

Transportation Assessment Memorandum of Understanding (MOU)

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

I. PROJECT INFORMATION

Project Name: 1200 Cahuenga Bl

Project Address: 1200-1210 N.Cahuenga Bl, 6337-6357W.Lexington Av, 6332-6356W.LaMiranda Av.

Project Description: Removal of portion of 200 student private school buildings (retain & renovate 19,448sf as creative office), construct new 55,814sf creative office & 500sf retail

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

II. TRANSPORTATION DEMAND MANAGEMENT (TDM) MEASURES

Select any of the following TDM measures, which may be eligible as a Project Design Feature¹, that are being considered for this project:

Reduced Parking Supply ²	X	Bicycle Parking and Amenities		Parking Cash Out
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List any other TDM measures (e.g. bike share kiosks, unbundled parking, microtransit service, etc.) below that are also being considered and would require LADOT staff's determination of its eligibility as a TDM measure. LADOT staff will make the final determination of the TDM measure's eligibility for this project.

- | | |
|---------|---------|
| 1 _____ | 4 _____ |
| 2 _____ | 5 _____ |
| 3 _____ | 6 _____ |

III. TRIP GENERATION

(ITE Manual Sheets attached)

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

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

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

	IN	OUT	TOTAL
AM Trips	<u>6</u>	<u>-31</u>	<u>-25</u>
PM Trips	<u>5</u>	<u>62</u>	<u>67</u>

NET Daily Vehicle Trips (DVT)	
<u>344</u>	DVT (ITE11th ed.)
<u>259</u>	DVT (VMT Calculator ver. 1.3)

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

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

IV. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2024 Ambient Growth Rate: 1 % Per Yr.

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

STUDY INTERSECTIONS and/or STREET SEGMENTS:

(May be subject to LADOT revision after access, safety, and circulation evaluation.)

- | | |
|---|--|
| 1 CAHUENGA BOULEVARD & FOUNTAIN AVENUE | 4. LEXINGTON AVENUE & VINE STREET |
| 2 CAHUENGA BOULEVARD & LEXINGTON AVENUE | a-b 2 PROJECT DRIVEWAYS ON LEXINTON AVENUE |
| 3 FOUNTAIN AVENUE & VINE STREET | c 1 PROJECT DRIVEWAY ON LA MIRADA AVENUE |

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

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

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

V. ACCESS ASSESSMENT

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

VI. ACCESS ASSESSMENT CRITERIA

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

ANSWER TO ABOVE a., b. and c. no - ATTACHMENT C.1 NOT ATTACHED

VII. SITE PLAN AND MAP OF STUDY AREA

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

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

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

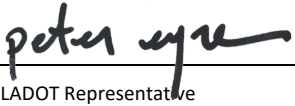
VIII. FREEWAY SAFETY ANALYSIS SCREENING

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

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

IX. CONTACT INFORMATION

<u>CONSULTANT</u>	<u>DEVELOPER</u>
Name: <u>Liz Fleming - Overland Traffic Consultants</u>	<u>BARDAS Investment Group</u>
Address: <u>952 Manhattan Bch BL, #100, M.B.</u>	<u>c/o Matthew Nichols, DLA Piper</u>
Phone Number: <u>310 545-1235</u>	<u>550 S Hope Street, Suite 2400</u>
E-Mail: <u>liz@overlandtraffic.com</u>	<u>Los Angeles, CA 90071</u>

Approved by: x _____ Consultant's Representative	_____ Date	x  LADOT Representative	_____ **Date
Adjacent Municipality: _____			
Approved by: _____ (if applicable) Representative Date			

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

11th Edition ITE Manual Trip Rates

Description	ITE CODE	Daily Traffic	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Private School	532	2.48	0.79	63%	37%	0.17	43%	57%
Office	710	10.84	1.52	88%	12%	1.44	17%	83%
Coffee/Donut Shop wo Drive Thru	936	626.85	93.08	51%	49%	32.29	50%	50%

General office rate used for Creative Office, no small Retail/Restaurant; used coffee/donut shop (no daily rate used 5XAM+PM)

Rate per 1,000 sf for Office & Restaurant

Project Trip Generation

ITE Code	Description	Size	Daily Traffic	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
710	Proposed Project								
	Creative Office	74,762 sf	810	114	100	14	108	19	89
	Transit Trips	15%	(122)	(17)	(15)	(2)	(16)	(3)	(13)
	Subtotal Creative Office		688	97	85	12	92	16	76
936	Small Retail/Restaurant*	500 sf	313	47	24	23	16	8	8
	Internal Trips	75%	(235)	(35)	(18)	(17)	(12)	(6)	(6)
	Subtotal Small Retail/Restaurant		78	12	6	6	4	2	2
	Subtotal Proposed (Office + Retail)		75,262 sf	766	109	91	18	96	18
532	Existing to be removed								
	Private School	200 students	496	158	100	58	34	15	19
	Transit Trips	15%	(74)	(24)	(15)	(9)	(5)	(2)	(3)
	Subtotal Existing		422	134	85	49	29	13	16
NET TRIPS (PROPOSED-EXISTING)			344	(25)	6	(31)	67	5	62

* Small Retail is for the primary use of the office employees/visitors, 75% internal conservatively estimated

Santa Monica & Vine (1100' SE of site has bus stops for Metro Rapid Route 704 & Route 4

Bus stop on Santa Monica & Wilcox for Route 4 approximately 1,230 SW of site

Bus stop on NE & SW Corner of Fountain & Cahuenga for DASH Hollywood 420' from site

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



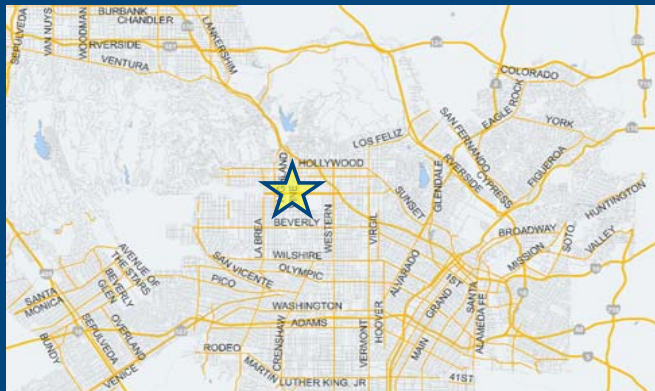
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario:

Address:



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
School Private School (K-12)		Students +
School Private School (K-12)	200	Students

[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
Office General Office	74.762	ksf +
Retail General Retail	0.5	ksf
Office General Office	74.762	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
313 Daily Vehicle Trips	572 Daily Vehicle Trips
1,919 Daily VMT	4,190 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	259 Net Daily Trips
The net increase in daily VMT ≤ 0	2,271 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.500 ksf
The proposed project is required to perform VMT analysis.	

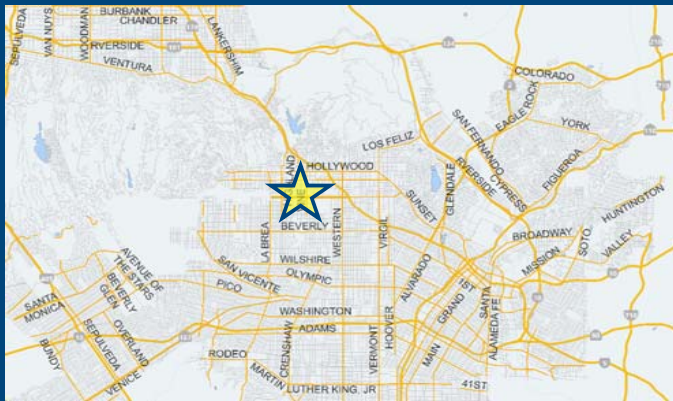


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Project Information

Project: Creative Office
Scenario:
Address: 1200 N CAHUENGA BLVD, 90038



Proposed Project Land Use Type	Value	Unit
Retail General Retail	0.5	ksf
Office General Office	74.762	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
566 Daily Vehicle Trips	566 Daily Vehicle Trips
4,138 Daily VMT	4,138 Daily VMT
0.0 Household VMT per Capita	0.0 Household VMT per Capita
7.6 Work VMT per Employee	7.6 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 4, 2021

Project Name: Creative Office

Project Scenario:

Project Address: 1200 N CAHUENGA BLVD, 90038



Version 1.3

Project Information			
Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	0	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	0.500	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	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	74.762	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: November 4, 2021

Project Name: Creative Office

Project Scenario:

Project Address: 1200 N CAHUENGA BLVD, 90038



Version 1.3

Analysis Results			
Total Employees: 300			
Total Population: 0			
Proposed Project		With Mitigation	
566	Daily Vehicle Trips	566	Daily Vehicle Trips
4,138	Daily VMT	4,138	Daily VMT
0	Household VMT per Capita	0	Household VMT per Capita
7.6	Work VMT per Employee	7.6	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

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: November 4, 2021

Project Name: Creative Office

Project Scenario:

Project Address: 1200 N CAHUENGA BLVD, 90038



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)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: November 4, 2021

Project Name: Creative Office

Project Scenario:

Project Address: 1200 N CAHUENGA BLVD, 90038



Version 1.3

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)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: November 4, 2021

Project Name: Creative Office

Project Scenario:

Project Address: 1200 N CAHUENGA BLVD, 90038



Version 1.3

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: November 4, 2021

Project Name: Creative Office

Project Scenario:

Project Address: 1200 N CAHUENGA BLVD, 90038



Version 1.3

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)	Yes	Yes
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: November 4, 2021
 Project Name: Creative Office
 Project Scenario:
 Project Address: 1200 N CAHUENGA BLVD, 90038



Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	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%	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: November 4, 2021
 Project Name: Creative Office
 Project Scenario:
 Project Address: 1200 N CAHUENGA BLVD, 90038



Version 1.3

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	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
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		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%

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

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 4, 2021

Project Name: Creative Office

Project Scenario:

Project Address: 1200 N CAHUENGA BLVD, 90038



Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	0	0.0%	0	7.1	0	0
Home Based Other Production	0	0.0%	0	4.4	0	0
Non-Home Based Other Production	102	-7.8%	94	6.7	683	630
Home-Based Work Attraction	435	-38.9%	266	8.7	3,785	2,314
Home-Based Other Attraction	206	-42.7%	118	5.7	1,174	673
Non-Home Based Other Attraction	102	-7.8%	94	6.1	622	573

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	-1.2%	0	0	-1.2%	0	0
Home Based Other Production	-1.2%	0	0	-1.2%	0	0
Non-Home Based Other Production	-1.2%	93	622	-1.2%	93	622
Home-Based Work Attraction	-1.2%	263	2,285	-1.2%	263	2,285
Home-Based Other Attraction	-1.2%	117	665	-1.2%	117	665
Non-Home Based Other Attraction	-1.2%	93	566	-1.2%	93	566

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0

Total Employees: 300

APC: Central

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
Total Home Based Production VMT	0	0
Total Home Based Work Attraction VMT	2,285	2,285
Total Home Based VMT Per Capita	0.0	0.0
Total Work Based VMT Per Employee	7.6	7.6

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).

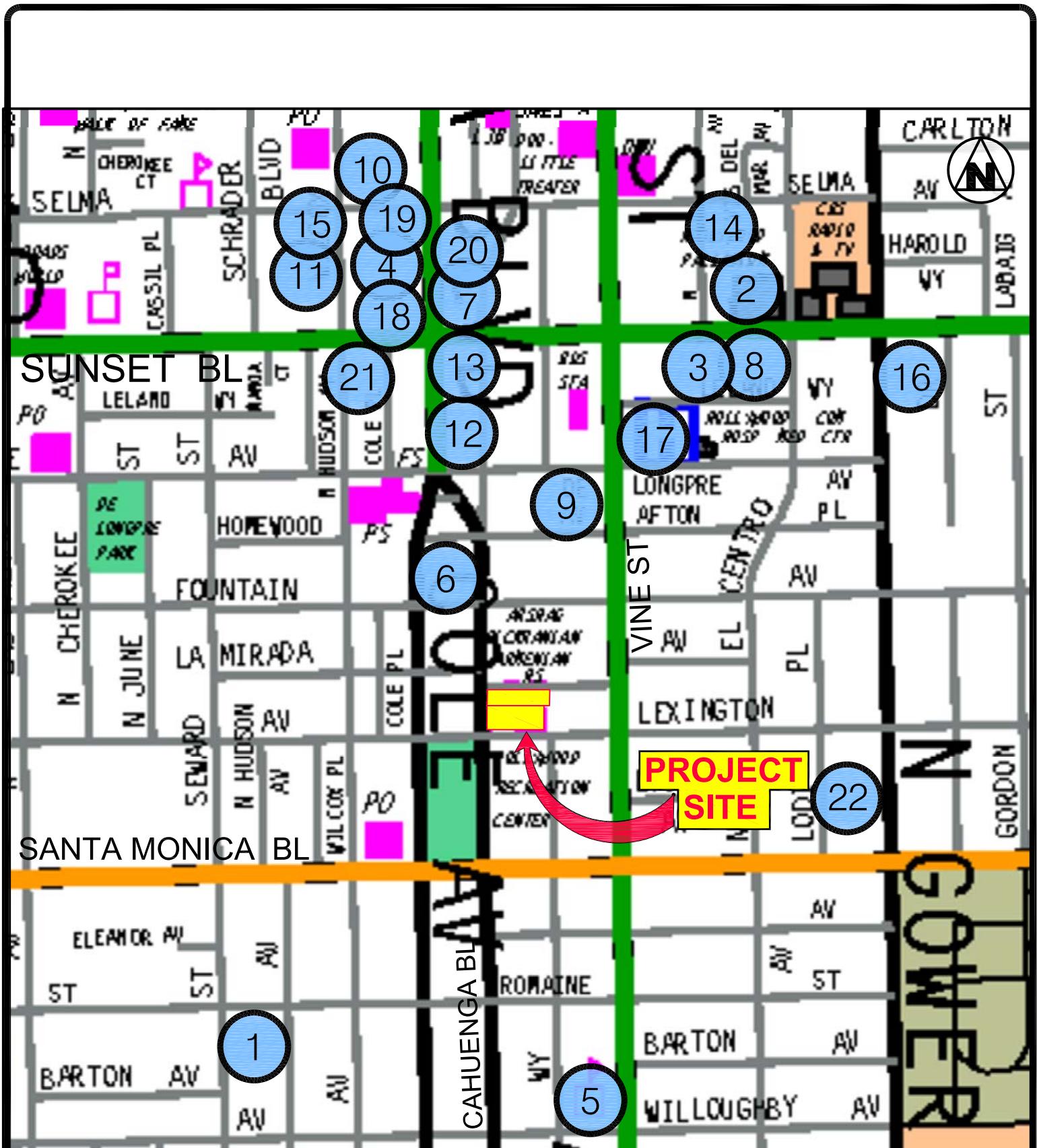
You, the User	
By:	_____
Print Name:	<u>Liz Fleming</u>
Title:	<u>V.P.</u>
Company:	<u>OVERLAND TRAFFIC CONSULTANTS</u>
Address:	<u>952 MANHATTAN BCH BL #100</u>
Phone:	<u>310-545-1235</u>
Email Address:	<u>LIZ@OVERLANDTRAFFIC.COM</u>
Date:	<u>11-4-21</u>

RELATED PROJECT LIST
1200 Cahuenga Boulevard

#	Project	Size	Location	Daily Traffic	AM Peak Hour			PM Peak Hours		
					In	Out	Total	In	Out	Total
1	Office	130,000 sf	956 N. Seward Street							
2	Palladium Residences		6201 W. Sunset Boulevard	4913	128	228	356	234	169	403
	Apartments/Condos	731 units								
	OR Apartments/Condos	598 units								
	with Hotel	250 rooms								
	Retail	21,000 sf								
	Restaurant	7,000 sf								
3	Apartments	200 units	6230 W. Sunset Boulevard	1473	52	80	132	71	50	121
	Office	32,100 sf								
	Retail	4,700 sf								
4	Hotel	69 rooms	1525 N Cahuenga Boulevard	469	10	12	22	20	14	34
5	Apartments	85 units	901 N. Vine Street	-32	4	26	30	-5	1	-4
	Restaurant	4,000 sf								
	Retail	4,000 sf								
6	Apartments	375 units	1310 N. Cole Avenue	224	24	6	30	7	23	30
	Creative Office	2,800 sf								
7	Hotel	275 rooms	6409 W. Sunset Boulevard	1285	51	26	77	53	60	113
	Retail	1,900 sf								
8	Apartments	270 units	6200 W. Sunset Boulevard	1243	-2	76	74	73	23	96
	Restaurant	1,750 sf								
	Retail	8,070 sf								
	Pharmacy	2,300 sf								
9	Academy Square		6332 W. De Longpre Avenue	3981	282	91	373	118	208	326
	Apartments	200 units								
	Office	298,000 sf								
	Quality Restaurant	11,900 sf								
	High Turnover Restaurant	4,200 sf								
10	Hotel	114 rooms	6421 W. Selma Avenue	1277	43	27	70	56	44	100
	Restaurant	5,041 sf								
	Retail	1,809 sf								

RELATED PROJECT LIST
1200 Cahuenga Boulevard

#	Project	Size	Location	Daily Traffic	AM Peak Hour			PM Peak Hours		
					In	Out	Total	In	Out	Total
11	Hotel	190 rooms	1541 N. Wilcox Avenue	2058	76	57	133	82	75	157
	Restaurant	4,463 sf								
	Meeting Room	1,382 sf								
12	Hotel	220 rooms	1400 N. Cahuenga Boulevard	1875	55	47	102	78	60	138
	Restaurant	2,723 sf								
	Rooftop lounge/bar	1,440 sf								
13	Apartments	200 units	6400 W. Sunset Boulevard	-59	14	76	90	24	-26	-2
	Retail	7,000 sf								
14	Apartments	276 units	1546 N. Argyle Avenue	2073	43	127	170	128	51	179
	Retail	9,000 sf								
	Restaurant	15,000 sf								
15	Retail/Restaurant/Bar	14,800 sf	1545 N. Wilcox Avenue	2341	36	50	86	128	47	175
	Office	16,100 sf								
16	Sunset Gower Studios		6050 W. Sunset Boulevard	4108	424	68	492	77	409	486
	Sound Stage/Office	859,350 sf								
17	Apartments	170 units	1400 N. Vine Street	1446	70	93	163	97	56	153
	Affordable Apartments	19 units								
	Retail	16,000 sf								
18	Hotel	175 rooms	6445 W. Sunset Boulevard	1409	77	58	135	80	61	141
	Restaurant/Bar	11,400 sf								
19	Apartments	45 units	6422 W. Selma Avenue	126	-3	10	7	9	-1	8
20	Apartments	243 units	1520 N. Cahuenga Boulevard	1143	34	75	109	82	40	122
	Affordable Apartments	27 units								
	High Turnover Restaurant	6,805 sf								
21	Office	431,032 sf	6450 W. Sunset Boulevard	2,836	311	50	361	93	319	412
	Restaurant	12,386 sf								
22	Apartments	155 units	1125 N Gower Street	667	16	39	55	38	25	63
	Affordable Apartments	14 units								



FIGURE

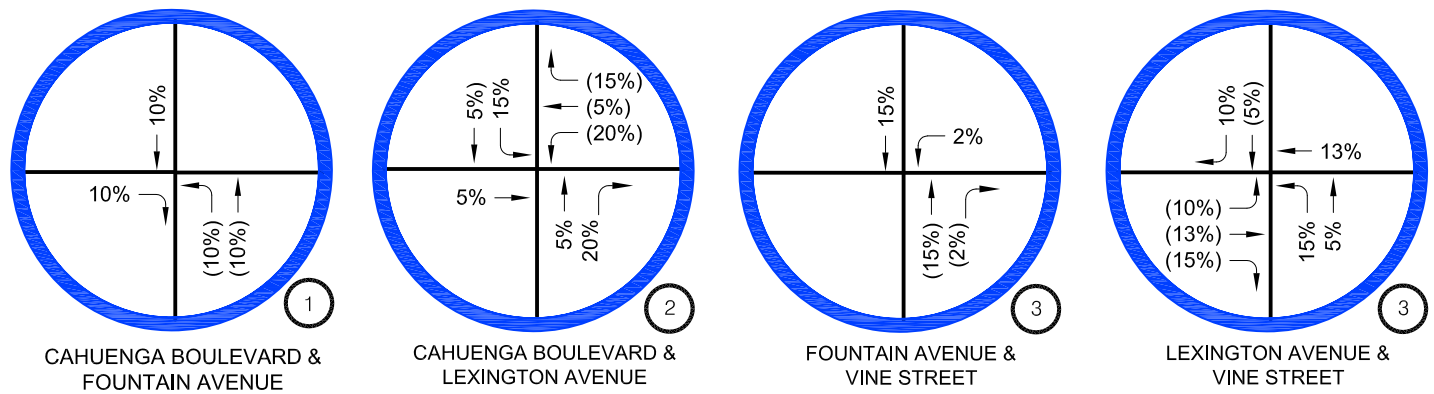
7/2021

RELATED PROJECT LOCATION MAP

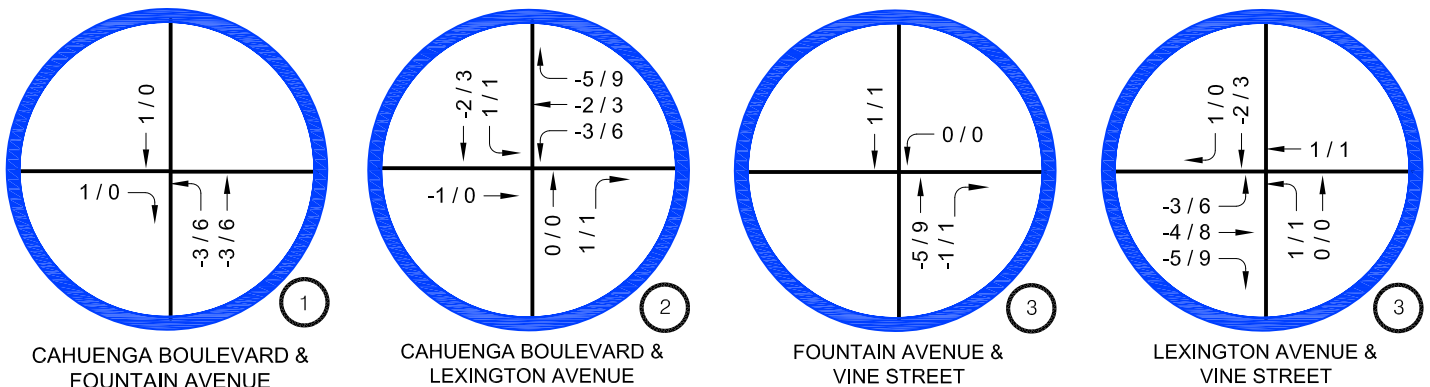
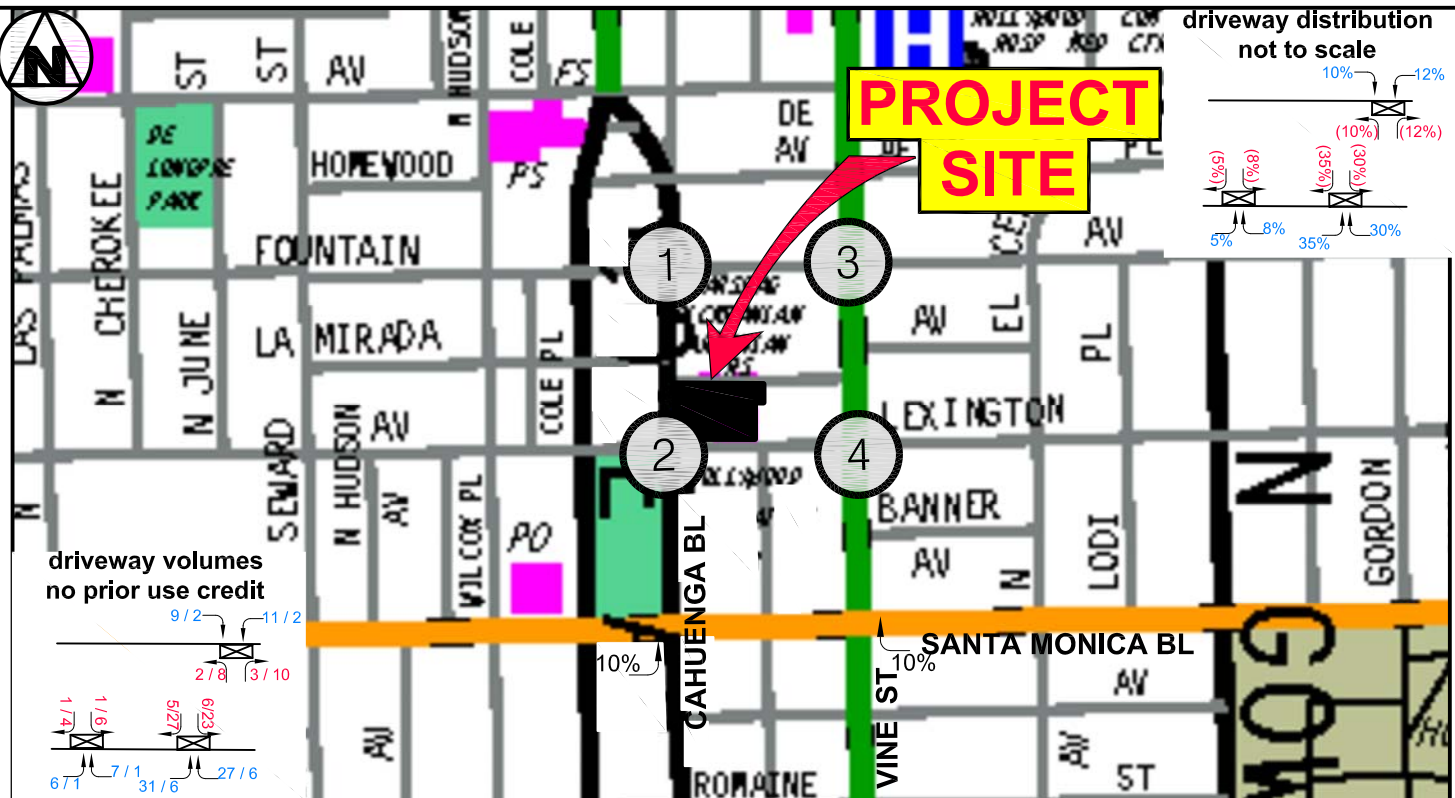


Overland Traffic Consultants, Inc.

952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
(310) 545-1235, liz@overlandtraffic.com



PROJECT TRAFFIC ASSIGNMENT DISTRIBUTION IN / (OUT)



PROJECT VOLUMES AM PEAK HOUR/PM PEAK HOUR

FIGURE 5

**PROJECT TRAFFIC ASSIGNMENT DISTRIBUTION
& PROJECT VOLUMES**

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl #100, Manhattan Beach Ca 90266
(310)545-1235, (661)799-8423, liz@overlandtraffic.com

Private School (K-12) (532)

Vehicle Trip Ends vs: Students
On a: Weekday

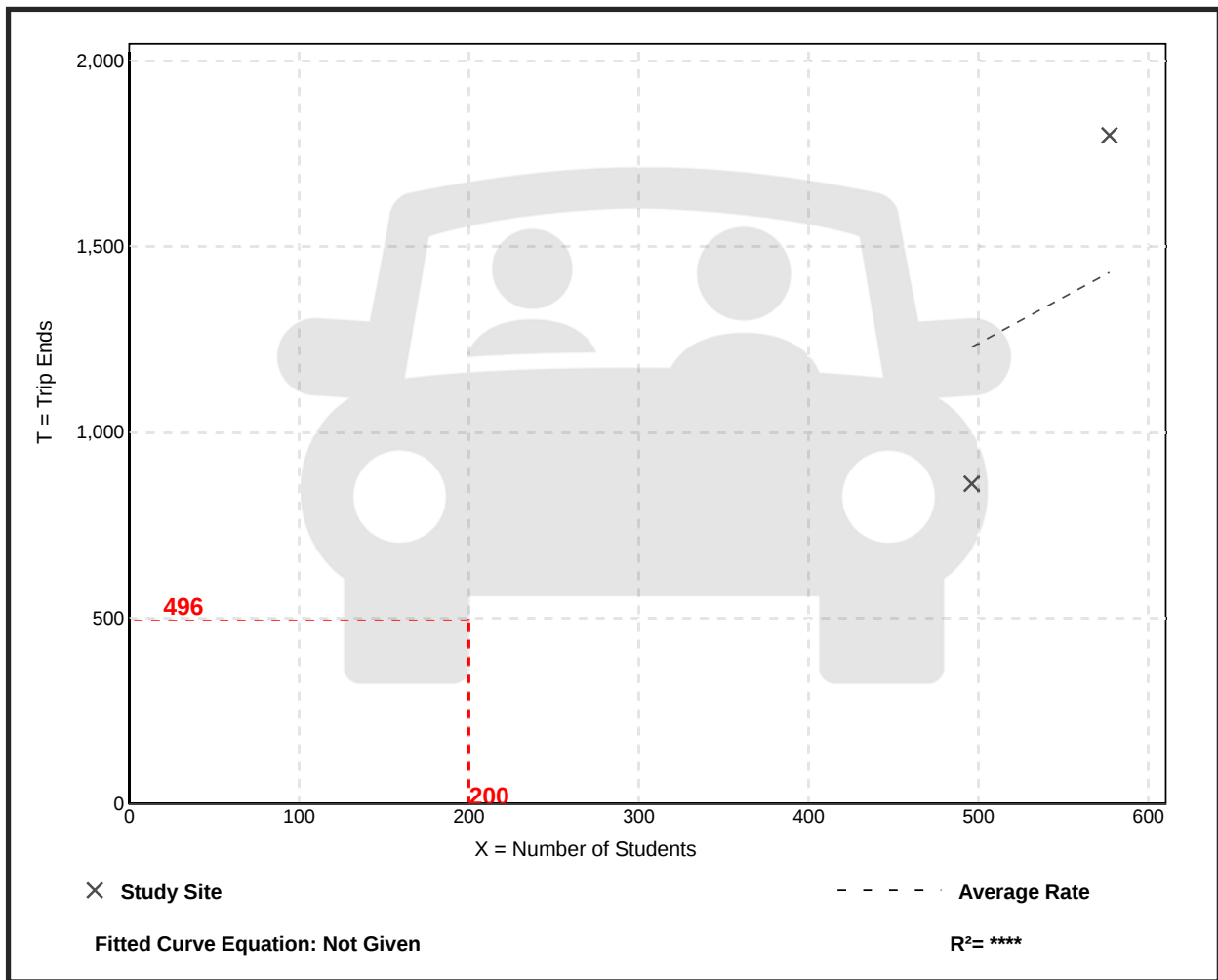
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Students: 537
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
2.48	1.74 - 3.12	*

Data Plot and Equation

Caution – Small Sample Size



Private School (K-12)

(532)

Vehicle Trip Ends vs: Students
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

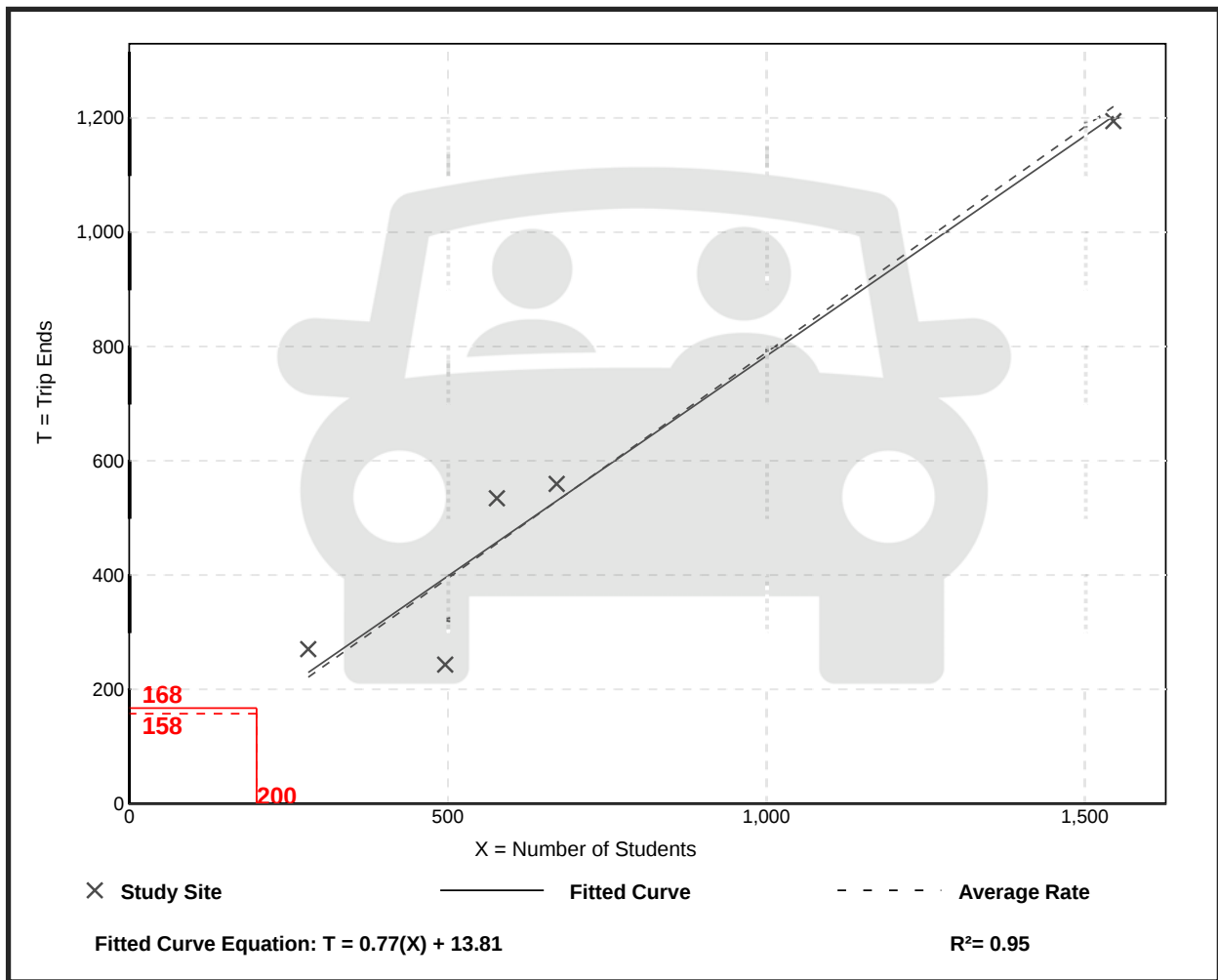
Number of Studies: 5
 Avg. Num. of Students: 714
 Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.79	0.49 - 0.96	0.15

Data Plot and Equation

Caution – Small Sample Size



Private School (K-12) (532)

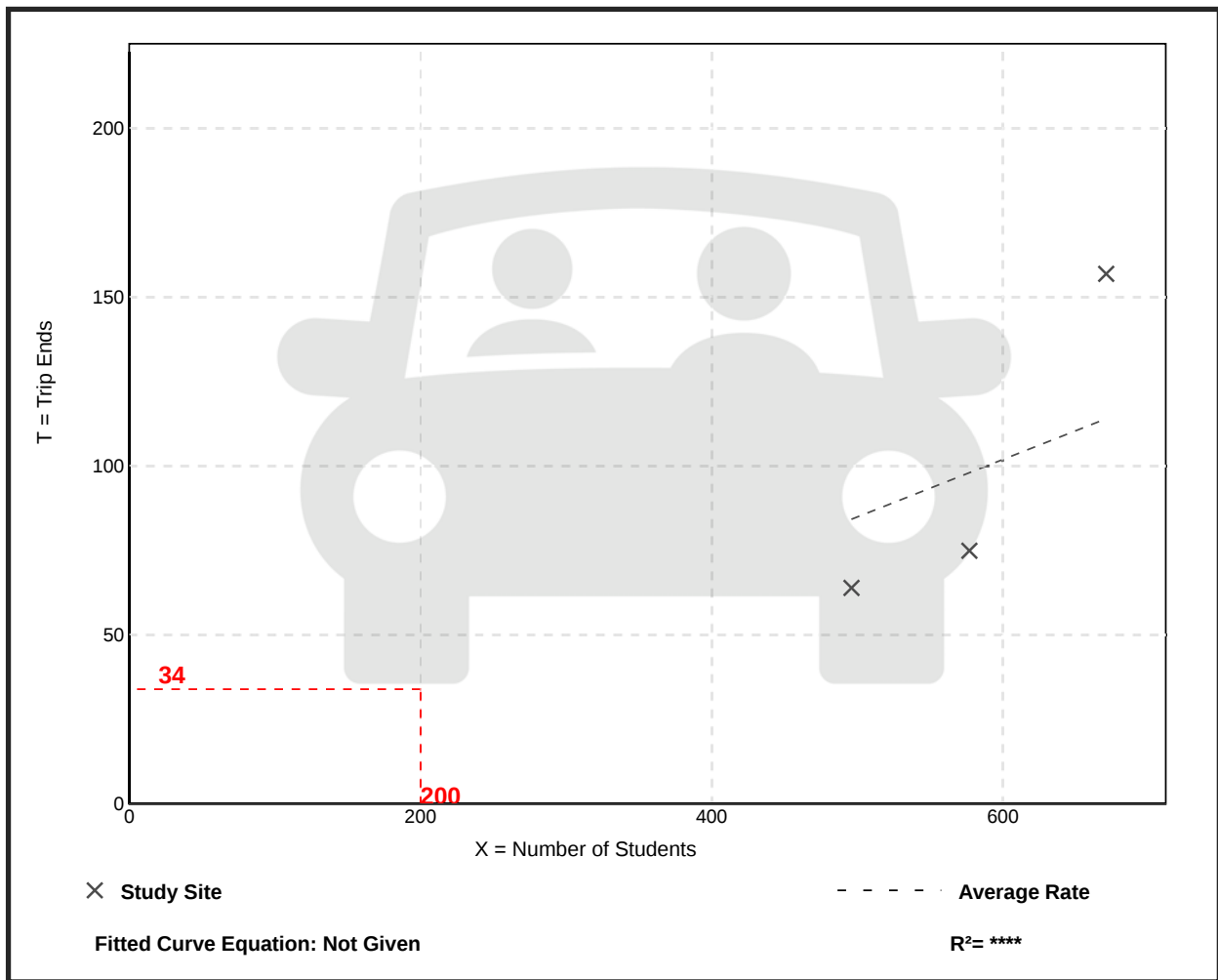
Vehicle Trip Ends vs: Students
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 3
 Avg. Num. of Students: 581
 Directional Distribution: 43% entering, 57% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.17	0.13 - 0.23	0.06

Data Plot and Equation

Caution – Small Sample Size



General Office Building (710)

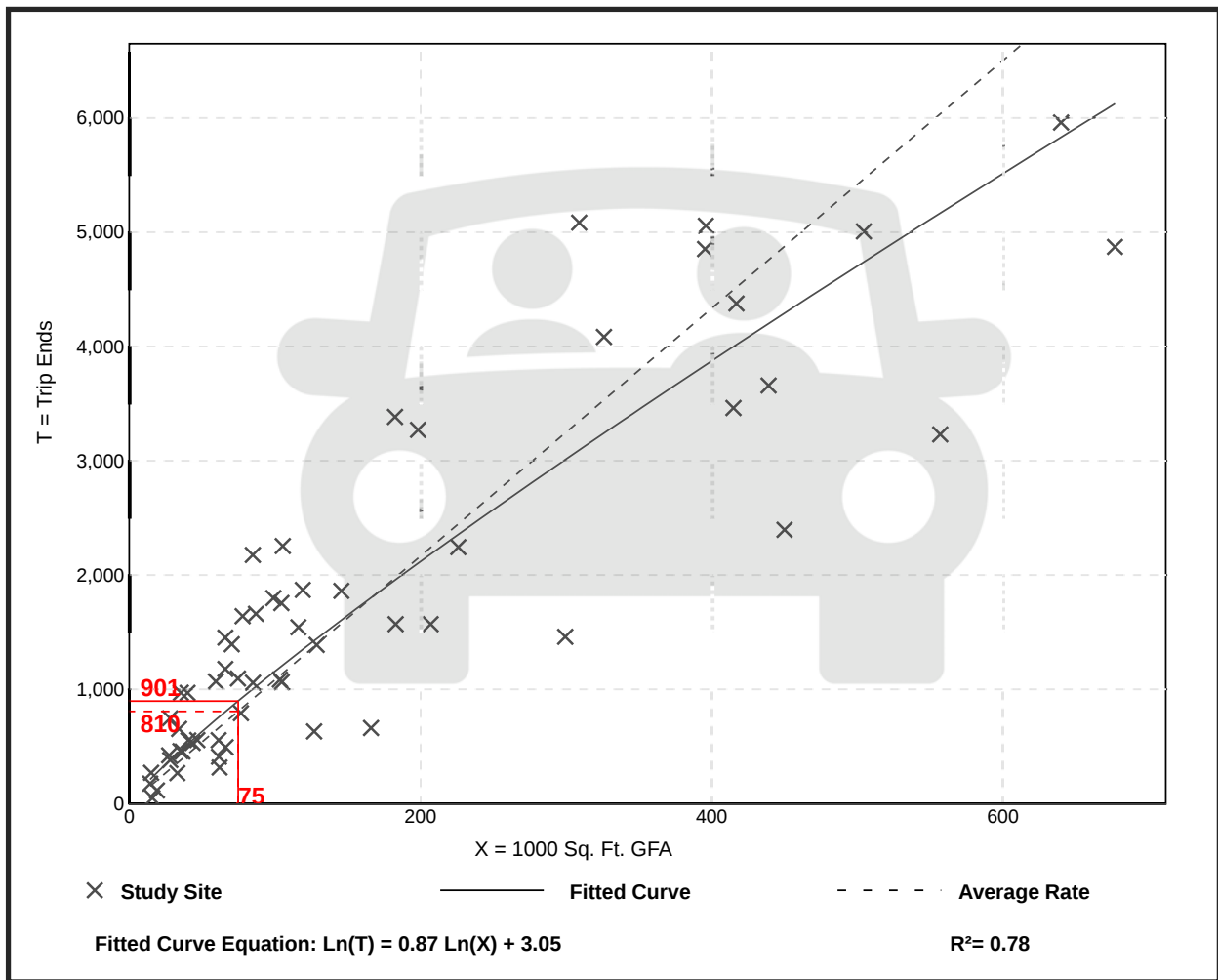
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 59
Avg. 1000 Sq. Ft. GFA: 163
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
10.84	3.27 - 27.56	4.76

Data Plot and Equation



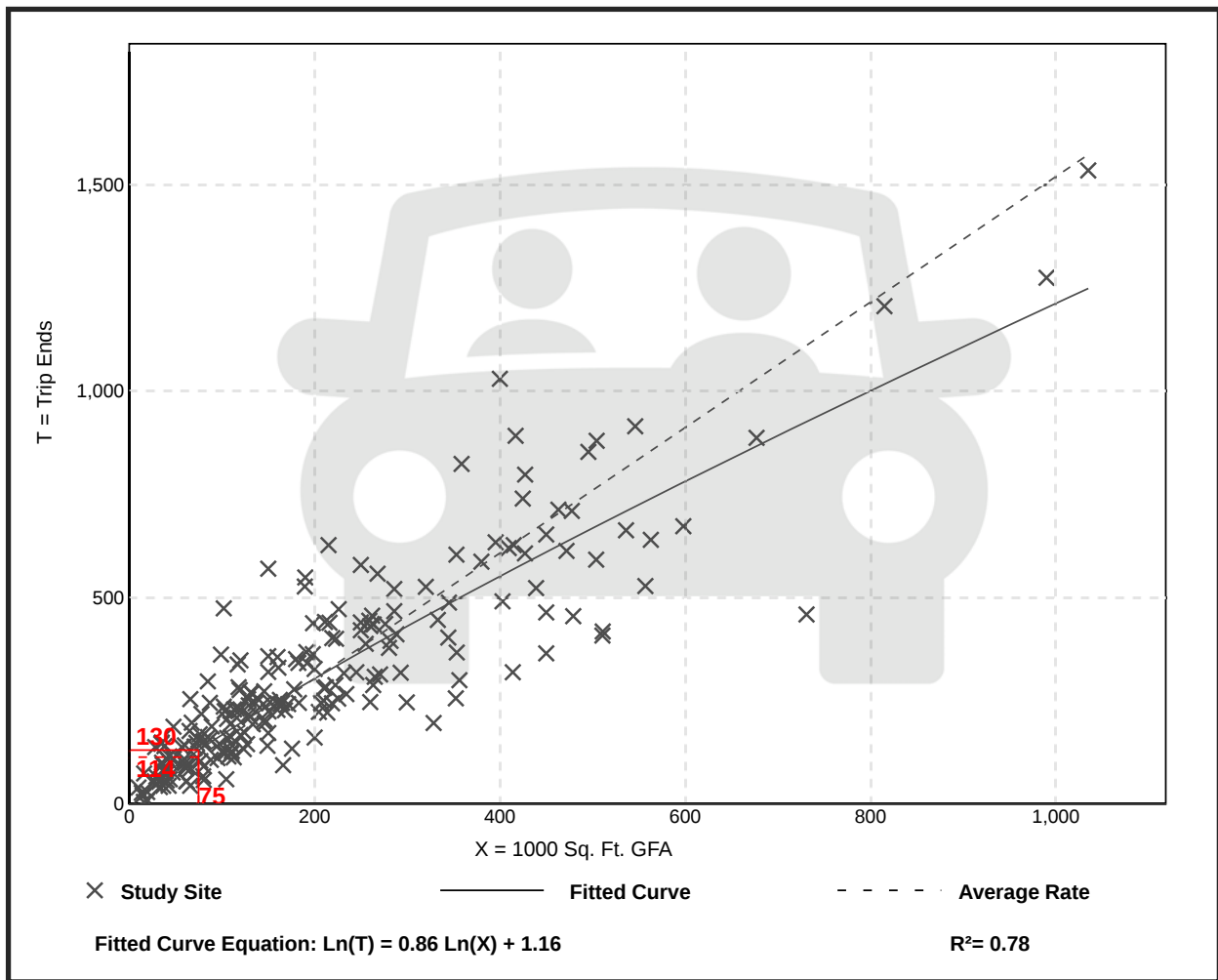
General Office Building (710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 221
 Avg. 1000 Sq. Ft. GFA: 201
 Directional Distribution: 88% entering, 12% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.52	0.32 - 4.93	0.58

Data Plot and Equation



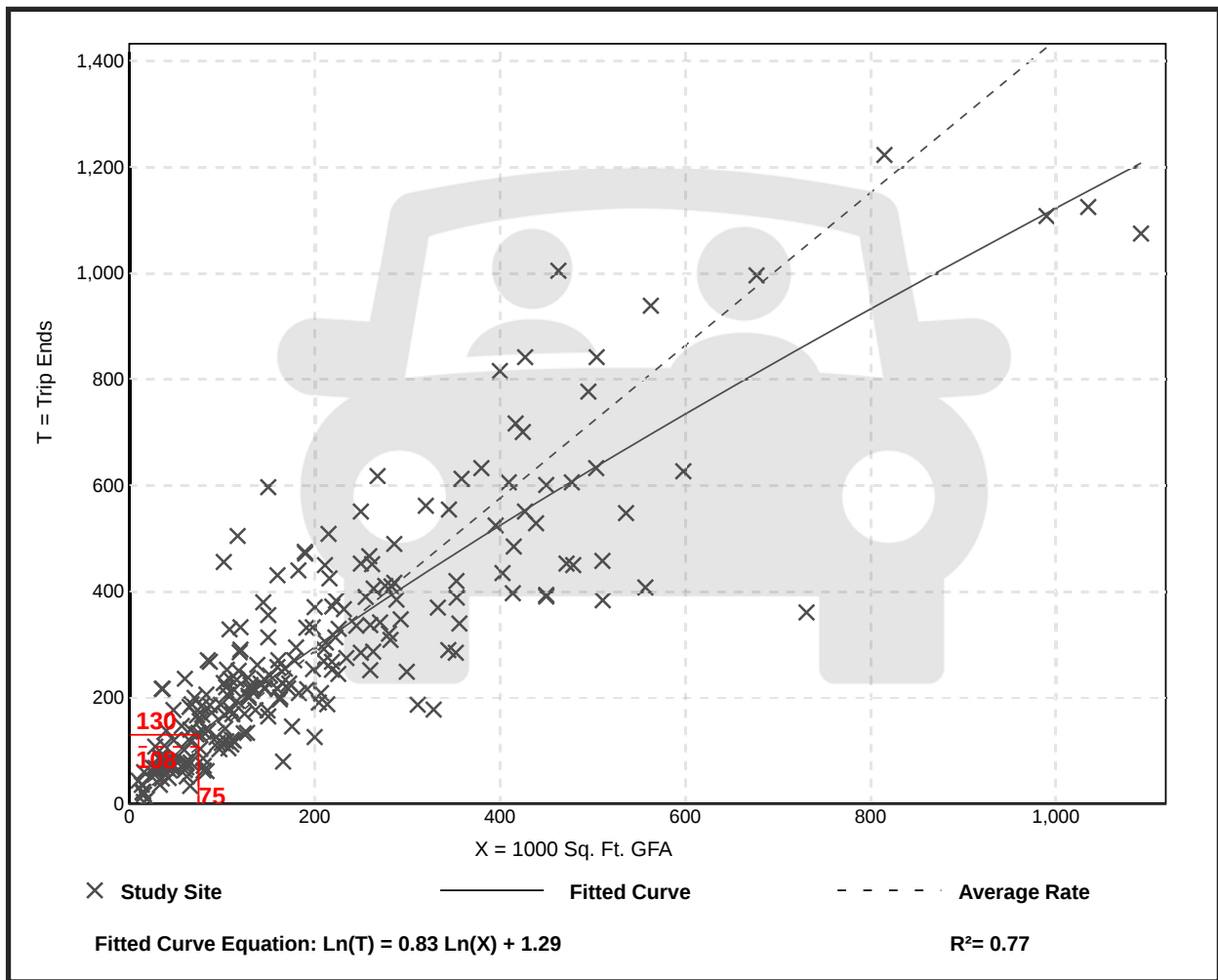
General Office Building (710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 232
 Avg. 1000 Sq. Ft. GFA: 199
 Directional Distribution: 17% entering, 83% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.44	0.26 - 6.20	0.60

Data Plot and Equation



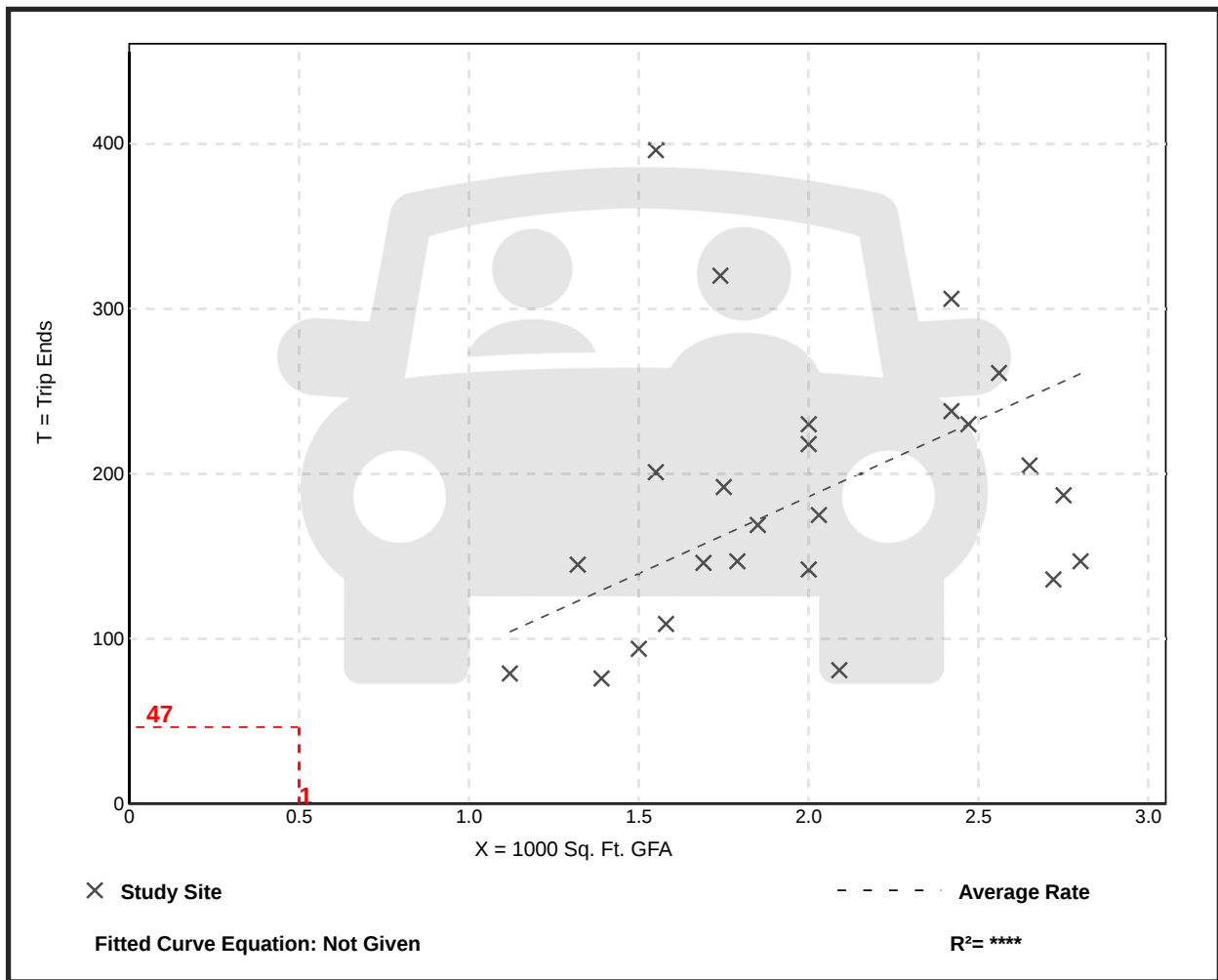
Coffee/Donut Shop without Drive-Through Window (936)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 25
 Avg. 1000 Sq. Ft. GFA: 2
 Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
93.08	38.76 - 255.48	42.71

Data Plot and Equation



Coffee/Donut Shop without Drive-Through Window (936)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 16
 Avg. 1000 Sq. Ft. GFA: 2
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
32.29	15.50 - 74.84	12.64

Data Plot and Equation

