

ATTACHMENT 2

Overland Traffic Consultants,
Technical Traffic Letter for the
Proposed Project - Dream Hotel,
6415-6417-6419 Selma Avenue
December 2019

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Proposed Project - Dream Hotel
6415-6417-6419 Selma Avenue
(DOT Case No. CEN 07-3600)
(Planning Case No. ZA-2013-3504(ZV))

6417 Selma Holdings, LLC (the "Applicant") is the owner of the property located at 6417 Selma Avenue ("Site"), also known as Assessor Parcel Number ("APN") 5546-007-038, located within the City of Los Angeles ("City"). The Site includes an existing 10-story hotel with 182 guest rooms and approximately 93,783 square feet. Accessory uses to the hotel, include meeting rooms, restaurant and bar, and retail spaces. The Applicant seeks approvals for the following, which shall constitute the "Proposed Project" herein:

- Modification of the conditions of approval to reflect revised floor areas and parking inventory for case number ZA-2013-3504-ZV

The Proposed Project consists of the modification of the previously granted variance and conditions of approval for case number ZA-2013-3504-ZV ("ZA Case") by (a) increasing the total Proposed Project floor area to 93,803 square feet, with no change to the overall FAR or gross floor area, (b) increasing the total commercial floor area to 6,031 square feet, (c) increasing the total lot size to 16,173 square feet to reflect the alley vacation, and (d) increase the on-site parking requirement to 79 spaces. No physical alterations are proposed or requested as part of the Proposed Project or this application. The Los Angeles Department of Transportation (LADOT) has reviewed and approved the traffic study analyses for the previously approved projects at 6415-6417-6419 Selma Avenue in the Hollywood Community Plan area of the City of Los Angeles, including (1) the Traffic Study, two supplemental analyses, and a technical letter for the 2008 approval of CPC-2007-3931-ZC-HD-CUB-ZV-SPR ("2008 Project"); (2) supplemental traffic analysis for the 2010 approval of DIR-2010-2962-CLQ ("2010 Project"); and (3) supplemental traffic analysis for the 2014 approval of ZA-2013-3504-ZV ("2014 Project"). The 2010 Project and 2014 Project modified the scope of the hotel project originally presented to the City in the 2008 Project to ensure the economic viability of the hotel project. Specifically, the Director approved on November 23, 2010 an increase from 126 to 136 hotel rooms, removal of the 4,994 square foot ballroom space, and modifications to the restaurant, bar and lounge roof deck components for the 2010 Project. The Zoning Administrator approved a zone variance for the 2014 Project on April 4, 2014 that provided an additional increase of the hotel rooms to 182 and a reduction in the total commercial

space to 4,581 square feet. The 2007 Traffic Study evaluated the conditions at 15 study intersections most likely to be affected by the Project. No significant traffic impacts were identified. The 2010 Project and 2014 Project created fewer vehicle trips than the evaluated in the 2007 Traffic Study and would therefore not create any significant traffic impacts.

During construction of the 2014 Project, the Department of Building and Safety approved supplemental building permits for modifications of the 2014 Project required to meet current economic demands. Specifically, the permits retained the same hotel room count, but modified the configuration of the rooftop space and converted the parking areas on the first and second levels to retail, fitness, storage space, utility rooms, employee cafeteria, treatment room, trash and recycle, and office space. Construction of the hotel is finished, and the hotel has been operating since 2017. The Proposed Project provides 182 hotel rooms and 5,229 square feet of restaurant/bar and 802 square feet of retail. The Proposed Project does not modify vehicular access. It remains the same as the 2014 Project.

This analysis incorporates trip generation for the Proposed Project using Institute of Transportation Engineers Trip Generation Manual, 10th Edition to demonstrate that changes to the project description creates slightly more vehicle trips than the 2014 Project. The Traffic Study for the Dream Hotel (October 29, 2007) ("2007 Traffic Study") evaluated a slightly different project description (i.e., 100 hotel rooms, 1,300 square foot hotel lobby/bar, 6,246 square foot restaurant/courtyard/lounge 4,000 square foot ballroom, and 6,767 square foot rooftop pool bar/lounge space) with a greater number of trips (1,932 daily trips with 165 trips during the PM Peak Hour and 203 trips during the Late PM Peak Hour) than the 2014 Project and Proposed Project. The 2007 Traffic Study concluded that no significant impact would occur at the 15 studied intersections. LADOT's December 27, 2007 review letter of the 2007 Traffic Study with 1,932 daily trips, 165 trips during the commuter PM Peak Hour and 203 trips during the Late PM Peak Hour is attached (Attachment A).

The Proposed Project will create 1,791 daily trips, 135 PM Peak Hour trips and 162 Late PM Peak Hour trips. When compared to the 2007 Traffic Study, the Proposed Project will create 141 fewer daily trips, 35 fewer trips during the commuter PM Peak Hour and 41 fewer trips during the Late PM Peak Hour. When compared to the 2014 Project, the Proposed Project will create 48 more daily trips, 5 more trips during the commuter PM Peak Hour and 10 trips during the Late PM Peak Hour. These

nominal changes to the trip generation will not change the results of the 2007 approved Traffic Study.

The trip generation rates have been updated since the 2007 Traffic Study. In preparation of new Trip Generation Manuals, the Institute of Transportation Engineers (ITE) compiles additional data to further refine trip generation rates for land uses already incorporated in their manuals and the addition of new land uses. The refined rates are a better estimate of trip generation due to the greater number of data points. At the time of the preparation of the 2007 Traffic Study, the 7th Edition of the ITE Trip Generation Rates was used. Since that time, the 10th Edition of the ITE Trip Generation Manual has been published. Due to the availability of large amounts of electronic data from nationwide studies and deletion of outdated data, the 10th Edition ITE Trip Generation Manual was able to create updated trip generation rates. ITE Trip Generation Rates from the 10th Edition have been used in this comparison.

Project Description and Trip Generation Change

The Proposed Project has the same number of hotel rooms as the 2014 Project (182 rooms) and increases the overall commercial square footage from the 2014 Project’s 4,581 square feet to the Proposed Project’s commercial 6,031 square feet, a total increase of only 1,450 square feet.

Table 1 provides a summary of the 2007 Project with an approved Traffic Study, 2014 Project and Proposed Project with comparison of the 2014 Project and Proposed Project.

Table 1
2007 Project, 2014 Project and Proposed Project

LAND USE	2007 PROJECT	2014 PROJECT	PROPOSED PROJECT	2014 Project vs PROPOSED
Hotel	100 rooms	182 rooms	182 rooms	No Change
<u>Commercial Total</u>	18,313 sf	4,581 sf	6,031 sf	+ 1,450 sf
Lobby Bar/Lounge	1,300 sf	1,907 sf	1907 sf	No Change
Rooftop Pool Bar/Lounge	6,767 sf	2,674 sf	3,322 sf	+ 648 sf
Retail	0 sf	0 sf	802 sf	+ 802 sf
Restaurant/Courtyard/Lounge	6,246 sf	0 sf	0 sf	
Ballroom	4,000 sf	0 sf	0 sf	

The net project trips summary for the 2014 Project and Proposed Project is provided on page 3. Full trip generation rates and net vehicle trips are provided in Attachment B.

A summary comparison between the 2007 Project and Proposed Project trip generation and 2014 Project and Proposed Project trip generation is provided in Table 2a and 2b, respectively, to demonstrate the lower trip generation between the 2007 Project with an approved study and the Proposed Project and to demonstrate the similarity in vehicle trips between the two projects.

Table 2a
Net Vehicle Trips for 2007 Project and Proposed Project

	DAILY NET TRIPS	PM PEAK HOUR NET TRIPS			LATE PM PEAK HOUR NET TRIPS		
		Total	In	Out	Total	In	Out
Proposed Project	1,791	135	73	62	162	97	65
2007 Project	1,932	165	100	65	203	129	74
Difference Proposed - 2014 Project	-141	-30	-27	-3	-41	-32	-9

Table 2b
Net Vehicle Trips for 2014 Project and Proposed Project

	DAILY NET TRIPS	PM PEAK HOUR NET TRIPS			LATE PM PEAK HOUR NET TRIPS		
		Total	In	Out	Total	In	Out
Proposed Project	1,791	135	73	62	162	97	65
2014 Project	1,743	130	70	60	152	91	61
Difference Proposed - 2014 Project	48	5	3	2	10	6	4

As shown in Table 2 and previously stated, the Proposed Project will create 48 more daily trips, 5 more commuter PM peak hour trips, and 10 more Late PM peak hour trips than the 2014 Project. The trip generation for the 2014 Project and Proposed Project is less than evaluated in the 2007 Traffic Study (as shown in Attachment A) for the 2008 Project. No significant traffic impacts would be created by the construction of the Proposed Project.

NEW CITY TRAFFIC ANALYSIS PROCESS

Because LOS analysis only considers impacts on vehicular movement, it does not consider the effect on alternative modes of transportation. Roadway widening is the typical mitigation measure. However, wider roads can result in adverse environmental, public health and fiscal impacts. They can be more expensive to maintain, potentially enable faster speeds in the short term, lead to more pollution, noise, higher risks to bicyclists and pedestrian in the long term. Senate Bill 743, enacted in September 2013, creates a process to change the way that transportation impacts are analyzed. The new criteria “shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses”. Potential metrics may include vehicles miles traveled (VMT). In July 2019, the City of Los Angeles has adopted a new VMT analysis process and is transitioning to the new methodology. Projects, such as this one, that have a previously approved Memorandum of Understanding and/or a reviewed and approved traffic study prior to the adoption of the VMT methodology are permitted to use either process. However, if the Proposed Project entitlements are approved after July 1, 2020, VMT analysis must be utilized. This traffic analysis includes LADOT’s VMT calculator analysis for informational purposes.

A significant impact is identified for a mixed-use project if any one (or all) of the project land uses exceed the impact criteria for that particular land use, taking credit for internal capture.

For residential projects would generate household VMT per capita exceeding 15% below the existing average household VMT per capita for the Area Planning Commission (APC) area in which the project is located.

For office projects, the project would generate work VMT per employee exceeding 15% below the existing average work VMT per employee for the APC in which the project is located.

For regional serving retail projects, the project would result in a net increase in VMT.

For other land uses, measure VMT impacts for work trip element using the criteria for office projects.

The Central APC (where the project is located) has a VMT Impact Criteria (15% below the APC average) of daily household VMT per Capita of 6.0 and daily work VMT per employee of 7.6. In such cases, mitigation options that reduce the VMT generated by any or all the land uses could be considered in the VMT analysis as identified below:

The Los Angeles City VMT Calculator is used with the land use, size & parking as input criteria. Table 3 below, shows the summary analysis. The full VMT worksheet pages are provided in on the following pages.

Table 3
Summary VMT Analysis Results

	<u>Project VMT (as calculated)</u>	<u>Threshold</u>	<u>Exceed Threshold?</u>
Household	0	6.0	NO
Work	6.5	7.6	NO

The VMT Analysis worksheets are provided in Attachment C and indicate that impacts to household or work would be less than significant .

SUMMARY & CONCLUSIONS

Traffic analysis of the constructed Proposed Project has been conducted by comparing to the 2014 Project and the 2007 Traffic Study. The Proposed Project has very similar trip generation to the 2014 Project and 2007 Traffic Study which determined impacts would be less than significant.

ATTACHMENT A

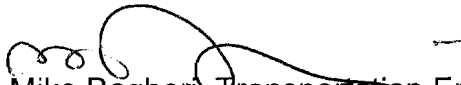
December 27, 2007
LADOT Review Letter of 2007 Traffic Study

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

6417 Selma Av
DOT Case No. CEN 06-3600

Date: December 27, 2007

To: Hadar Plafkin, City Planner
Department of City Planning

From:  Mike Bagheri, Transportation Engineer
Department of Transportation

Subject: **TRAFFIC IMPACT STUDY FOR THE PROPOSED SELMA HOTEL
LOCATED AT 6417 SELMA AVENUE (ENV-2007-3932-EAF)**

The Los Angeles Department of Transportation (LADOT) has reviewed the traffic study dated October 29, 2007, prepared by traffic consultant Overland Traffic Consultants, Inc., for the proposed Selma Hotel located at 6417 Selma Avenue within the Community Redevelopment Agency of Los Angeles (CRA/LA) Hollywood Redevelopment Plan Area (Attachment 1). Per the LADOT Traffic Study Policies and Procedures Revised March 2002, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.010 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C. The traffic study analyzed fifteen (15) intersections and determined that none of the study intersections would be significantly impacted by the project related traffic (Attachment 2). Except as noted, the study adequately evaluated the project related traffic impacts on the surrounding community.

DISCUSSION AND FINDINGS

Project Description

The proposed project consists of the renovation and expansion of an existing parking structure into a hotel with restaurant, bar, and ballroom uses. A 100-room hotel with a 1,300 square foot reception area with lobby bar on the ground floor, a 6,246 square foot restaurant/courtyard/lounge, a 4,000 square foot ballroom for evening use and a 6,767 square foot rooftop pool bar/lounge including an outdoor lounge and visiting areas would be constructed on top of an existing two-story parking structure.

The project proposes to provide vehicular access via an existing driveway on Selma Avenue west of Cahuenga Boulevard. The project proposes to provide Valet service from inside the garage or along Selma Avenue if approved by LADOT. The project proposes to provide 40 parking spaces utilizing up to 30 mechanical lifts and valet service during peak periods. The valets would use a vehicle elevator lift to park the vehicles on the

second floor. The valets would bring the patrons their vehicle directly if the vehicle is parked on the first floor. If the vehicle is parked on the second floor, the valets would use the current access from the alley which exits to Cahuenga Boulevard and return to the parking garage first floor along Selma Avenue. At the request of the CRA, the existing north-south alley to the east of the project site would not be used for vehicle circulation, but would be converted to a pedestrian oriented environment. The project will be completed by 2010.

Trip Generation

The project is expected to generate 1,932 daily trips with 165 trips in the PM peak hour and 202 trips in the late evening/morning peak hour (Attachment 3).

PROJECT REQUIREMENTS

A. Construction Impacts

LADOT recommends that a construction work site traffic control plan be submitted to LADOT's Hollywood-Wilshire District Office for review and approval prior to the start of any construction work. 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 traffic be restricted to off-peak hours.

B. Highway Dedication and Street Widening Requirements

Selma Avenue is classified as a local street which requires a 20-foot half-width roadway on a 30-foot half-width right-of-way.

It appears that highway dedication and street widening may be required for street fronting the proposed project. The developer should check with the Bureau of Engineering's (BOE) Land Development Group to determine the highway dedication, street widening and sidewalk requirements for the project.

C. Parking Analysis

The project proposes to provide approximately 40 parking spaces. The developer should check with the Department of Building and Safety on the number of Code required parking spaces needed for the project.

D. Driveway Access

The review of this study does not constitute approval of the driveway access and circulation scheme. Those require separate review and approval and should be coordinated as soon as possible with LADOT's Citywide Planning Coordination

Section (201 N. Figueroa Street, 4th Floor, Station 3 @ 213-482-7024) to avoid delays in the building permit approval process. In order to minimize and prevent last minute building design changes, it is imperative that the applicant, prior to the commencement of building or parking layout design efforts, contact LADOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans to avoid any unnecessary time delays and potential costs associated with late design changes. All driveways should be Case 2 driveways and 30 feet wide, unless otherwise noted. Any proposed gates should have 20' minimum reservoir space from the property line. All delivery truck loading and unloading shall take place on-site with no trucks backing into or out of the project site from any adjacent street.

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

Attachments

cc: Mitch O'Farrell, Council District No. 13
Jeannie Shen, Hollywood-Wilshire District, LADOT
Taimour Tanavoli, Citywide Planning Coordination Section, LADOT
Carl Mills, Central District, BOE
Liz Culhane, Overland Traffic Consultants, Inc.

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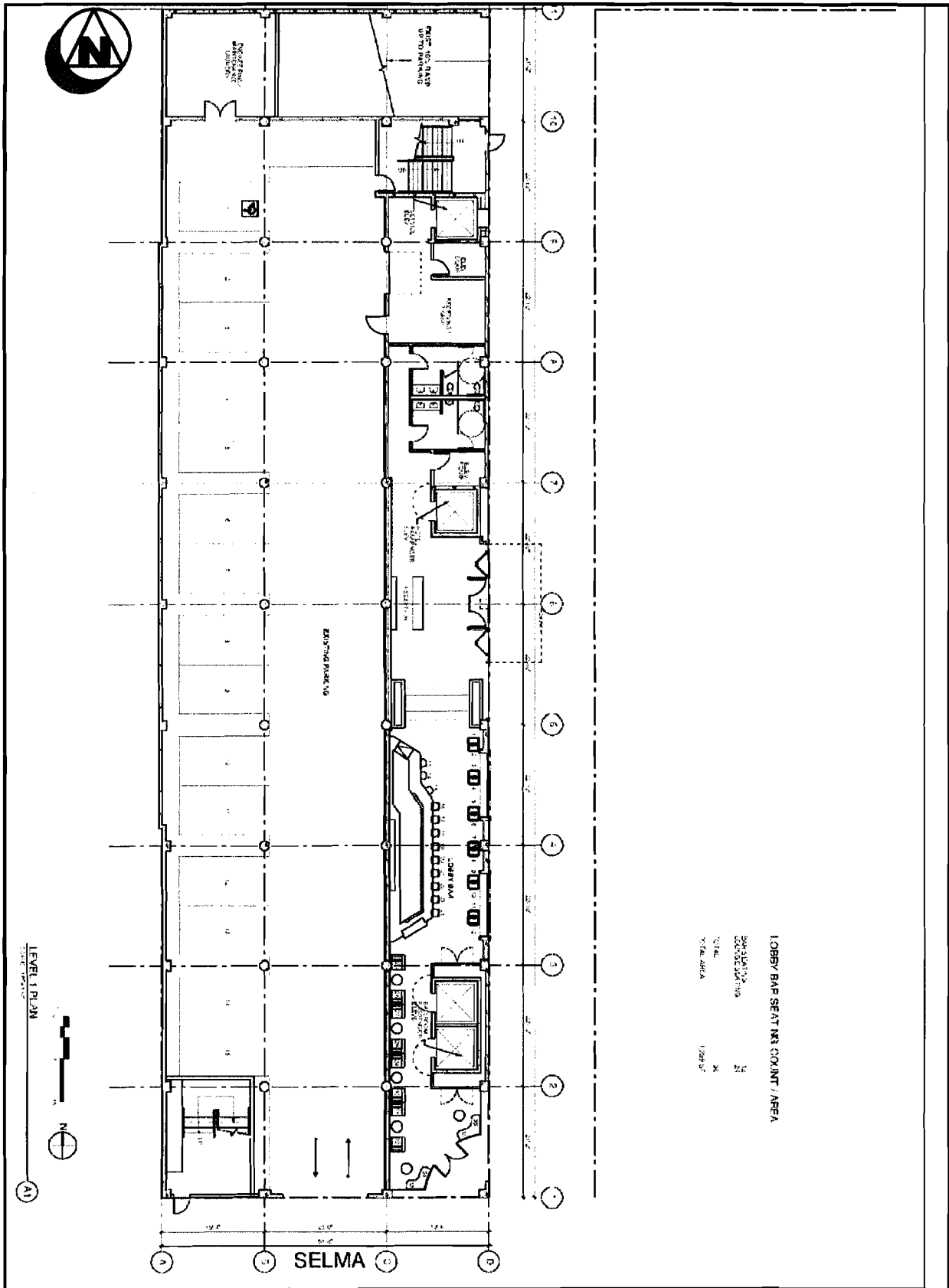


FIGURE 2

9/28/07

PROJECT SITE LAYOUT



Overland Traffic Consultants, Inc.

27201 Tourney Road #206, Santa Clarita, CA 91355
 (661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com



Table 9
Future (2010) Traffic Conditions With Project

No.	Intersection	Peak Hour	Future Without Project		Future With Project			Significant?
			CMA	LOS	CMA	LOS	IMPACT	
1	Hollywood Boulevard & Schrader Boulevard	PM	0.794	C	0.803	D +	0.009	No
		Late PM	0.682	B	0.694	B +	0.012	No
2	Hollywood Boulevard & Wilcox Avenue	PM	0.789	C	0.801	D +	0.012	No
		Late PM	0.585	A	0.603	B +	0.018	No
3	Hollywood Boulevard & Cahuenga Boulevard	PM	0.970	E	0.975	E +	0.005	No
		Late PM	0.710	C	0.717	C +	0.007	No
4	Hollywood Boulevard & Vine Street	PM	0.772	C	0.778	C +	0.006	No
		Late PM	0.645	B	0.660	B +	0.015	No
5	Selma Avenue & Schrader Boulevard	PM	0.466	A	0.471	A +	0.005	No
		Late PM	0.417	A	0.422	A +	0.005	No
6	Selma Avenue & Wilcox Avenue	PM	0.537	A	0.603	B +	0.066	No
		Late PM	0.407	A	0.484	A +	0.077	No
7	Selma Avenue & Cahuenga Boulevard	PM	0.597	A	0.605	B +	0.008	No
		Late PM	0.442	A	0.512	A +	0.070	No
8	Wilcox Avenue & Sunset Boulevard	PM	0.683	B	0.702	C +	0.019	No
		Late PM	0.453	A	0.465	A +	0.012	No
9	Cahuenga Boulevard & Sunset Boulevard	PM	0.805	D	0.814	D +	0.009	No
		Late PM	0.517	A	0.524	A +	0.007	No
10	Cahuenga BI & SB 101 Fwy Off	PM	1.066	F	1.072	F +	0.006	No
11	Argyle & Franklin/NB 101 Fwy On	PM	0.807	D	0.810	D +	0.003	No
12	Hollywood & SB 101 Fwy Ramps	PM	0.793	C	0.800	D +	0.007	No
13	Hollywood & NB 101 Fwy Ramps	PM	0.679	B	0.683	B +	0.004	No
14	NB 101 Fwy Off & Wilton/Harold	PM	0.775	C	0.779	C +	0.004	No
15	Sunset BI & SB 101 Fwy On	PM	0.863	D	0.867	D +	0.004	No

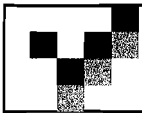


Table 1
Trip Generation Rates

Description	ITE Code	Daily	PM Peak Hour of Street			PM Peak Hour of Generator		
			Total	In	Out	Total	In	Out
Hotel	310	8.17	0.59	0.31	0.28	0.61	0.35	0.26
Quality Restaurant	931	89.95	7.49	5.02	2.47	9.02	5.59	3.43
Drinking Place	936	10(PMof St)	11.34	7.48	3.86	15.49	10.53	4.96

Rates are per 1,000sf for Restaurants, drinking place & per room for hotel

Table 2
Estimated Project Traffic Generation

ITE Code	Description	Size	Daily	PM Peak Hour of Street			PM Peak Hour of Generator		
				Total	In	Out	Total	In	Out
310	Hotel	100 Rms	817	59	31	28	61	35	26
936	Lobby Bar*	1,300 sf	152	15	9	6	20	14	6
	Internal Capture	10%	(15)	(2)	(1)	(1)	(2)	(1)	(1)
	Transit/Rideshare/Walk	20%	(27)	(3)	(2)	(1)	(4)	(3)	(1)
	Pass By	20%	(22)	(2)	(1)	(1)	(3)	(2)	(1)
	Subtotal		88	8	5	3	11	8	3
931	Restaurant/Courtyard/Lou	6,246 sf	562	46	31	15	56	35	21
	Internal Capture	20%	(112)	(9)	(6)	(3)	(11)	(7)	(4)
	Transit/Rideshare/Walk	20%	(90)	(7)	(5)	(2)	(9)	(6)	(3)
	Pass By	10%	(36)	(3)	(2)	(1)	(3)	(2)	(1)
	Subtotal		324	27	18	9	33	20	13
936	Ballroom	4,000 sf	454	45	30	15	62	42	20
	Internal Capture	20%	(91)	(9)	(6)	(3)	(12)	(8)	(4)
	Transit/Rideshare/Walk	20%	(73)	(7)	(5)	(2)	(10)	(7)	(3)
	Pass By	10%	(29)	(3)	(2)	(1)	(4)	(3)	(1)
	Subtotal		261	26	17	9	36	24	12
936	Rooftop Pool Bar/Lounge	6,767 sf	767	77	51	26	106	71	34
	Internal Capture	20%	(153)	(14)	(10)	(5)	(21)	(14)	(7)
	Transit/Rideshare/Walk	20%	(123)	(13)	(8)	(4)	(16)	(11)	(5)
	Pass By	10%	(49)	(5)	(3)	(2)	(7)	(5)	(2)
	Subtotal		442	45	30	15	62	41	20
	Total		1,932	165	100	65	203	129	74

* Part of Hotel Reception - entire size used as drinking place for conservative estimate of traffic

ATTACHMENT B

2014 Project Trip Generation
&
Proposed Project Trip Generation

ITE 10th Edition

<u>Description</u>	<u>ITE Code</u>	<u>Daily</u>	<u>PM Peak Hour of Street</u>			<u>PM Peak Hour of Generator</u>		
			<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>
Hotel	310	8.36	0.6	51%	49%	0.61	58%	42%
Quality Restaurant	931	83.84	7.8	67%	33%	8.25	61%	39%
Drinking Place	925	113.6	11.36	66%	34%	15.53	68%	32%

<u>Description</u>	<u>Size</u>	<u>Daily</u>	<u>PM Peak Hour of Street</u>			<u>PM Peak Hour of Generator</u>		
			<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>
Hotel	182 rooms	1,522	109	56	53	111	64	47
Restaurant/Lounge*	4,581 sf	384	36	24	12	71	48	23
Internal Capture	20%	(77)	(7)	(5)	(2)	(14)	(10)	(4)
Transit/Rideshare/Walk	20%	(61)	(6)	(4)	(2)	(11)	(8)	(3)
Pass By	10%	(25)	(2)	(1)	(1)	(5)	(3)	(2)
Subtotal		221	21	14	7	41	27	14
TOTAL		1,743	130	70	60	152	91	61

* Includes 1,907 sf lobby bar/lounge and 2,674 sf rooftop restaurant/bar
 Evaluated as quality restaurant for Daily & PM Peak Hour and as Drinking Place for PM Peak Hour of Generator

PROPOSED PROJECT TRIP GENERATION

<u>Description</u>	<u>ITE Code</u>	<u>Daily</u>	<u>PM Peak Hour of Street</u>			<u>PM Peak Hour of Generator</u>		
			<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>
Hotel	310	8.36	0.6	51%	49%	0.61	58%	42%
Retail	820	37.75	3.81	48%	52%	4.21	50%	50%
Quality Restaurant	931	83.84	7.8	67%	33%	8.25	61%	39%
Drinking Place	925	113.6	11.36	66%	34%	15.53	68%	32%

<u>Description</u>	<u>Size</u>	<u>Daily</u>	<u>PM Peak Hour of Street</u>			<u>PM Peak Hour of Generator</u>		
			<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>
Hotel	182 rooms	1,522	109	56	53	111	64	47
Restaurant/Lounge*	5,229 sf	438	41	27	14	81	55	26
Internal Capture	20%	(88)	(8)	(5)	(3)	(16)	(11)	(5)
Transit/Rideshare/Walk	20%	(70)	(7)	(4)	(3)	(13)	(9)	(4)
Pass By	10%	(28)	(3)	(2)	(1)	(5)	(4)	(1)
Subtotal		252	23	16	7	47	31	16
Retail	802 sf	30	3	1	2	3	2	1
Internal Capture	20%	(6)	0	0	0	0	0	0
Transit/Rideshare/Walk	20%	(5)	0	0	0	0	0	0
Pass By	10%	(2)	0	0	0	0	0	0
Subtotal		17	3	1	2	3	2	1
TOTAL		1,791	135	73	62	162	97	65

* Includes 1,907 sf lobby bar/lounge and 3,322 sf rooftop restaurant/bar
 Evaluated as quality restaurant for Daily & PM Peak Hour and as Drinking Place for PM Peak Hour of Generator

ATTACHMENT C

VMT Calculator Results (For informational Purposes ONLY)

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2



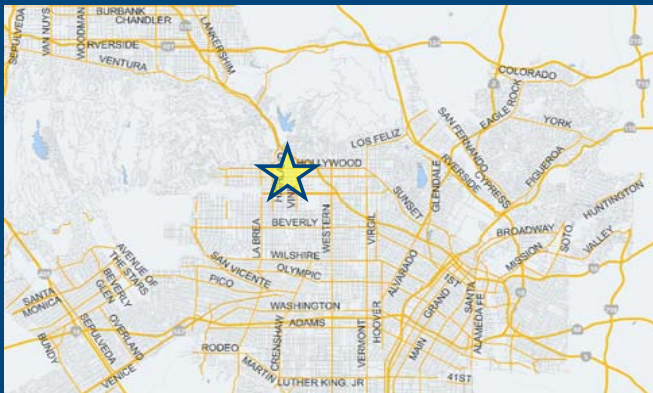
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario: [WWW](#)

Address:



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

Yes No

Existing Land Use

Land Use Type	Value	Unit
Housing Single Family		DU

[Click here to add a single custom land use type \(will be included in the above list\)](#)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail Quality Restaurant	5.229	ksf
Housing Hotel	182	Rooms
Retail General Retail	0.802	ksf
Retail Quality Restaurant	5.229	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
0 Daily Vehicle Trips	1,141 Daily Vehicle Trips
0 Daily VMT	7,390 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. <input type="checkbox"/>	
Tier 2 Screening Criteria	
The net increase in daily trips < 250 trips	1,141 Net Daily Trips
The net increase in daily VMT ≤ 0	7,390 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	6,031 ksf
The proposed project is required to perform VMT analysis.	



CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

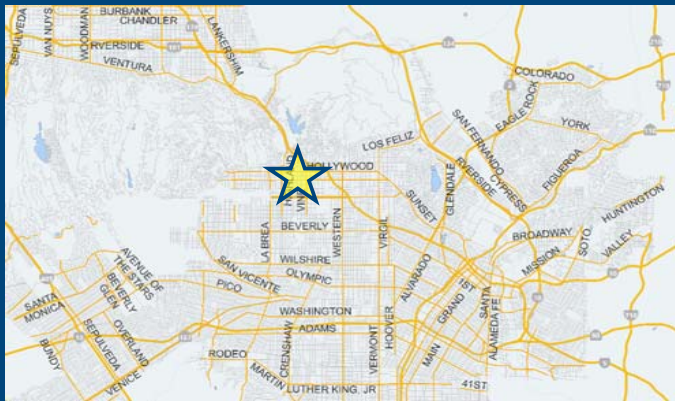


Project Information

Project:

Scenario:

Address:



Proposed Project Land Use Type	Value	Unit
Housing Hotel	182	Rooms
Retail General Retail	0.802	ksf
Retail Quality Restaurant	5.229	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**

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

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

Parking Cash-Out percent of employees eligible
 Proposed Prj Mitigation

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

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

- B** Transit
- C** Education & Encouragement
- D** Commute Trip Reductions
- E** Shared Mobility
- F** Bicycle Infrastructure
- G** Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
1,122 Daily Vehicle Trips	1,122 Daily Vehicle Trips
7,267 Daily VMT	7,267 Daily VMT
0.0 Household VMT per Capita	0.0 Household VMT per Capita
6.5 Work VMT per Employee	6.5 Work VMT per Employee

Significant VMT Impact?	
Household: No Threshold = 6.0 15% Below APC	Household: No Threshold = 6.0 15% Below APC
Work: No Threshold = 7.6 15% Below APC	Work: No Threshold = 7.6 15% Below APC



CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: November 25, 2019

Project Name: DREAM HOTEL

Project Scenario: CURRENT PROJECT

Project Address: 6415 W SELMA AVE, 90028



Version 1.2

Project Information			
	Land Use Type	Value	Units
Housing	Single Family	0	DU
	Multi Family	0	DU
	Townhouse	0	DU
	Hotel	182	Rooms
	Motel	0	Rooms
<i>Affordable Housing</i>	Family	0	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	0.802	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	0.000	ksf
	Restaurant	0.000	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	5.229	ksf
	Auto Repair	0.000	ksf
	Home Improvement	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
<i>Office</i>	General Office	0.000	ksf
	Medical Office	0.000	ksf
<i>Industrial</i>	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
<i>School</i>	University	0	Students
	High School	0	Students
	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students
<i>Other</i>		0	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

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Project Scenario: CURRENT PROJECT

Project Address: 6415 W SELMA AVE, 90028



Version 1.2

Analysis Results			
Total Employees: 114			
Total Population: 0			
Proposed Project		With Mitigation	
1,122	Daily Vehicle Trips	1,122	Daily Vehicle Trips
7,267	Daily VMT	7,267	Daily VMT
0	Household VMT per Capita	0	Household VMT per Capita
6.5	Work VMT per Employee	6.5	Work VMT per Employee
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 7.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	No	Household > 6.0	No
Work > 7.6	No	Work > 7.6	No



TDM Strategy Inputs				
Strategy Type	Description	Proposed Project	Mitigations	
Parking	Reduce parking supply	City code parking provision (spaces)	95	95
		Actual parking provision (spaces)	93	93
	Unbundle parking	Monthly cost for parking (\$)	\$0	\$0
	Parking cash-out	Employees eligible (%)	0%	0%
	Price workplace parking	Daily parking charge (\$)	\$0.00	\$0.00
		Employees subject to priced parking (%)	0%	0%
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: November 25, 2019

Project Name: DREAM HOTEL

Project Scenario: CURRENT PROJECT

Project Address: 6415 W SELMA AVE, 90028



Version 1.2

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: November 25, 2019

Project Name: DREAM HOTEL

Project Scenario: CURRENT PROJECT

Project Address: 6415 W SELMA AVE, 90028



Version 1.2

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



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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: November 25, 2019
 Project Name: DREAM HOTEL
 Project Scenario: CURRENT PROJECT
 Project Address: 6415 W SELMA AVE, 90028



Version 1.2

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	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	
	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%	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: November 25, 2019
 Project Name: DREAM HOTEL
 Project Scenario: CURRENT PROJECT
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Version 1.2

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 sections 1 - 2
	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Final Combined & Maximum TDM Effect

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction	
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL		2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
MAX. TDM EFFECT		2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%

$$= \text{Minimum}(X\%, 1 - [(1-A) * (1-B) \dots])$$

where X%=

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

Note: $(1 - [(1-A) * (1-B) \dots])$ 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: November 25, 2019

Project Name: DREAM HOTEL
 Project Scenario: CURRENT PROJECT
 Project Address: 6415 W SELMA AVE, 90028



Version 1.2

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	0	0.0%	0	7.5	0	0
Home Based Other Production	0	0.0%	0	4.6	0	0
Non-Home Based Other Production	245	-15.5%	207	7.4	1,813	1,532
Home-Based Work Attraction	165	-46.1%	89	8.4	1,386	748
Home-Based Other Attraction	1,336	-52.2%	638	5.9	7,882	3,764
Non-Home Based Other Attraction	245	-15.5%	207	6.5	1,593	1,346

MXD Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-1.7%	0	0	-1.7%	0	0
Home Based Other Production	-1.7%	0	0	-1.7%	0	0
Non-Home Based Other Production	-1.7%	203	1,506	-1.7%	203	1,506
Home-Based Work Attraction	-1.7%	88	736	-1.7%	88	736
Home-Based Other Attraction	-1.7%	627	3,701	-1.7%	627	3,701
Non-Home Based Other Attraction	-1.7%	204	1,324	-1.7%	204	1,324

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0
 Total Employees: 114
 APC: Central

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	0	0
<i>Total Home Based Work Attraction VMT</i>	736	736
<i>Total Home Based VMT Per Capita</i>	0.0	0.0
<i>Total Work Based VMT Per Employee</i>	6.5	6.5

VMT Calculator User Agreement

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

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

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

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

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

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

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

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

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

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

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

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

You, the User	
By:	_____
Print Name:	_____
Title:	_____
Company:	_____
Address:	_____
Phone:	_____
Email Address:	_____
Date:	_____

