment - 50% [e]			*(3)*	*(2)*	*(5)*	*(7)*	*(7)*	*(14)*
TOTAL NET TRIPS - EXISTING USES TO REMAIN			**38**	**40**	**78**	**50**	**35**	**85**
TOTAL DRIVEWAY TRIPS TO/FROM SITE (no pass-by adjustment) [f]			**133**	**150**	**283**	**176**	**118**	**294**

Notes:

du: dwelling unit

ksf: 1,000 square feet

[a] Source: *Trip Generation Manual, 11th Edition* , Institute of Transportation Engineers, 2021.

[b] The Project proposes to add 170 units of new multi-family housing to the existing development site on the southeast corner of Sunset Boulevard & Vine Street, of which some units may be affordable housing. At this time, no affordable housing units are assumed.

[c] The Project Site is located adjacent to Metro Local Bus stops (Routes 2 and 210) and approximately 1,480 feet of the Metro B Line Hollywood/Vine Station, thus a 10% transit adjustment was applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments.

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

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

[f] The existing uses to remain on the development site are not part of the Project. However, the driveway trips generated by the existing uses would be taken into consideration as part of the driveway operational analysis.

TABLE 5
EXISTING WITH PROJECT CONDITIONS (YEAR 2021)
INTERSECTION LEVELS OF SERVICE ANALYSIS

No	Intersection	Peak Hour	Existing Conditions		Existing with Project Conditions	
			Delay	LOS	Delay	LOS
1.	Vine Street & Sunset Boulevard	AM PM	34.4 36.3	C D	34.9 37.3	C D
2. [a]	Vine Street & Leland Way	AM PM	14.5 20.0	B C	18.2 25.8	C D
3.	Vine Street & De Longpre Avenue	AM PM	4.1 6.8	A A	4.1 6.9	A A
4. [a]	El Centro Avenue & Leland Way	AM PM	11.2 11.3	B B	11.3 11.5	B B

Notes:

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

Intersection analysis at the signalized locations is based on Highway Capacity Manual, 6th Edition (Transportation Research Board, 2016) (HCM) Signalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through the intersection.

[a] Intersection is unsignalized and intersection analysis is based on the HCM Two-Way Stop Control Unsignalized methodology which calculates the control delay, in seconds, for each individual approach of an intersection. The reported control delay represents the worst-case approach, and does not account for traffic gaps created by adjacent traffic signals.

TABLE 6
FUTURE WITH PROJECT CONDITIONS (YEAR 2026)
INTERSECTION LEVELS OF SERVICE ANALYSIS

No	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions	
			Delay	LOS	Delay	LOS
1.	Vine Street & Sunset Boulevard	AM PM	60.5 69.2	E E	61.0 70.9	E E
2. [a]	Vine Street & Leland Way	AM PM	32.5 52.6	D F	44.6 83.2	E F
3.	Vine Street & De Longpre Avenue	AM PM	6.3 9.5	A A	6.3 9.7	A A
4. [a]	El Centro Avenue & Leland Way	AM PM	12.8 12.8	B B	13.1 13.1	B B

Notes:

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

Intersection analysis at the signalized locations is based on Highway Capacity Manual, 6th Edition (Transportation Research Board, 2016) (HCM) Signalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through the intersection.

[a] Intersection is unsignalized and intersection analysis is based on the HCM Two-Way Stop Control Unsignalized methodology which calculates the control delay, in seconds, for each individual approach of an intersection. The reported control delay represents the worst-case approach, and does not account for traffic gaps created by adjacent traffic signals.

Attachment A

VMT Calculator Worksheets

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

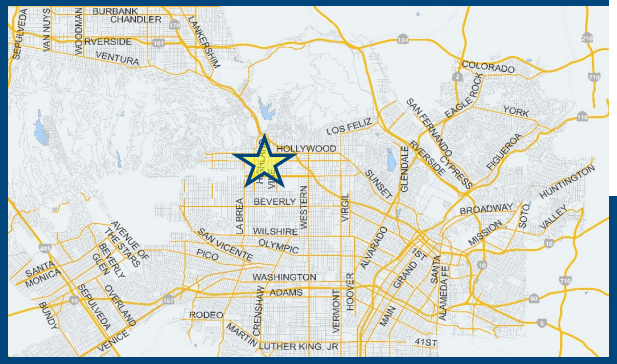
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: Sunset Vine - SV2

Scenario: Revised PRoject

Address: 6262 W SUNSET BLVD, 90028



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

( ) Yes ( ) No

Existing Land Use

Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restaurant	12.236	ksf
Housing | Multi-Family	2	DU
Retail | High-Turnover Sit-Down Restaurant	12.793	ksf

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

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restaurant	13.026	ksf
Housing | Multi-Family	170	DU
Retail | High-Turnover Sit-Down Restaurant	16.68	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
766 Daily Vehicle Trips	1,610 Daily Vehicle Trips
4,976 Daily VMT	10,153 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	844 Net Daily Trips
The net increase in daily VMT ≤ 0	5,177 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	16.680 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

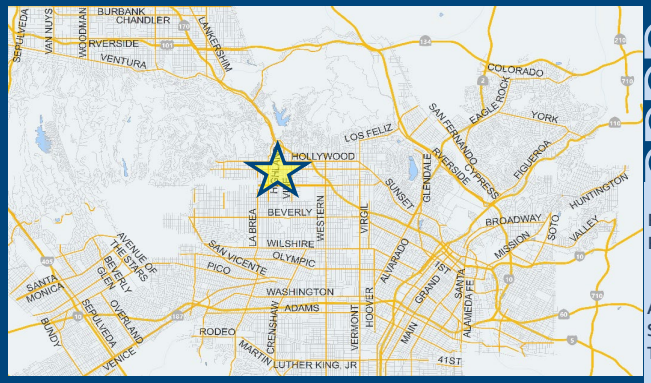
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: Sunset Vine - SV2

Scenario: Revised PRoject

Address: 6262 W SUNSET BLVD, 90028



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	170	
Retail | High-Turnover Sit-Down Restaurant	16.68	

TDM Strategies

Select each section to show individual strategies

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

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

A Parking

B Transit

C Education & Encouragement

D Commute Trip Reductions

Required Commute Trip Reduction Program: 100 percent of employees eligible
☐ Proposed Prj ☐ Mitigation

Alternative Work Schedules and Telecommute Program: 1% percentage of employees participating; 1.5 days of telecommuting per week — type of program
☐ Proposed Prj ☐ Mitigation

Employer Sponsored Vanpool or Shuttle: high — degree of implementation; small — employer size; 100 percent of employees eligible
☐ Proposed Prj ☐ Mitigation

Ride-Share Program: 100 percent of employees eligible
☐ Proposed Prj ☐ Mitigation

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
1,600 Daily Vehicle Trips	1,600 Daily Vehicle Trips
10,089 Daily VMT	10,089 Daily VMT
4.1 Household VMT per Capita	4.1 Household VMT per Capita
N/A Work VMT per Employee	N/A 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: N/A Threshold = 7.6 15% Below APC	**Work: N/A** Threshold = 7.6 15% Below APC

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 17, 2023
Project Name: Sunset Vine - SV2
Project Scenario: Revised PRoject
Project Address: 6262 W SUNSET BLVD, 90028

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	170	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	16.680	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 17, 2023
Project Name: Sunset Vine - SV2
Project Scenario: Revised PRoject
Project Address: 6262 W SUNSET BLVD, 90028

Version 1.3

Analysis Results			
Total Employees: 67			
Total Population: 383			
Proposed Project		***With Mitigation***	
1,600	**Daily Vehicle Trips**	**1,600**	**Daily Vehicle Trips**
10,089	**Daily VMT**	**10,089**	**Daily VMT**
4.1	**Household VMT per Capita**	**4.1**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 7.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0 Work > 7.6	No N/A	Household > 6.0 Work > 7.6	No N/A

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: January 17, 2023
Project Name: Sunset Vine - SV2
Project Scenario: Revised PRoject
Project Address: 6262 W SUNSET BLVD, 90028

Version 1.3

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

(cont. on following page)

TDM Strategy Inputs, Cont.			
Strategy Type	**Description**	**Proposed Project**	**Mitigations**
	Reduction in headways (increase in frequency) (%)	*0%*	*0%*

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

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
	Required commute trip reduction program	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*

Commute Trip Reductions	*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: January 17, 2023
Project Name: Sunset Vine - SV2
Project Scenario: Revised PRoject
Project Address: 6262 W SUNSET BLVD, 90028

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Parking cash-out	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Price workplace parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Residential area parking permits	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
Transit	Reduce transit headways	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Transit subsidies	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Education & Encouragement	Voluntary travel behavior change program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Commute Trip Reductions	Required commute trip reduction program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Employer sponsored vanpool or shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Ride-share program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Shared Mobility	Car-share	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
	School carpool program	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: January 17, 2023
Project Name: Sunset Vine - SV2
Project Scenario: Revised PRoject
Project Address: 6262 W SUNSET BLVD, 90028

Version 1.3

Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*
MAX. TDM EFFECT	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*

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

PLACE	urban	75%
TYPE	*compact infill*	*40%*
MAX:	*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: January 17, 2023
Project Name: Sunset Vine - SV2
Project Scenario: Revised PRoject
Project Address: 6262 W SUNSET BLVD, 90028

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	152	-33.6%	101	7.3	1,110	737
Home Based Other Production	422	-53.6%	196	4.3	1,815	843
Non-Home Based Other Production	506	-8.7%	462	7.3	3,694	3,373
Home-Based Work Attraction	97	-47.4%	51	8.4	815	428
Home-Based Other Attraction	910	-47.7%	476	5.6	5,096	2,666
Non-Home Based Other Attraction	357	-9.2%	324	6.5	2,321	2,106

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-0.6%	100	732	-0.6%	100	732
Home Based Other Production	-0.6%	195	838	-0.6%	195	838
Non-Home Based Other Production	-0.6%	459	3,352	-0.6%	459	3,352
Home-Based Work Attraction	-0.6%	51	425	-0.6%	51	425
Home-Based Other Attraction	-0.6%	473	2,649	-0.6%	473	2,649
Non-Home Based Other Attraction	-0.6%	322	2,093	-0.6%	322	2,093

MXD VMT Methodology Per Capita & Per Employee

Total Population: 383
Total Employees: 67
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**1,570**	**1,570**
Total Home Based Work Attraction VMT	**425**	**425**
Total Home Based VMT Per Capita	**4.1**	**4.1**
Total Work Based VMT Per Employee	**N/A**	**N/A**

VMT Calculator User Agreement

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

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

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

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

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

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

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

VMT Calculator, regardless of the form of action, whether in contract, tort, including negligence, strict liability or otherwise, shall be the repair or replacement of the VMT Calculator to the extent feasible as

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

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

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

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

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

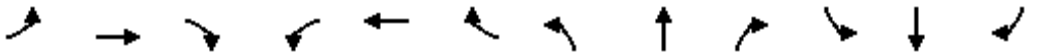
You, the User	
By:	
Print Name:	Casey T Le
Title:	Senior Associate
Company:	Gibson Transportation Consulting, Inc.
Address:	555 W. 5th St., Suite 3375 Los Angeles, CA 90013
Phone:	(213) 683-0088
Email Address:	cle@gibsontrans.com
Date:	January 17, 2023

Attachment B

Level of Service Worksheets

HCM 6th Signalized Intersection Summary
1: Vine St & Sunset Blvd

01/05/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	901	80	203	1382	60	96	615	112	32	1140	72
Future Volume (veh/h)	36	901	80	203	1382	60	96	615	112	32	1140	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	39	979	87	221	1502	65	104	668	122	35	1239	78
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	127	1220	108	291	2007	87	191	1464	812	327	1331	84
Arrive On Green	0.26	0.26	0.26	0.10	0.40	0.40	0.05	0.41	0.41	0.03	0.39	0.39
Sat Flow, veh/h	328	4775	423	1781	5018	217	1781	3554	1585	1781	3395	213
Grp Volume(v), veh/h	39	697	369	221	1019	548	104	668	122	35	648	669
Grp Sat Flow(s),veh/h/ln	328	1702	1794	1781	1702	1831	1781	1777	1585	1781	1777	1832
Q Serve(g_s), s	10.4	17.3	17.3	7.9	23.1	23.1	3.1	12.2	3.7	1.0	31.4	31.5
Cycle Q Clear(g_c), s	20.5	17.3	17.3	7.9	23.1	23.1	3.1	12.2	3.7	1.0	31.4	31.5
Prop In Lane	1.00		0.24	1.00		0.12	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	127	870	459	291	1362	733	191	1464	812	327	696	718
V/C Ratio(X)	0.31	0.80	0.80	0.76	0.75	0.75	0.54	0.46	0.15	0.11	0.93	0.93
Avail Cap(c_a), veh/h	127	870	459	291	1362	733	196	1464	812	368	696	718
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.5	31.4	31.4	22.9	23.1	23.1	21.3	19.2	11.6	15.8	26.2	26.2
Incr Delay (d2), s/veh	6.1	7.7	13.9	10.9	3.8	6.9	2.9	1.0	0.4	0.1	20.7	20.6
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(50%),veh/ln	1.0	7.8	9.1	4.1	9.5	10.9	1.4	5.1	1.3	0.4	16.6	17.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.6	39.1	45.3	33.9	26.9	30.0	24.3	20.2	12.0	16.0	46.9	46.8
LnGrp LOS	D	D	D	C	C	C	C	C	B	B	D	D
Approach Vol, veh/h		1105			1788			894			1352	
Approach Delay, s/veh		41.3			28.7			19.5			46.0	
Approach LOS		D			C			B			D	

Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		41.0	8.7	40.3	13.0	28.0	6.9	42.1				
Change Period (Y+Rc), s		* 5	4.0	* 5	4.0	* 5	4.0	* 5				
Max Green Setting (Gmax), s		* 36	5.0	* 35	9.0	* 23	5.0	* 35				
Max Q Clear Time (g_c+I1), s		25.1	5.1	33.5	9.9	22.5	3.0	14.2				
Green Ext Time (p_c), s		7.4	0.0	1.1	0.0	0.4	0.0	5.1				

Intersection Summary		
HCM 6th Ctrl Delay		34.4
HCM 6th LOS		C

Notes

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

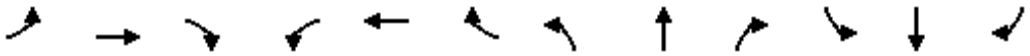
Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	16	918	14	20	1037
Future Vol, veh/h	4	16	918	14	20	1037
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	30	-
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	4	17	998	15	22	1127

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1614	507	0	0	1013	0
Stage 1	1006	-	-	-	-	-
Stage 2	608	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	95	511	-	-	680	-
Stage 1	314	-	-	-	-	-
Stage 2	506	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	92	511	-	-	680	-
Mov Cap-2 Maneuver	214	-	-	-	-	-
Stage 1	314	-	-	-	-	-
Stage 2	490	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.5	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	400	680	-
HCM Lane V/C Ratio	-	-	0.054	0.032	-
HCM Control Delay (s)	-	-	14.5	10.5	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	23	24	18	28	13	52	869	15	15	930	85
Future Volume (veh/h)	22	23	24	18	28	13	52	869	15	15	930	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	25	26	20	30	14	57	945	16	16	1011	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	200	63	66	76	65	25	496	2909	49	516	2679	244
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.81	0.81	0.81	1.00	1.00	1.00
Sat Flow, veh/h	1362	840	873	315	864	330	511	3576	61	584	3294	300
Grp Volume(v), veh/h	24	0	51	64	0	0	57	470	491	16	545	558
Grp Sat Flow(s),veh/h/ln	1362	0	1713	1508	0	0	511	1777	1859	584	1777	1816
Q Serve(g_s), s	0.0	0.0	2.6	1.3	0.0	0.0	2.1	6.0	6.0	0.2	0.0	0.0
Cycle Q Clear(g_c), s	1.2	0.0	2.6	3.9	0.0	0.0	2.1	6.0	6.0	6.2	0.0	0.0
Prop In Lane	1.00		0.51	0.31		0.22	1.00		0.03	1.00		0.16
Lane Grp Cap(c), veh/h	200	0	129	166	0	0	496	1445	1513	516	1445	1478
V/C Ratio(X)	0.12	0.00	0.39	0.39	0.00	0.00	0.11	0.32	0.32	0.03	0.38	0.38
Avail Cap(c_a), veh/h	484	0	487	504	0	0	496	1445	1513	516	1445	1478
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.0	0.0	39.7	40.2	0.0	0.0	1.8	2.1	2.1	0.3	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	2.0	1.5	0.0	0.0	0.5	0.6	0.6	0.1	0.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	1.1	1.4	0.0	0.0	0.2	1.4	1.4	0.0	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.3	0.0	41.6	41.6	0.0	0.0	2.2	2.7	2.7	0.4	0.8	0.7
LnGrp LOS	D	A	D	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h		75			64			1018			1119	
Approach Delay, s/veh		40.9			41.6			2.7			0.7	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		77.8		12.2		77.8		12.2				
Change Period (Y+Rc), s		4.6		* 5.4		4.6		* 5.4				
Max Green Setting (Gmax), s		54.4		* 26		54.4		* 26				
Max Q Clear Time (g_c+I1), s		8.2		5.9		8.0		4.6				
Green Ext Time (p_c), s		18.8		0.2		16.7		0.3				

Intersection Summary												
HCM 6th Ctrl Delay			4.1									
HCM 6th LOS			A									

Notes

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

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	11	7	158	274	18
Future Vol, veh/h	13	11	7	158	274	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	12	8	172	298	20

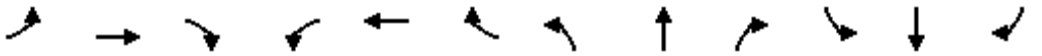
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	496	308	318	0	-	0
Stage 1	308	-	-	-	-	-
Stage 2	188	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	533	732	1242	-	-	-
Stage 1	745	-	-	-	-	-
Stage 2	844	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	529	732	1242	-	-	-
Mov Cap-2 Maneuver	529	-	-	-	-	-
Stage 1	740	-	-	-	-	-
Stage 2	844	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.2	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1242	-	606	-	-
HCM Lane V/C Ratio	0.006	-	0.043	-	-
HCM Control Delay (s)	7.9	0	11.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

HCM 6th Signalized Intersection Summary
1: Vine St & Sunset Blvd

01/05/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	1225	91	191	1226	160	110	1085	192	64	998	72
Future Volume (veh/h)	76	1225	91	191	1226	160	110	1085	192	64	998	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	83	1332	99	208	1333	174	120	1179	209	70	1085	78
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	144	1509	112	218	1930	252	210	1337	702	188	1233	89
Arrive On Green	0.31	0.31	0.31	0.07	0.42	0.42	0.06	0.38	0.38	0.05	0.37	0.37
Sat Flow, veh/h	348	4849	360	1781	4570	597	1781	3554	1585	1781	3362	242
Grp Volume(v), veh/h	83	935	496	208	993	514	120	1179	209	70	573	590
Grp Sat Flow(s),veh/h/ln	348	1702	1805	1781	1702	1763	1781	1777	1585	1781	1777	1827
Q Serve(g_s), s	16.6	23.5	23.5	6.0	21.4	21.4	3.8	27.9	7.6	2.2	27.1	27.2
Cycle Q Clear(g_c), s	28.0	23.5	23.5	6.0	21.4	21.4	3.8	27.9	7.6	2.2	27.1	27.2
Prop In Lane	1.00		0.20	1.00		0.34	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	144	1059	562	218	1437	744	210	1337	702	188	652	670
V/C Ratio(X)	0.58	0.88	0.88	0.96	0.69	0.69	0.57	0.88	0.30	0.37	0.88	0.88
Avail Cap(c_a), veh/h	144	1059	562	218	1437	744	210	1337	702	205	652	670
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.6	29.4	29.4	26.0	21.2	21.2	21.4	26.2	16.1	21.1	26.6	26.7
Incr Delay (d2), s/veh	15.7	10.7	18.0	48.6	2.7	5.2	3.7	8.6	1.1	1.2	15.7	15.4
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(50%),veh/ln	2.5	10.8	12.6	5.8	8.6	9.5	1.7	12.8	2.9	0.9	13.8	14.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.3	40.1	47.5	74.5	24.0	26.4	25.1	34.8	17.2	22.3	42.3	42.1
LnGrp LOS	D	D	D	E	C	C	C	C	B	C	D	D
Approach Vol, veh/h		1514			1715			1508			1233	
Approach Delay, s/veh		43.3			30.8			31.6			41.1	
Approach LOS		D			C			C			D	

Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		43.0	9.0	38.0	10.0	33.0	8.1	38.9				
Change Period (Y+Rc), s		* 5	4.0	* 5	4.0	* 5	4.0	* 5				
Max Green Setting (Gmax), s		* 38	5.0	* 33	6.0	* 28	5.0	* 33				
Max Q Clear Time (g_c+I1), s		23.4	5.8	29.2	8.0	30.0	4.2	29.9				
Green Ext Time (p_c), s		8.9	0.0	2.5	0.0	0.0	0.0	2.3				

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

Notes

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

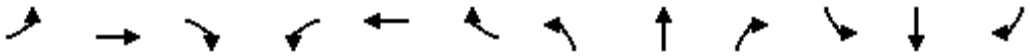
Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	25	1286	17	37	1051
Future Vol, veh/h	7	25	1286	17	37	1051
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	30	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	27	1398	18	40	1142

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2058	708	0	0	1416	0
Stage 1	1407	-	-	-	-	-
Stage 2	651	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	48	377	-	-	477	-
Stage 1	192	-	-	-	-	-
Stage 2	481	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	44	377	-	-	477	-
Mov Cap-2 Maneuver	139	-	-	-	-	-
Stage 1	192	-	-	-	-	-
Stage 2	441	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20	0	0.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	274	477	-
HCM Lane V/C Ratio	-	-	0.127	0.084	-
HCM Control Delay (s)	-	-	20	13.2	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.4	0.3	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	66	54	23	27	26	35	1231	22	19	963	54
Future Volume (veh/h)	64	66	54	23	27	26	35	1231	22	19	963	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	70	72	59	25	29	28	38	1338	24	21	1047	59
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	204	104	85	69	61	41	477	2783	50	338	2665	150
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.78	0.78	0.78	1.00	1.00	1.00
Sat Flow, veh/h	1346	951	779	158	560	372	510	3572	64	399	3420	193
Grp Volume(v), veh/h	70	0	131	82	0	0	38	665	697	21	544	562
Grp Sat Flow(s),veh/h/ln	1346	0	1730	1089	0	0	510	1777	1859	399	1777	1836
Q Serve(g_s), s	0.0	0.0	6.6	1.0	0.0	0.0	1.6	11.9	11.9	0.9	0.0	0.0
Cycle Q Clear(g_c), s	5.6	0.0	6.6	7.6	0.0	0.0	1.6	11.9	11.9	12.8	0.0	0.0
Prop In Lane	1.00		0.45	0.30		0.34	1.00		0.03	1.00		0.10
Lane Grp Cap(c), veh/h	204	0	190	172	0	0	477	1385	1449	338	1385	1430
V/C Ratio(X)	0.34	0.00	0.69	0.48	0.00	0.00	0.08	0.48	0.48	0.06	0.39	0.39
Avail Cap(c_a), veh/h	439	0	492	442	0	0	477	1385	1449	338	1385	1430
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.2	0.0	38.6	38.1	0.0	0.0	2.4	3.5	3.5	1.1	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	4.4	2.1	0.0	0.0	0.3	1.2	1.1	0.4	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	3.0	1.8	0.0	0.0	0.2	3.3	3.4	0.0	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.2	0.0	43.0	40.1	0.0	0.0	2.7	4.7	4.7	1.4	0.8	0.8
LnGrp LOS	D	A	D	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h		201			82			1400			1127	
Approach Delay, s/veh		41.7			40.1			4.6			0.8	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		74.7		15.3		74.7		15.3				
Change Period (Y+Rc), s		4.6		* 5.4		4.6		* 5.4				
Max Green Setting (Gmax), s		54.4		* 26		54.4		* 26				
Max Q Clear Time (g_c+I1), s		14.8		9.6		13.9		8.6				
Green Ext Time (p_c), s		18.0		0.3		24.2		0.8				

Intersection Summary												
HCM 6th Ctrl Delay			6.8									
HCM 6th LOS			A									

Notes

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

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	15	8	249	195	13
Future Vol, veh/h	22	15	8	249	195	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	16	9	271	212	14

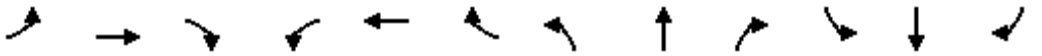
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	508	219	226	0	-	0
Stage 1	219	-	-	-	-	-
Stage 2	289	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	525	821	1342	-	-	-
Stage 1	817	-	-	-	-	-
Stage 2	760	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	521	821	1342	-	-	-
Mov Cap-2 Maneuver	521	-	-	-	-	-
Stage 1	810	-	-	-	-	-
Stage 2	760	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.3	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1342	-	612	-	-
HCM Lane V/C Ratio	0.006	-	0.066	-	-
HCM Control Delay (s)	7.7	0	11.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

HCM 6th Signalized Intersection Summary
1: Vine St & Sunset Blvd

01/19/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	901	83	204	1382	60	103	622	114	32	1143	72
Future Volume (veh/h)	36	901	83	204	1382	60	103	622	114	32	1143	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	39	979	90	222	1502	65	112	676	124	35	1242	78
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	127	1216	112	291	2007	87	194	1464	812	324	1321	83
Arrive On Green	0.26	0.26	0.26	0.10	0.40	0.40	0.06	0.41	0.41	0.03	0.39	0.39
Sat Flow, veh/h	328	4759	437	1781	5018	217	1781	3554	1585	1781	3396	213
Grp Volume(v), veh/h	39	700	369	222	1019	548	112	676	124	35	649	671
Grp Sat Flow(s),veh/h/ln	328	1702	1792	1781	1702	1831	1781	1777	1585	1781	1777	1832
Q Serve(g_s), s	10.4	17.3	17.4	8.0	23.1	23.1	3.3	12.4	3.7	1.0	31.7	31.8
Cycle Q Clear(g_c), s	20.5	17.3	17.4	8.0	23.1	23.1	3.3	12.4	3.7	1.0	31.7	31.8
Prop In Lane	1.00		0.24	1.00		0.12	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	127	870	458	291	1362	733	194	1464	812	324	691	712
V/C Ratio(X)	0.31	0.80	0.81	0.76	0.75	0.75	0.58	0.46	0.15	0.11	0.94	0.94
Avail Cap(c_a), veh/h	127	870	458	291	1362	733	194	1464	812	365	691	712
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.5	31.4	31.4	23.0	23.1	23.1	21.4	19.2	11.6	16.0	26.5	26.5
Incr Delay (d2), s/veh	6.1	7.8	14.1	11.3	3.8	6.9	4.2	1.0	0.4	0.1	22.2	22.1
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(50%),veh/ln	1.0	7.9	9.1	4.1	9.5	10.9	1.5	5.2	1.3	0.4	16.9	17.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.6	39.2	45.5	34.3	26.9	30.0	25.6	20.3	12.0	16.1	48.7	48.7
LnGrp LOS	D	D	D	C	C	C	C	C	B	B	D	D
Approach Vol, veh/h		1108			1789			912			1355	
Approach Delay, s/veh		41.5			28.8			19.8			47.8	
Approach LOS		D			C			B			D	

Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		41.0	9.0	40.0	13.0	28.0	6.9	42.1				
Change Period (Y+Rc), s		* 5	4.0	* 5	4.0	* 5	4.0	* 5				
Max Green Setting (Gmax), s		* 36	5.0	* 35	9.0	* 23	5.0	* 35				
Max Q Clear Time (g_c+I1), s		25.1	5.3	33.8	10.0	22.5	3.0	14.4				
Green Ext Time (p_c), s		7.4	0.0	0.9	0.0	0.4	0.0	5.1				

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.

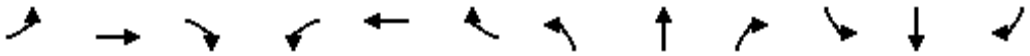
Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	32	918	22	28	1037
Future Vol, veh/h	20	32	918	22	28	1037
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	30	-
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	22	35	998	24	30	1127

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1634	511	0	0	1022	0
Stage 1	1010	-	-	-	-	-
Stage 2	624	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	92	508	-	-	675	-
Stage 1	313	-	-	-	-	-
Stage 2	496	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	88	508	-	-	675	-
Mov Cap-2 Maneuver	210	-	-	-	-	-
Stage 1	313	-	-	-	-	-
Stage 2	474	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.2	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	329	675	-
HCM Lane V/C Ratio	-	-	0.172	0.045	-
HCM Control Delay (s)	-	-	18.2	10.6	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	23	24	18	28	13	52	874	15	15	939	92
Future Volume (veh/h)	25	23	24	18	28	13	52	874	15	15	939	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	25	26	20	30	14	57	950	16	16	1021	100
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	200	63	66	76	65	25	489	2909	49	514	2659	260
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.81	0.81	0.81	1.00	1.00	1.00
Sat Flow, veh/h	1362	840	873	315	865	330	502	3576	60	582	3269	320
Grp Volume(v), veh/h	27	0	51	64	0	0	57	472	494	16	555	566
Grp Sat Flow(s),veh/h/ln	1362	0	1713	1511	0	0	502	1777	1860	582	1777	1813
Q Serve(g_s), s	0.0	0.0	2.6	1.3	0.0	0.0	2.1	6.1	6.1	0.2	0.0	0.0
Cycle Q Clear(g_c), s	1.3	0.0	2.6	3.9	0.0	0.0	2.1	6.1	6.1	6.3	0.0	0.0
Prop In Lane	1.00		0.51	0.31		0.22	1.00		0.03	1.00		0.18
Lane Grp Cap(c), veh/h	200	0	129	167	0	0	489	1445	1512	514	1445	1474
V/C Ratio(X)	0.14	0.00	0.39	0.38	0.00	0.00	0.12	0.33	0.33	0.03	0.38	0.38
Avail Cap(c_a), veh/h	469	0	468	486	0	0	489	1445	1512	514	1445	1474
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.1	0.0	39.6	40.1	0.0	0.0	1.8	2.1	2.1	0.3	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	1.9	1.4	0.0	0.0	0.5	0.6	0.6	0.1	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	1.1	1.4	0.0	0.0	0.2	1.4	1.4	0.0	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.4	0.0	41.6	41.6	0.0	0.0	2.3	2.7	2.7	0.4	0.8	0.8
LnGrp LOS	D	A	D	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h		78			64			1023			1137	
Approach Delay, s/veh		40.8			41.6			2.7			0.8	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		77.8		12.2		77.8		12.2				
Change Period (Y+Rc), s		4.6		* 5.4		4.6		* 5.4				
Max Green Setting (Gmax), s		55.4		* 25		55.4		* 25				
Max Q Clear Time (g_c+I1), s		8.3		5.9		8.1		4.6				
Green Ext Time (p_c), s		19.5		0.2		16.9		0.3				

Intersection Summary												
HCM 6th Ctrl Delay			4.1									
HCM 6th LOS			A									

Notes

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

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	20	12	158	274	20
Future Vol, veh/h	18	20	12	158	274	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	22	13	172	298	22

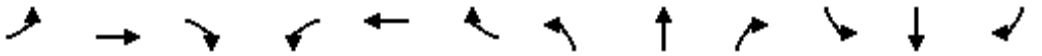
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	507	309	320	0	-	0
Stage 1	309	-	-	-	-	-
Stage 2	198	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	525	731	1240	-	-	-
Stage 1	745	-	-	-	-	-
Stage 2	835	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	519	731	1240	-	-	-
Mov Cap-2 Maneuver	519	-	-	-	-	-
Stage 1	736	-	-	-	-	-
Stage 2	835	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.3	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1240	-	612	-	-
HCM Lane V/C Ratio	0.011	-	0.067	-	-
HCM Control Delay (s)	7.9	0	11.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

HCM 6th Signalized Intersection Summary
1: Vine St & Sunset Blvd

01/19/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	1225	99	194	1226	160	115	1090	194	64	1006	72
Future Volume (veh/h)	76	1225	99	194	1226	160	115	1090	194	64	1006	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	83	1332	108	211	1333	174	125	1185	211	70	1093	78
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	150	1498	121	236	1981	259	201	1298	702	180	1196	85
Arrive On Green	0.31	0.31	0.31	0.08	0.43	0.43	0.06	0.37	0.37	0.05	0.36	0.36
Sat Flow, veh/h	348	4814	390	1781	4570	597	1781	3554	1585	1781	3364	240
Grp Volume(v), veh/h	83	942	498	211	993	514	125	1185	211	70	577	594
Grp Sat Flow(s),veh/h/ln	348	1702	1800	1781	1702	1763	1781	1777	1585	1781	1777	1827
Q Serve(g_s), s	18.0	23.7	23.7	7.0	21.0	21.0	4.0	28.6	7.7	2.2	27.9	27.9
Cycle Q Clear(g_c), s	28.0	23.7	23.7	7.0	21.0	21.0	4.0	28.6	7.7	2.2	27.9	27.9
Prop In Lane	1.00		0.22	1.00		0.34	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	150	1059	560	236	1475	764	201	1298	702	180	632	650
V/C Ratio(X)	0.56	0.89	0.89	0.89	0.67	0.67	0.62	0.91	0.30	0.39	0.91	0.91
Avail Cap(c_a), veh/h	150	1059	560	236	1475	764	201	1298	702	197	632	650
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.5	29.5	29.5	22.8	20.4	20.4	22.1	27.2	16.1	21.9	27.7	27.7
Incr Delay (d2), s/veh	14.0	11.2	18.8	31.9	2.5	4.7	5.9	11.3	1.1	1.4	19.9	19.6
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(50%),veh/ln	2.4	11.0	12.8	4.9	8.4	9.2	1.9	13.6	2.9	0.9	14.8	15.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.5	40.7	48.3	54.8	22.9	25.1	28.0	38.5	17.2	23.3	47.6	47.3
LnGrp LOS	D	D	D	D	C	C	C	D	B	C	D	D
Approach Vol, veh/h		1523			1718			1521			1241	
Approach Delay, s/veh		43.8			27.5			34.7			46.1	
Approach LOS		D			C			C			D	

Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		44.0	9.0	37.0	11.0	33.0	8.1	37.9				
Change Period (Y+Rc), s		* 5	4.0	* 5	4.0	* 5	4.0	* 5				
Max Green Setting (Gmax), s		* 39	5.0	* 32	7.0	* 28	5.0	* 32				
Max Q Clear Time (g_c+I1), s		23.0	6.0	29.9	9.0	30.0	4.2	30.6				
Green Ext Time (p_c), s		9.4	0.0	1.4	0.0	0.0	0.0	1.1				

Intersection Summary	
HCM 6th Ctrl Delay	37.3
HCM 6th LOS	D

Notes

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

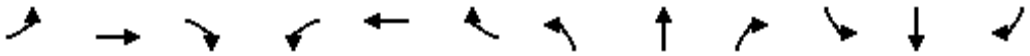
Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	36	1286	35	55	1051
Future Vol, veh/h	18	36	1286	35	55	1051
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	30	-
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	20	39	1398	38	60	1142

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2108	718	0	0	1436	0
Stage 1	1417	-	-	-	-	-
Stage 2	691	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	44	371	-	-	469	-
Stage 1	190	-	-	-	-	-
Stage 2	459	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	38	371	-	-	469	-
Mov Cap-2 Maneuver	132	-	-	-	-	-
Stage 1	190	-	-	-	-	-
Stage 2	400	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	25.8	0	0.7
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	231	469	-
HCM Lane V/C Ratio	-	-	0.254	0.127	-
HCM Control Delay (s)	-	-	25.8	13.8	-
HCM Lane LOS	-	-	D	B	-
HCM 95th %tile Q(veh)	-	-	1	0.4	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	66	54	23	27	26	35	1241	22	19	969	59
Future Volume (veh/h)	72	66	54	23	27	26	35	1241	22	19	969	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	78	72	59	25	29	28	38	1349	24	21	1053	64
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	204	104	85	69	61	41	473	2784	49	335	2652	161
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.78	0.78	0.78	1.00	1.00	1.00
Sat Flow, veh/h	1346	951	779	158	560	372	504	3572	64	395	3403	207
Grp Volume(v), veh/h	78	0	131	82	0	0	38	671	702	21	550	567
Grp Sat Flow(s),veh/h/ln	1346	0	1730	1089	0	0	504	1777	1859	395	1777	1833
Q Serve(g_s), s	0.0	0.0	6.6	1.0	0.0	0.0	1.6	12.0	12.1	0.9	0.0	0.0
Cycle Q Clear(g_c), s	6.3	0.0	6.6	7.6	0.0	0.0	1.6	12.0	12.1	12.9	0.0	0.0
Prop In Lane	1.00		0.45	0.30		0.34	1.00		0.03	1.00		0.11
Lane Grp Cap(c), veh/h	204	0	190	172	0	0	473	1385	1449	335	1385	1428
V/C Ratio(X)	0.38	0.00	0.69	0.48	0.00	0.00	0.08	0.48	0.48	0.06	0.40	0.40
Avail Cap(c_a), veh/h	439	0	492	442	0	0	473	1385	1449	335	1385	1428
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.5	0.0	38.6	38.1	0.0	0.0	2.4	3.5	3.5	1.1	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	4.4	2.1	0.0	0.0	0.3	1.2	1.2	0.4	0.9	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(50%),veh/ln	1.7	0.0	3.0	1.8	0.0	0.0	0.2	3.3	3.4	0.0	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.7	0.0	43.0	40.1	0.0	0.0	2.7	4.7	4.7	1.5	0.9	0.8
LnGrp LOS	D	A	D	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h		209			82			1411			1138	
Approach Delay, s/veh		41.8			40.1			4.7			0.9	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		74.7		15.3		74.7		15.3				
Change Period (Y+Rc), s		4.6		* 5.4		4.6		* 5.4				
Max Green Setting (Gmax), s		54.4		* 26		54.4		* 26				
Max Q Clear Time (g_c+I1), s		14.9		9.6		14.1		8.6				
Green Ext Time (p_c), s		18.3		0.3		24.4		0.8				

Intersection Summary												
HCM 6th Ctrl Delay			6.9									
HCM 6th LOS			A									

Notes

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

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	21	18	249	195	18
Future Vol, veh/h	25	21	18	249	195	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	23	20	271	212	20

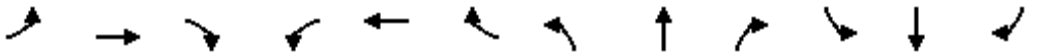
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	533	222	232	0	-	0
Stage 1	222	-	-	-	-	-
Stage 2	311	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	507	818	1336	-	-	-
Stage 1	815	-	-	-	-	-
Stage 2	743	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	498	818	1336	-	-	-
Mov Cap-2 Maneuver	498	-	-	-	-	-
Stage 1	800	-	-	-	-	-
Stage 2	743	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.5	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1336	-	606	-	-
HCM Lane V/C Ratio	0.015	-	0.083	-	-
HCM Control Delay (s)	7.7	0	11.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

HCM 6th Signalized Intersection Summary
1: Vine St & Sunset Blvd

01/19/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	1003	95	255	1484	63	115	869	150	34	1492	87
Future Volume (veh/h)	40	1003	95	255	1484	63	115	869	150	34	1492	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	1090	103	277	1613	68	125	945	163	37	1622	95
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	100	1213	114	214	1842	78	179	1579	810	263	1441	84
Arrive On Green	0.26	0.26	0.26	0.07	0.37	0.37	0.06	0.44	0.44	0.03	0.42	0.42
Sat Flow, veh/h	294	4746	448	1781	5025	212	1781	3554	1585	1781	3413	199
Grp Volume(v), veh/h	43	782	411	277	1093	588	125	945	163	37	840	877
Grp Sat Flow(s),veh/h/ln	294	1702	1790	1781	1702	1832	1781	1777	1585	1781	1777	1835
Q Serve(g_s), s	6.0	20.0	20.0	6.0	26.9	27.0	3.5	18.1	5.0	1.0	38.0	38.0
Cycle Q Clear(g_c), s	23.0	20.0	20.0	6.0	26.9	27.0	3.5	18.1	5.0	1.0	38.0	38.0
Prop In Lane	1.00		0.25	1.00		0.12	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	100	870	457	214	1248	672	179	1579	810	263	750	775
V/C Ratio(X)	0.43	0.90	0.90	1.29	0.88	0.88	0.70	0.60	0.20	0.14	1.12	1.13
Avail Cap(c_a), veh/h	100	870	457	214	1248	672	179	1579	810	303	750	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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.6	32.4	32.4	29.4	26.6	26.6	21.2	18.9	12.0	15.2	26.0	26.0
Incr Delay (d2), s/veh	13.0	14.0	23.3	161.6	8.8	14.9	11.3	1.7	0.6	0.2	70.9	75.3
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(50%),veh/ln	1.3	9.7	11.3	11.4	11.9	14.0	1.9	7.5	1.8	0.4	29.8	31.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.6	46.4	55.7	191.0	35.3	41.5	32.6	20.6	12.6	15.4	96.9	101.3
LnGrp LOS	E	D	E	F	D	D	C	C	B	B	F	F
Approach Vol, veh/h		1236			1958			1233			1754	
Approach Delay, s/veh		49.8			59.2			20.8			97.3	
Approach LOS		D			E			C			F	

Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		38.0	9.0	43.0	10.0	28.0	7.0	45.0				
Change Period (Y+Rc), s		* 5	4.0	* 5	4.0	* 5	4.0	* 5				
Max Green Setting (Gmax), s		* 33	5.0	* 38	6.0	* 23	5.0	* 38				
Max Q Clear Time (g_c+I1), s		29.0	5.5	40.0	8.0	25.0	3.0	20.1				
Green Ext Time (p_c), s		3.3	0.0	0.0	0.0	0.0	0.0	7.1				

Intersection Summary												
HCM 6th Ctrl Delay			60.5									
HCM 6th LOS			E									

Notes

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

Intersection	
Int Delay, s/veh	1.1

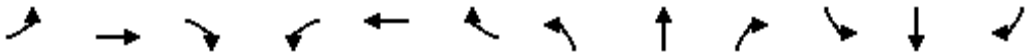
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	33	47	1221	36	41	1421
Future Vol, veh/h	33	47	1221	36	41	1421
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	30	-
Veh in Median Storage, #	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	36	51	1327	39	45	1545

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2210	683	0	0	1366	0
Stage 1	1347	-	-	-	-	-
Stage 2	863	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	37	392	-	-	499	-
Stage 1	207	-	-	-	-	-
Stage 2	373	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 34	392	-	-	499	-
Mov Cap-2 Maneuver	132	-	-	-	-	-
Stage 1	207	-	-	-	-	-
Stage 2	339	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	32.5	0	0.4
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	216	499	-
HCM Lane V/C Ratio	-	-	0.403	0.089	-
HCM Control Delay (s)	-	-	32.5	12.9	-
HCM Lane LOS	-	-	D	B	-
HCM 95th %tile Q(veh)	-	-	1.8	0.3	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	27	35	34	36	55	58	1132	25	72	1189	186
Future Volume (veh/h)	77	27	35	34	36	55	58	1132	25	72	1189	186
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	84	29	38	37	39	60	63	1230	27	78	1292	202
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	206	85	112	85	64	78	352	2746	60	368	2381	370
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.77	0.77	0.77	1.00	1.00	1.00
Sat Flow, veh/h	1296	735	963	294	552	669	352	3555	78	442	3083	478
Grp Volume(v), veh/h	84	0	67	136	0	0	63	615	642	78	740	754
Grp Sat Flow(s),veh/h/ln	1296	0	1697	1516	0	0	352	1777	1856	442	1777	1784
Q Serve(g_s), s	0.0	0.0	3.3	4.7	0.0	0.0	4.5	10.8	10.8	3.2	0.0	0.0
Cycle Q Clear(g_c), s	7.2	0.0	3.3	7.9	0.0	0.0	4.5	10.8	10.8	14.0	0.0	0.0
Prop In Lane	1.00		0.57	0.27		0.44	1.00		0.04	1.00		0.27
Lane Grp Cap(c), veh/h	206	0	198	227	0	0	352	1373	1434	368	1373	1378
V/C Ratio(X)	0.41	0.00	0.34	0.60	0.00	0.00	0.18	0.45	0.45	0.21	0.54	0.55
Avail Cap(c_a), veh/h	386	0	434	446	0	0	352	1373	1434	368	1373	1378
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.3	0.0	36.6	38.6	0.0	0.0	2.8	3.6	3.6	1.1	0.0	0.0
Incr Delay (d2), s/veh	1.3	0.0	1.0	2.5	0.0	0.0	1.1	1.1	1.0	1.3	1.5	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(50%),veh/ln	1.8	0.0	1.4	3.0	0.0	0.0	0.3	3.0	3.2	0.2	0.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.6	0.0	37.6	41.2	0.0	0.0	3.9	4.6	4.6	2.4	1.5	1.6
LnGrp LOS	D	A	D	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h		151			136			1320			1572	
Approach Delay, s/veh		38.7			41.2			4.6			1.6	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		74.1		15.9		74.1		15.9				
Change Period (Y+Rc), s		4.6		* 5.4		4.6		* 5.4				
Max Green Setting (Gmax), s		57.0		* 23		57.0		* 23				
Max Q Clear Time (g_c+I1), s		16.0		9.9		12.8		9.2				
Green Ext Time (p_c), s		28.6		0.5		24.4		0.5				

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

Notes

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

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	44	34	20	175	303	32
Future Vol, veh/h	44	34	20	175	303	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	37	22	190	329	35

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	581	347	364	0	-	0
Stage 1	347	-	-	-	-	-
Stage 2	234	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	476	696	1195	-	-	-
Stage 1	716	-	-	-	-	-
Stage 2	805	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	466	696	1195	-	-	-
Mov Cap-2 Maneuver	466	-	-	-	-	-
Stage 1	701	-	-	-	-	-
Stage 2	805	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.8	0.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1195	-	544	-	-
HCM Lane V/C Ratio	0.018	-	0.156	-	-
HCM Control Delay (s)	8.1	0	12.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

HCM 6th Signalized Intersection Summary
1: Vine St & Sunset Blvd

01/19/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	1370	111	223	1349	168	124	1414	244	67	1286	81
Future Volume (veh/h)	95	1370	111	223	1349	168	124	1414	244	67	1286	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	103	1489	121	242	1466	183	135	1537	265	73	1398	88
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	121	1497	122	180	1890	236	179	1374	701	163	1283	81
Arrive On Green	0.31	0.31	0.31	0.06	0.41	0.41	0.06	0.39	0.39	0.05	0.38	0.38
Sat Flow, veh/h	303	4813	391	1781	4598	574	1781	3554	1585	1781	3396	213
Grp Volume(v), veh/h	103	1053	557	242	1085	564	135	1537	265	73	730	756
Grp Sat Flow(s),veh/h/ln	303	1702	1800	1781	1702	1767	1781	1777	1585	1781	1777	1832
Q Serve(g_s), s	12.2	27.8	27.8	5.0	24.8	24.8	4.2	34.8	10.1	2.2	34.0	34.0
Cycle Q Clear(g_c), s	28.0	27.8	27.8	5.0	24.8	24.8	4.2	34.8	10.1	2.2	34.0	34.0
Prop In Lane	1.00		0.22	1.00		0.32	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	121	1059	560	180	1399	726	179	1374	701	163	671	692
V/C Ratio(X)	0.85	0.99	0.99	1.35	0.78	0.78	0.75	1.12	0.38	0.45	1.09	1.09
Avail Cap(c_a), veh/h	121	1059	560	180	1399	726	179	1374	701	179	671	692
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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.6	30.9	30.9	27.1	22.9	22.9	22.1	27.6	16.8	22.0	28.0	28.0
Incr Delay (d2), s/veh	49.2	26.3	36.8	188.2	4.3	8.0	16.5	63.6	1.6	1.9	60.7	62.4
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(50%),veh/ln	3.9	14.8	17.3	10.9	10.2	11.4	2.5	26.1	3.8	1.0	25.0	26.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	91.7	57.2	67.7	215.3	27.2	30.9	38.6	91.2	18.4	23.9	88.7	90.4
LnGrp LOS	F	E	E	F	C	C	D	F	B	C	F	F
Approach Vol, veh/h		1713			1891			1937			1559	
Approach Delay, s/veh		62.7			52.4			77.6			86.5	
Approach LOS		E			D			E			F	

Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		42.0	9.0	39.0	9.0	33.0	8.2	39.8				
Change Period (Y+Rc), s		* 5	4.0	* 5	4.0	* 5	4.0	* 5				
Max Green Setting (Gmax), s		* 37	5.0	* 34	5.0	* 28	5.0	* 34				
Max Q Clear Time (g_c+I1), s		26.8	6.2	36.0	7.0	30.0	4.2	36.8				
Green Ext Time (p_c), s		7.3	0.0	0.0	0.0	0.0	0.0	0.0				

Intersection Summary	
HCM 6th Ctrl Delay	69.2
HCM 6th LOS	E

Notes

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

Intersection	
Int Delay, s/veh	1.5

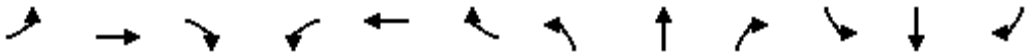
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	23	42	1669	48	69	1363
Future Vol, veh/h	23	42	1669	48	69	1363
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	30	-
Veh in Median Storage, #	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	25	46	1814	52	75	1482

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2731	933	0	0	1866	0
Stage 1	1840	-	-	-	-	-
Stage 2	891	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 16	268	-	-	319	-
Stage 1	111	-	-	-	-	-
Stage 2	361	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 12	268	-	-	319	-
Mov Cap-2 Maneuver	77	-	-	-	-	-
Stage 1	111	-	-	-	-	-
Stage 2	276	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	52.6	0	1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	143	319	-
HCM Lane V/C Ratio	-	-	0.494	0.235	-
HCM Control Delay (s)	-	-	52.6	19.7	-
HCM Lane LOS	-	-	F	C	-
HCM 95th %tile Q(veh)	-	-	2.3	0.9	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	76	62	31	33	58	46	1570	33	50	1239	103
Future Volume (veh/h)	135	76	62	31	33	58	46	1570	33	50	1239	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	147	83	67	34	36	63	50	1707	36	54	1347	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	264	162	131	86	88	111	342	2562	54	207	2392	198
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.72	0.72	0.72	1.00	1.00	1.00
Sat Flow, veh/h	1296	958	773	210	520	657	364	3559	75	277	3322	275
Grp Volume(v), veh/h	147	0	150	133	0	0	50	850	893	54	718	741
Grp Sat Flow(s),veh/h/ln	1296	0	1731	1386	0	0	364	1777	1857	277	1777	1821
Q Serve(g_s), s	3.6	0.0	7.1	1.6	0.0	0.0	4.0	23.1	23.3	8.7	0.0	0.0
Cycle Q Clear(g_c), s	12.3	0.0	7.1	8.7	0.0	0.0	4.0	23.1	23.3	32.0	0.0	0.0
Prop In Lane	1.00		0.45	0.26		0.47	1.00		0.04	1.00		0.15
Lane Grp Cap(c), veh/h	264	0	292	284	0	0	342	1279	1337	207	1279	1311
V/C Ratio(X)	0.56	0.00	0.51	0.47	0.00	0.00	0.15	0.66	0.67	0.26	0.56	0.57
Avail Cap(c_a), veh/h	380	0	448	423	0	0	342	1279	1337	207	1279	1311
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.6	0.0	34.0	34.1	0.0	0.0	4.1	6.8	6.8	5.8	0.0	0.0
Incr Delay (d2), s/veh	1.8	0.0	1.4	1.2	0.0	0.0	0.9	2.7	2.7	3.0	1.8	1.8
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(50%),veh/ln	3.2	0.0	3.1	2.8	0.0	0.0	0.3	7.7	8.1	0.5	0.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.5	0.0	35.4	35.3	0.0	0.0	5.0	9.5	9.5	8.8	1.8	1.8
LnGrp LOS	D	A	D	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h		297			133			1793			1513	
Approach Delay, s/veh		36.9			35.3			9.4			2.0	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	69.4	20.6	69.4	20.6
Change Period (Y+Rc), s	4.6	* 5.4	4.6	* 5.4
Max Green Setting (Gmax), s	56.7	* 23	56.7	* 23
Max Q Clear Time (g_c+I1), s	34.0	10.7	25.3	14.3
Green Ext Time (p_c), s	17.8	0.5	26.2	0.9

Intersection Summary	
HCM 6th Ctrl Delay	9.5
HCM 6th LOS	A

Notes

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

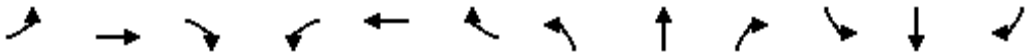
Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	39	28	30	280	215	43
Future Vol, veh/h	39	28	30	280	215	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	42	30	33	304	234	47

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	628	258	281	0	-	0
Stage 1	258	-	-	-	-	-
Stage 2	370	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	447	781	1282	-	-	-
Stage 1	785	-	-	-	-	-
Stage 2	699	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	433	781	1282	-	-	-
Mov Cap-2 Maneuver	433	-	-	-	-	-
Stage 1	761	-	-	-	-	-
Stage 2	699	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.8	0.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1282	-	532	-	-
HCM Lane V/C Ratio	0.025	-	0.137	-	-
HCM Control Delay (s)	7.9	0	12.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (veh/h)	0	0	0	0	0	0	0	0	0	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	0	0	0	0	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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	2042	0	649	2042	0	775	1737	704	775	1737	0
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	1781	5274	0	1781	5274	0	1781	3554	1585	1781	3647	0
Grp Volume(v), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	0	1781	1702	0	1781	1777	1585	1781	1777	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	80	2042	0	649	2042	0	775	1737	704	775	1737	0
V/C Ratio(X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	80	2042	0	825	2042	0	872	1737	704	872	1737	0
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)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), 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
Incr Delay (d2), 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
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(50%),veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),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
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		0			0			0			0	
Approach Delay, s/veh		0.0			0.0			0.0			0.0	
Approach LOS												

Timer - Assigned Phs	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	41.0	0.0	49.0	0.0	41.0	0.0	49.0
Change Period (Y+Rc), s	* 5	4.0	* 5	4.0	* 5	4.0	* 5
Max Green Setting (Gmax), s	* 36	5.0	* 35	9.0	* 23	5.0	* 35
Max Q Clear Time (g_c+I1), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	0.0
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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	30	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	1021	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1021	-	-	-	-	-
Mov Cap-2 Maneuver	933	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (veh/h)	0	0	0	0	0	0	0	0	0	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	0	0	0	0	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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	2	0	0	2	0	80	3372	0	80	3372	0
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	1781	1870	0	0	-100999	0	1781	3647	0	1781	3647	0
Grp Volume(v), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1870	0	0	1870	0	1781	1777	0	1781	1777	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.00	0.00		0.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	80	2	0	0	2	0	80	3372	0	80	3372	0
V/C Ratio(X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	674	511	0	0	511	0	80	3372	0	80	3372	0
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)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), 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
Incr Delay (d2), 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
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(50%),veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),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
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		0			0			0			0	
Approach Delay, s/veh		0.0			0.0			0.0			0.0	
Approach LOS												

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		90.0		0.0		90.0		0.0				
Change Period (Y+Rc), s		4.6		* 5.4		4.6		* 5.4				
Max Green Setting (Gmax), s		55.4		* 25		55.4		* 25				
Max Q Clear Time (g_c+I1), s		0.0		0.0		0.0		0.0				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			0.0									
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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	1022	1084	1622	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1022	1084	1622	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	85	53	34	18	77	37	29	0	16	32	0	76
Future Vol, veh/h	85	53	34	18	77	37	29	0	16	32	0	76
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	92	58	37	20	84	40	32	0	17	35	0	83

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	124	0	0	95	0	0	447	425	77	413	423	104
Stage 1	-	-	-	-	-	-	261	261	-	144	144	-
Stage 2	-	-	-	-	-	-	186	164	-	269	279	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1463	-	-	1499	-	-	522	521	984	549	522	951
Stage 1	-	-	-	-	-	-	744	692	-	859	778	-
Stage 2	-	-	-	-	-	-	816	762	-	737	680	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1463	-	-	1499	-	-	447	479	984	506	480	951
Mov Cap-2 Maneuver	-	-	-	-	-	-	447	479	-	506	480	-
Stage 1	-	-	-	-	-	-	694	646	-	801	767	-
Stage 2	-	-	-	-	-	-	735	751	-	675	634	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.8	1	12.1	10.7
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	555	1463	-	-	1499	-	-	754
HCM Lane V/C Ratio	0.088	0.063	-	-	0.013	-	-	0.156
HCM Control Delay (s)	12.1	7.6	0	-	7.4	0	-	10.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0.2	-	-	0	-	-	0.5

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	91	105	4	12	27
Future Vol, veh/h	10	91	105	4	12	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	99	114	4	13	29

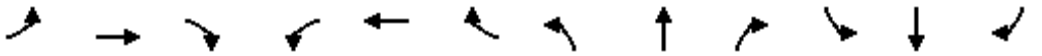
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	118	0	-	0	237	116
Stage 1	-	-	-	-	116	-
Stage 2	-	-	-	-	121	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1470	-	-	-	751	936
Stage 1	-	-	-	-	909	-
Stage 2	-	-	-	-	904	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1470	-	-	-	745	936
Mov Cap-2 Maneuver	-	-	-	-	745	-
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	904	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1470	-	-	-	868
HCM Lane V/C Ratio	0.007	-	-	-	0.049
HCM Control Delay (s)	7.5	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

HCM 6th Signalized Intersection Summary
1: Vine St & Sunset Blvd

01/19/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (veh/h)	0	0	0	0	0	0	0	0	0	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	0	0	0	0	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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	2042	0	649	2042	0	775	1737	704	775	1737	0
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	1781	5274	0	1781	5274	0	1781	3554	1585	1781	3647	0
Grp Volume(v), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	0	1781	1702	0	1781	1777	1585	1781	1777	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	80	2042	0	649	2042	0	775	1737	704	775	1737	0
V/C Ratio(X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	80	2042	0	825	2042	0	872	1737	704	872	1737	0
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)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), 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
Incr Delay (d2), 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
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(50%),veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),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
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		0			0			0			0	
Approach Delay, s/veh		0.0			0.0			0.0			0.0	
Approach LOS												

Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		41.0	0.0	49.0	0.0	41.0	0.0	49.0				
Change Period (Y+Rc), s		* 5	4.0	* 5	4.0	* 5	4.0	* 5				
Max Green Setting (Gmax), s		* 36	5.0	* 35	9.0	* 23	5.0	* 35				
Max Q Clear Time (g_c+I1), s		0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Green Ext Time (p_c), s		0.0	0.0	0.0	0.0	0.0	0.0	0.0				

Intersection Summary												
HCM 6th Ctrl Delay			0.0									
HCM 6th LOS			A									

Notes

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

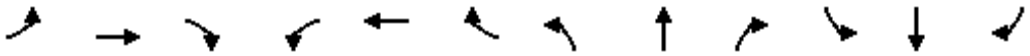
Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	30	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	1021	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1021	-	-	-	-	-
Mov Cap-2 Maneuver	933	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (veh/h)	0	0	0	0	0	0	0	0	0	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	0	0	0	0	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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	2	0	0	2	0	80	3372	0	80	3372	0
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	1781	1870	0	0	-100999	0	1781	3647	0	1781	3647	0
Grp Volume(v), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1870	0	0	1870	0	1781	1777	0	1781	1777	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.00	0.00		0.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	80	2	0	0	2	0	80	3372	0	80	3372	0
V/C Ratio(X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	674	511	0	0	511	0	80	3372	0	80	3372	0
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)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), 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
Incr Delay (d2), 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
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(50%),veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),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
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		0			0			0			0	
Approach Delay, s/veh		0.0			0.0			0.0			0.0	
Approach LOS												

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		90.0		0.0		90.0		0.0				
Change Period (Y+Rc), s		4.6		* 5.4		4.6		* 5.4				
Max Green Setting (Gmax), s		55.4		* 25		55.4		* 25				
Max Q Clear Time (g_c+I1), s		0.0		0.0		0.0		0.0				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			0.0									
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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	1022	1084	1622	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1022	1084	1622	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	103	113	33	18	67	44	17	0	9	28	0	66
Future Vol, veh/h	103	113	33	18	67	44	17	0	9	28	0	66
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	112	123	36	20	73	48	18	0	10	30	0	72

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	121	0	0	159	0	0	538	526	141	507	520	97
Stage 1	-	-	-	-	-	-	365	365	-	137	137	-
Stage 2	-	-	-	-	-	-	173	161	-	370	383	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1467	-	-	1420	-	-	454	457	907	476	461	959
Stage 1	-	-	-	-	-	-	654	623	-	866	783	-
Stage 2	-	-	-	-	-	-	829	765	-	650	612	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1467	-	-	1420	-	-	389	412	907	436	416	959
Mov Cap-2 Maneuver	-	-	-	-	-	-	389	412	-	436	416	-
Stage 1	-	-	-	-	-	-	599	571	-	793	771	-
Stage 2	-	-	-	-	-	-	755	754	-	589	561	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.2	1.1	12.9	11
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	485	1467	-	-	1420	-	-	707
HCM Lane V/C Ratio	0.058	0.076	-	-	0.014	-	-	0.145
HCM Control Delay (s)	12.9	7.7	0	-	7.6	0	-	11
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0	-	-	0.5

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	28	122	111	12	8	18
Future Vol, veh/h	28	122	111	12	8	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	133	121	13	9	20

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	134	0	-	0	321	128
Stage 1	-	-	-	-	128	-
Stage 2	-	-	-	-	193	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1451	-	-	-	673	922
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	840	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1451	-	-	-	658	922
Mov Cap-2 Maneuver	-	-	-	-	658	-
Stage 1	-	-	-	-	878	-
Stage 2	-	-	-	-	840	-

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1451	-	-	-	821
HCM Lane V/C Ratio	0.021	-	-	-	0.034
HCM Control Delay (s)	7.5	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Appendix L.2

Los Angeles Department of Transportation
Assessment Letter

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

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

6266 W Sunset Bl
DOT Case No. CEN23-55307

Date: April 20, 2023

To: Brenda Kahinju, Administrative Clerk
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **UPDATED TRANSPORTATION IMPACT ASSESSMENT FOR THE PROPOSED MIXED-USE PROJECT AT 6266 WEST SUNSET BOULEVARD (PAR-2021-4930-TOC)**

On August 2, 2021, the Los Angeles Department of Transportation (LADOT) issued a transportation assessment report to the Department of City Planning (**Attachment 1**) for the proposed mixed-use project located at 6266-6270 West Sunset Boulevard and 6151, 6257, and 6263 West Leland Way within the Central Area Planning Commission and a Transit Oriented Community Tier 3 based on the transportation analysis prepared by Gibson Transportation Consulting, Inc., dated May 20, 2021. However, since the report was released, the project description has been modified (more residential units and increased retail space) and an addendum transportation analysis dated April 10, 2023 was prepared by Gibson Transportation Consulting, Inc.

The current project proposal as it compares to the original project is as follows:

Land Use	**Original Project (2021)**	**Current Project (2023)**
Multi-Family Residential	153 Dwelling Units (DU)	*170 DU*
Ground Floor Commercial	13,026 Square Feet (SF)	*16,680 SF*

The April 10, 2023 addendum transportation analysis included CEQA and non-CEQA transportation analyses. The revised project proposes to incorporate the Transportation Demand Management strategy of including bike parking per Los Angeles Municipal Code (LAMC) as a project design feature. With the application of this TDM strategy, the revised project is projected to have a Household VMT per capita of 4.1 and no Work VMT. Therefore, it is concluded that implementation of the revised project would result in no significant VMT impact. A copy of the VMT Calculator summary report is provided as **Attachment 2**. The circulation analysis included in the April 10, 2023 addendum concluded that the trips generated by the revised project will not likely result in adverse conditions. A copy of the table that summarizes analysis of these potential deficiencies is provided as **Attachment 3** to this report.

LADOT concurs with the results of the revised analysis that the expected impacts of the revised project would continue to be less than significant. All of the project requirements that are identified in LADOT's August 2, 2021 letter (**Attachment 1**) shall remain in effect.

If you have any questions, please contact Jimmy Vivar of my staff at (213) 972-4993.

Attachments

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c: Emma Howard, Council District 13
Hokchi Chiu, Central District, BOE
Bhuvan Bajaj, Hollywood-Wilshire District, DOT
Taimour Tanavoli, Case Management Office, DOT
Casey Le, Gibson Transportation Consulting, Inc.

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

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

6266 W Sunset Bl
DOT Case No. CEN21-50933

Date: August 2, 2021

To: Susan Jimenez, Administrative Clerk
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION ASSESSMENT FOR THE PROPOSED MIXED-USE DEVELOPMENT LOCATED AT 6266 WEST SUNSET BOULEVARD (PAR-2021-4930-TOC)**

The Los Angeles Department of Transportation (LADOT) has reviewed the transportation assessment prepared by Gibson Transportation Consulting, Inc. (Gibson), dated May 20, 2021, for the proposed mixed-use project at 6266-6270 West Sunset Boulevard, 6151, 6257, and 6263 West Leland Way 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 construct an eight-story residential and commercial building with up to 150 multi-family residential units, some of which may be affordable housing units, and 13,130 square feet of neighborhood-serving ground floor commercial uses on the southeast corner of Sunset Boulevard and Vine Street. The project site is bounded by Sunset Boulevard to the north, commercial uses and a temporary construction site for the mixed-use project at 6250 West Sunset Boulevard to the east, Leland Way to the south, and Vine Street to the west. With the removal of two commercial buildings on Sunset Boulevard, one commercial building on Leland Way, and a surface parking lot, the new building will replace 12,236 square feet of existing commercial uses and approximately 48 parking spaces. The Sunset Vine Tower at 1480 North Vine Street with 64 multi-family residential units and 9,263 square feet of commercial uses and a duplex on Leland Way will remain. Parking for the project will be provided within four levels of parking with a total of 217 (190 residential and 27 commercial) parking spaces and accessed via two driveways along Leland Way. The western driveway will provide access to the commercial parking and the existing parking garage that serves the Sunset Vine Tower and the east driveway will provide access to residential parking as illustrated in **Attachment A**. The project will also provide 125 (18 short-term and 107 long-term) bicycle parking spaces. Pedestrian and bicycle access to the project would be provided via entrances along the project perimeter. The project is expected to be completed by 2025.

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, 9th Edition as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project **does** exceed the net 250 daily vehicle trips threshold.

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

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

The assessment determined that the project would **not** have a significant transportation impact under Thresholds T-1 and T-3. A 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 Gibson, the project proposes to incorporate the TDM strategy of including bike parking per Los Angeles Municipal Code (LAMC) as a project design feature. With the application of this TDM strategy, the proposed project is projected to have a Household VMT per capita of 4.1 and no Work VMT. Therefore, it is concluded that implementation of the Project would result in no significant VMT impact. A copy of the VMT Calculator summary report is provided as **Attachment B**.

E. Access and Circulation

During preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the LAMC. Therefore, 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. Vehicular access to the project will be provided along Leland Way. Bicyclists and pedestrians would have entrances along the project perimeter separate from vehicles. 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. Pedestrian access to the project would be provided via separated pedestrian entrances.

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. Parking Requirements

The project would provide parking for 217 vehicles and 125 bicycles. 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.

2. Highway Dedication and Street Widening Requirements

Per the new Mobility Element of the General Plan, **Sunset Boulevard**, an Avenue I, would require a 35-foot half-width roadway within a 50-foot half-width right-of-way; **Vine Street**, an Avenue II, would require a 28-foot half-width roadway within a 43-foot half-width right-of-way; and, **Leland Way,** a Local Street, would require an 18-foot half-width roadway within a 30-foot half-width right-of-way. The applicant is requesting a Waiver of Dedication for Leland Way. Dedication waivers are processed through City Planning per LAMC Section 12.37. The applicant should coordinate with the Bureau of Engineering's Land Development Group who will determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

3. Project Access and Circulation

The conceptual site plan for the project (see **Attachment A**) is acceptable to LADOT. The project would be accessed via two driveways along Leland Way. Review of this study does not constitute approval of the dimensions for any new proposed driveway. Review and approval of a new driveway should be coordinated with LADOT's Citywide Planning Coordination Section (201 North Figueroa Street, 5th Floor, Room 550, at 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact 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 vehicular access and design.

4. 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.

5. 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 expected in 2021. The updated ordinance is expected to be completed prior to the anticipated construction of this project, if approved.

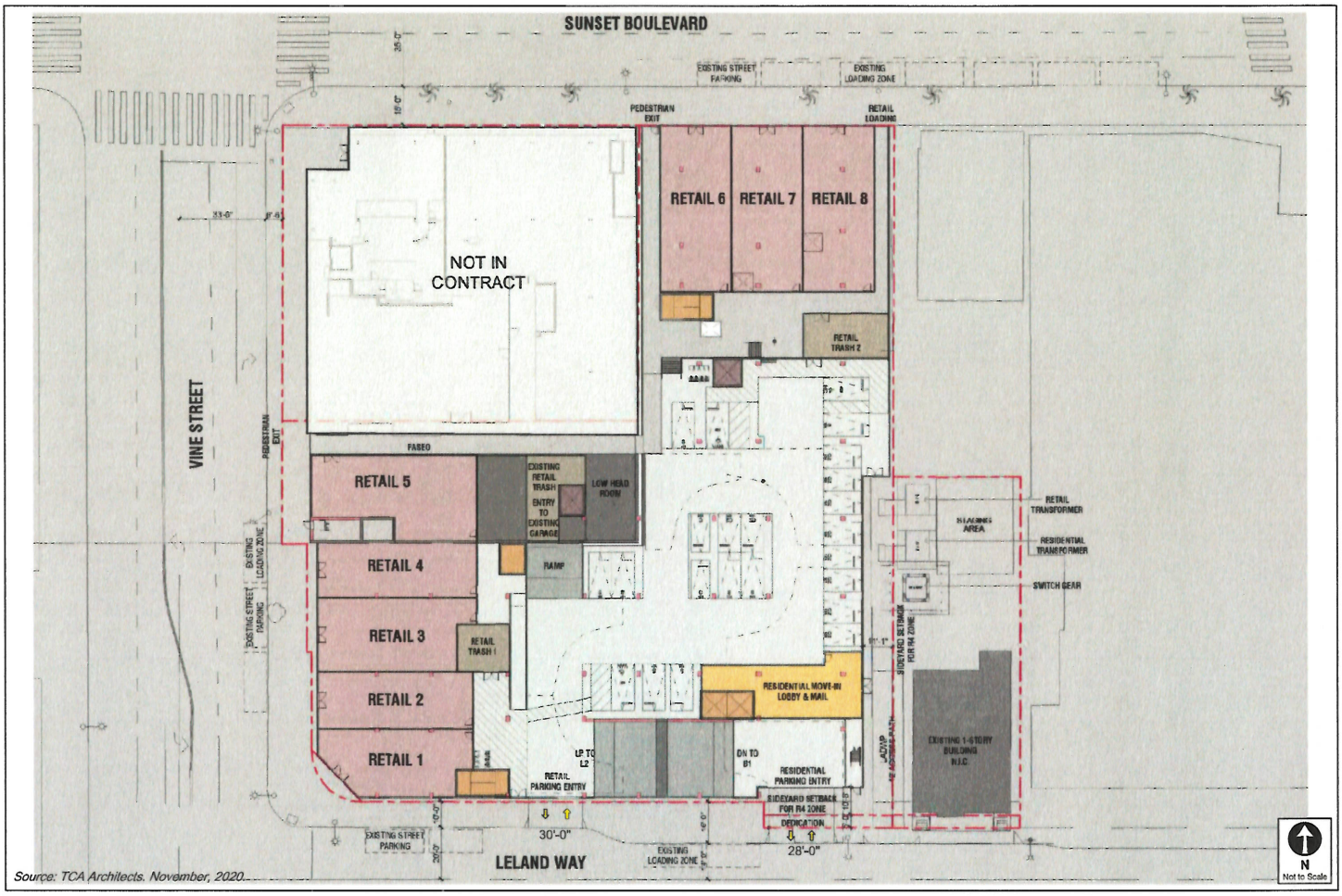
6. Development Review Fees
Section 19.15 of the LAMC identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Eileen Hunt of my staff at (213) 972-8481.

Attachments

K:\Letters\2021\CEN21-50933_6266 Sunset Bl_MU_ltr.docx

c: Craig Bullock, Council District 13
Matthew Masuda, Central District, BOE
Bhuvan Bajaj, Hollywood-Wilshire District, DOT
Taimour Tanavoli, Case Management Office, DOT
Casey Le, Gibson



Source: TCA Architects, November, 2020.

PROJECT SITE PLAN

FIGURE 1

ATTACHMENT B
CEN20-50933_6266 W Sunset Bl

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: Sunset Vine - SV2
Scenario:
Address: 6262 W SUNSET BLVD, 90028

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

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restaurant	12.236	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	150	DU
Retail | High-Turnover Sit-Down Restaurant	13.13	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
726 Daily Vehicle Trips	1,329 Daily Vehicle Trips
4,722 Daily VMT	8,361 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	603 Net Daily Trips
The net increase in daily VMT ≤ 0	3,639 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	13.130 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

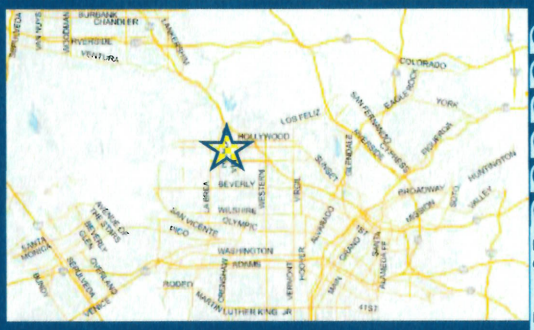
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project:

Scenario:

Address:



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	150	DU
Retail | High-Turnover Sit-Down Restaurant	13.13	ksf

TDM Strategies

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

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

- **A** Parking
- **B** Transit
- **C** Education & Encouragement
- **D** Commute Trip Reductions
- **E** Shared Mobility
- **F** Bicycle Infrastructure
  - Implement/Improve On-street Bicycle Facility — Select Proposed Prj or Mitigation to include this strategy — ☐ Proposed Prj ☐ Mitigation
  - Include Bike Parking Per LAMC — Select Proposed Prj or Mitigation to include this strategy — ☑ Proposed Prj ☐ Mitigation
  - Include Secure Bike Parking and Showers — Select Proposed Prj or Mitigation to include this strategy — ☐ Proposed Prj ☐ Mitigation
- **G** Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
1,321 Daily Vehicle Trips	1,321 Daily Vehicle Trips
8,308 Daily VMT	8,308 Daily VMT
4.1 Household VMT per Capita	4.1 Household VMT per Capita
N/A Work VMT per Employee	N/A 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: N/A Threshold = 7.6 15% Below APC	**Work: N/A** Threshold = 7.6 15% Below APC

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 7, 2021
Project Name: Sunset Vine - SV2
Project Scenario:
Project Address: 6262 W SUNSET BLVD, 90028

Version 1.3

Project Information

Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	150	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	0	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	0.000	ksf
	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.000	ksf
	Supermarket	0.000	ksf
	Bank	0.000	ksf
	Health Club	0.000	ksf
	High-Turnover Sit-Down Restaurant	13.130	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
Office	General Office	0.000	ksf
	Medical Office	0.000	ksf
Industrial	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self Storage	0.000	ksf
School	University	0	Students
	High School	0	Students
	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 7, 2021
Project Name: Sunset Vine - SV2
Project Scenario:
Project Address: 6262 W SUNSET BLVD, 90028

Version 1.3

Other	0	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 7, 2021
Project Name: Sunset Vine - SV2
Project Scenario:
Project Address: 6262 W SUNSET BLVD, 90028

Version 1.3

Analysis Results			
Total Employees: 53			
Total Population: 338			
Proposed Project		***With Mitigation***	
1,321	**Daily Vehicle Trips**	**1,321**	**Daily Vehicle Trips**
8,308	**Daily VMT**	**8,308**	**Daily VMT**
4.1	**Household VMT per Capita**	**4.1**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 7.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0 Work > 7.6	No N/A	Household > 6.0 Work > 7.6	No N/A

TDM Strategy Inputs

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: January 7, 2021
Project Name: Sunset Vine - SV2
Project Scenario:
Project Address: 6262 W SUNSET BLVD, 90028

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

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

Final Combined & Maximum TDM Effect

	Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*
MAX. TDM EFFECT	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*

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

PLACE	urban	75%
TYPE	compact infill	40%
MAX:	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: January 7, 2021
Project Name: Sunset Vine - SV2
Project Scenario:
Project Address: 6262 W SUNSET BLVD, 90028

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	134	-33.6%	89	7.3	978	650
Home Based Other Production	372	-53.2%	174	4.3	1,600	748
Non-Home Based Other Production	417	-8.6%	381	7.3	3,044	2,781
Home-Based Work Attraction	76	-47.4%	40	8.4	638	336
Home-Based Other Attraction	736	-47.6%	386	5.6	4,122	2,162
Non-Home Based Other Attraction	285	-9.1%	259	6.5	1,853	1,684

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-0.6%	88	646	-0.6%	88	646
Home Based Other Production	-0.6%	173	743	-0.6%	173	743
Non-Home Based Other Production	-0.6%	379	2,764	-0.6%	379	2,764
Home-Based Work Attraction	-0.6%	40	334	-0.6%	40	334
Home-Based Other Attraction	-0.6%	384	2,148	-0.6%	384	2,148
Non-Home Based Other Attraction	-0.6%	257	1,673	-0.6%	257	1,673

MXD VMT Methodology Per Capita & Per Employee

Total Population: 338
Total Employees: 53
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**1,389**	**1,389**
Total Home Based Work Attraction VMT	**334**	**334**
Total Home Based VMT Per Capita	**4.1**	**4.1**
Total Work Based VMT Per Employee	**N/A**	**N/A**

ATTACHMENT C
CEN20-50933_6266 W Sunset Bl

TABLE 9
FUTURE WITH PROJECT CONDITIONS (YEAR 2025)
INTERSECTION LEVELS OF SERVICE ANALYSIS

No	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions	
			Delay	LOS	Delay	LOS
1.	Vine Street & Sunset Boulevard	AM PM	56.0 60.0	E E	56.3 60.8	E E
2. [a]	Vine Street & Leland Way	AM PM	31.9 50.8	D F	40.5 70.5	E F
3.	Vine Street & De Longpre Avenue	AM PM	6.3 9.4	A A	6.3 9.6	A A
4. [a]	El Centro Avenue & Leland Way	AM PM	12.8 12.8	B B	12.9 13.0	B B

Notes:

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

Intersection analysis at the signalized locations is based on Highway Capacity Manual, 6th Edition (Transportation Research Board, 2016) (HCM) Signalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through the intersection.

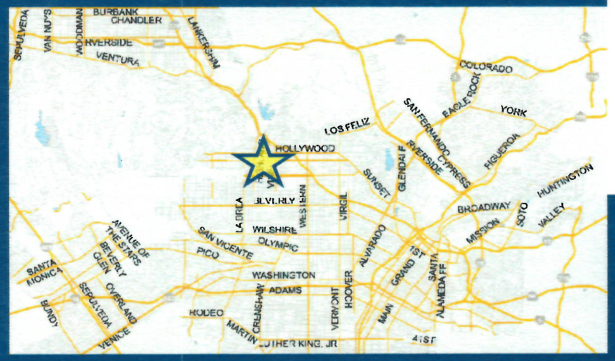
[a] Intersection is unsignalized and intersection analysis is based on the HCM Two-Way Stop Control Unsignalized methodology which calculates the control delay, in seconds, for each individual approach of an intersection. The reported control delay represents the worst-case approach, and does not account for traffic gaps created by adjacent traffic signals.

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: Sunset Vine - SV2
Scenario: Revised PRoject
Address: 6262 W SUNSET BLVD, 90028



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

● Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Multi-Family	2	DU
Retail | High-Turnover Sit-Down Restaurant	12.793	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	170	DU
Retail | High-Turnover Sit-Down Restaurant	16.68	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
766 Daily Vehicle Trips	1,610 Daily Vehicle Trips
4,976 Daily VMT	10,153 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	844 Net Daily Trips
The net increase in daily VMT ≤ 0	5,177 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	16.680 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: Sunset Vine - SV2

Scenario: Revised PRoject

Address: 6262 W SUNSET BLVD, 90028

Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	170	
Retail | High-Turnover Sit-Down Restaurant	16.68	

TDM Strategies

Select each section to show individual strategies

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

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

A Parking

B Transit

C Education & Encouragement

D Commute Trip Reductions

Required Commute Trip Reduction Program: 100 percent of employees eligible
☐ Proposed Prj ☐ Mitigation

Alternative Work Schedules and Telecommute Program: 1% percentage of employees participating; 1.5 days of telecommuting per week type of program
☐ Proposed Prj ☐ Mitigation

Employer Sponsored Vanpool or Shuttle: high degree of implementation; small employer size; 100 percent of employees eligible
☐ Proposed Prj ☐ Mitigation

Ride-Share Program: 100 percent of employees eligible
☐ Proposed Prj ☐ Mitigation

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
1,600 Daily Vehicle Trips	1,600 Daily Vehicle Trips
10,089 Daily VMT	10,089 Daily VMT
4.1 Household VMT per Capita	4.1 Household VMT per Capita
N/A Work VMT per Employee	N/A 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: N/A Threshold = 7.6 15% Below APC	**Work: N/A** Threshold = 7.6 15% Below APC

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 17, 2023
Project Name: Sunset Vine - SV2
Project Scenario: Revised PRoject
Project Address: 6262 W SUNSET BLVD, 90028

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	**170**	**DU**
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	**16.680**	**ksf**
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 17, 2023
Project Name: Sunset Vine - SV2
Project Scenario: Revised PRoject
Project Address: 6262 W SUNSET BLVD, 90028

Version 1.3

Analysis Results			
Total Employees: 67 Total Population: 383			
Proposed Project		***With Mitigation***	
1,600	**Daily Vehicle Trips**	**1,600**	**Daily Vehicle Trips**
10,089	**Daily VMT**	**10,089**	**Daily VMT**
4.1	**Household VMT per Capita**	**4.1**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 7.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0 Work > 7.6	No N/A	Household > 6.0 Work > 7.6	No N/A

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: January 17, 2023
Project Name: Sunset Vine - SV2
Project Scenario: Revised PRoject
Project Address: 6262 W SUNSET BLVD, 90028

Version 1.3

TDM Strategy Inputs

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

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type	Description	Proposed Project	Mitigations
	Reduction in headways (increase in frequency) (%)	0%	0%

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

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type	Description	Proposed Project	Mitigations
Required commute trip reduction program	*Employees participating (%)*	*0%*	*0%*
Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		0	*0*

Commute Trip Reductions		*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: January 17, 2023
Project Name: Sunset Vine - SV2
Project Scenario: Revised PRoject
Project Address: 6262 W SUNSET BLVD, 90028

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: January 17, 2023
Project Name: Sunset Vine - SV2
Project Scenario: Revised PRoject
Project Address: 6262 W SUNSET BLVD, 90028

Version 1.3

Bicycle Infrastructure	Implement/ improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	**0.6%**	**0.6%**	**0.6%**	**0.6%**	**0.6%**	**0.6%**	**0.6%**	**0.6%**	**0.6%**	**0.6%**	**0.6%**	**0.6%**	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Neighborhood Enhancement	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*
MAX. TDM EFFECT	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*

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

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: January 17, 2023
Project Name: Sunset Vine - SV2
Project Scenario: Revised PRoject
Project Address: 6262 W SUNSET BLVD, 90028

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	152	-33.6%	101	7.3	1,110	737
Home Based Other Production	422	-53.6%	196	4.3	1,815	843
Non-Home Based Other Production	506	-8.7%	462	7.3	3,694	3,373
Home-Based Work Attraction	97	-47.4%	51	8.4	815	428
Home-Based Other Attraction	910	-47.7%	476	5.6	5,096	2,666
Non-Home Based Other Attraction	357	-9.2%	324	6.5	2,321	2,106

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-0.6%	100	732	-0.6%	100	732
Home Based Other Production	-0.6%	195	838	-0.6%	195	838
Non-Home Based Other Production	-0.6%	459	3,352	-0.6%	459	3,352
Home-Based Work Attraction	-0.6%	51	425	-0.6%	51	425
Home-Based Other Attraction	-0.6%	473	2,649	-0.6%	473	2,649
Non-Home Based Other Attraction	-0.6%	322	2,093	-0.6%	322	2,093

MXD VMT Methodology Per Capita & Per Employee

Total Population: 383
Total Employees: 67
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**1,570**	**1,570**
Total Home Based Work Attraction VMT	**425**	**425**
Total Home Based VMT Per Capita	**4.1**	**4.1**
Total Work Based VMT Per Employee	**N/A**	**N/A**

Attachment 3
CEN23-55307_6266 W Sunset Bl

TABLE 6
FUTURE WITH PROJECT CONDITIONS (YEAR 2026)
INTERSECTION LEVELS OF SERVICE ANALYSIS

No	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions	
			Delay	LOS	Delay	LOS
1.	Vine Street & Sunset Boulevard	AM PM	60.5 69.2	E E	61.0 70.9	E E
2. [a]	Vine Street & Leland Way	AM PM	32.5 52.6	D F	44.6 83.2	E F
3.	Vine Street & De Longpre Avenue	AM PM	6.3 9.5	A A	6.3 9.7	A A
4. [a]	El Centro Avenue & Leland Way	AM PM	12.8 12.8	B B	13.1 13.1	B B

Notes:

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

Intersection analysis at the signalized locations is based on Highway Capacity Manual, 6th Edition (Transportation Research Board, 2016) (HCM) Signalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through the intersection.

[a] Intersection is unsignalized and intersection analysis is based on the HCM Two-Way Stop Control Unsignalized methodology which calculates the control delay, in seconds, for each individual approach of an intersection. The reported control delay represents the worst-case approach, and does not account for traffic gaps created by adjacent traffic signals.