

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

1200 N Cahuenga Bl
DOT Case No. CEN21-51713

Date: September 14, 2022

To: Susan Jimenez, Administrative Clerk
Department of City Planning

From: 
Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION ASSESSMENT FOR THE PROPOSED CREATIVE OFFICE PROJECT
LOCATED AT 1200 NORTH CAHUENGA BOULEVARD (CPC-2021-10170-GPA-ZC-WDI/
ENV-2021-10171-EAF)**

The Los Angeles Department of Transportation (LADOT) has reviewed the transportation assessment prepared by Overland Traffic Consultants, Inc. (OTC), dated December 2021 (Corrected August 4, 2022), for the proposed creative office project located at 1200-1210 North Cahuenga Boulevard, 6337-6357 West Lexington Avenue, and 6332-6356 West La Mirada Avenue in the Central Los Angeles Area Planning Commission. In compliance with Senate Bill (SB) 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, the access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in LADOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

On the block bordered by Cahuenga Boulevard to the west, La Mirada Avenue to the north, residential to the east, and Lexington Avenue to the south, the project proposes to replace and refurbish the existing vacant private school complex, which served 200 students and closed on August 13, 2021, in order to provide three buildings with a total of 74,762 square feet of creative office and 500 square feet of ground floor retail uses.

Building	Location	Proposed	Existing
A	Along northern border of project site fronting La Mirada Avenue	New four-story building with approximately 35,000 square feet (sf) creative office and one at-grade parking level and one subterranean level	Subterranean parking lot and access ramp, topped with a recreation field, basketball court, and two playgrounds to be demolished
B	Southeast corner of project site fronting Lexington Avenue	Preserved portion of the existing two-story building along with its subterranean garage and upgraded to provide 19,448 sf of creative office	Two-story building: 8,492 sf to be demolished and 19,448 sf to be preserved
C	Southwest corner of project site Cahuenga Boulevard and Lexington Avenue	New four-story building with 20,814 sf creative office, at-grade parking and 500 sf retail for the office employees and their guests	Two-story building to be demolished

The project would provide a total of 156 vehicle parking spaces accessed via a new driveway for Building A on La Mirada Avenue, an existing driveway for Building B on Lexington Avenue near the east end of the site, and a new driveway for Building C on Lexington Avenue between Cahuenga Boulevard and the east Lexington driveway as illustrated in **Attachment A**. The project will also provide, at minimum, 22 bicycle (8 short term and 14 long term) parking spaces, and up to four showers and 14 secure lockers. An at-grade on-site drop area will be provided in the surface parking lot on Lexington Avenue. The project is expected to be completed by 2024.

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 Version 1.3 tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project **does** exceed the net 250 daily vehicle trips threshold.

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

- T-1 Conflicting with plans, programs, ordinances, or policies
- T-2.1 Causing substantial vehicle miles traveled
- T-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 new 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 Area Planning Commission (APC) areas in the City. For the Central APC area, in which the project is located, the following thresholds have been established:

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

According to the VMT Analysis report, prepared by OTC, the project proposes to incorporate the TDM strategies of including bike parking per Los Angeles Municipal Code (LAMC) and including secure bike parking and showers as a project design features. With the application of these TDM strategies, the proposed project is projected to have no Household VMT and a Work VMT per employee of 7.6. 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 La Mirada Avenue and Lexington Avenue. LADOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment C** to this report.

PROJECT REQUIREMENTS

Non-CEQA Related Requirements and Considerations

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

1. Parking Requirements

The Project is supported by a 149 stall parking facility, consisting of a surface lot with 23 stalls and 126 stalls located on the roof of the warehouse. The applicant should check with the Departments of Building and Safety and City Planning on the number of parking spaces required for this project.

2. Highway Dedication and Street Widening Requirements

Per the new Mobility Element of the General Plan, **Cahuenga Boulevard**, a Modified Avenue II, would require a 28-foot half-width roadway within a 40-foot half-width right-of-way, and **Lexington Avenue** and **La Mirada Avenue**, both Local Streets, would require an 18-foot half-width roadway within a 30-foot half-width right-of-way. The applicant should check with the Bureau of Engineering's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

3. Project Access and Circulation

The conceptual site plan for the project (see **Attachment A**) is acceptable to LADOT. The project would be accessed via one driveway on La Mirada Avenue and two driveways on Lexington Avenue. Review of this study does not constitute a recommended approval of the dimensions for any new proposed driveway. Review and approval of the driveways 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 Requirement

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. 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

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c: Craig Bullock, Council District 13
 Hokchi Chiu, Central District, BOE
 Bhuvan Bajaj, Hollywood-Wilshire, DOT
 Taimour Tanavoli, Case Management Office, DOT
 Liz Fleming, OTC



 **Overland Traffic Consultants, Inc.**
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CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



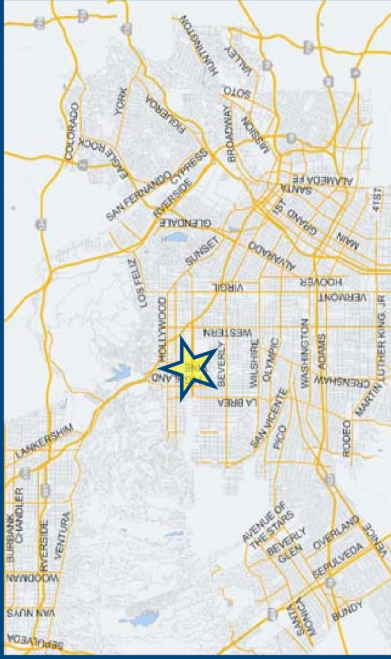
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

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)	200	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 Office General Office	0.5	ksf
	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.



CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

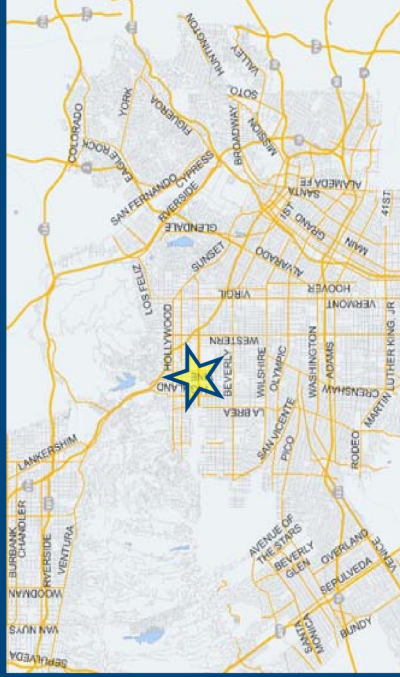


Project Information

Project: Creative Office

Scenario: 1200 N CAHUENGA BLVD, 90038

Address:



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

	Max Home Based TDM Achieved?	Proposed Project	With Mitigation
		No	No
A	Parking	No	No
B	Transit		
C	Education & Encouragement		
D	Commute Trip Reductions		
E	Shared Mobility		
F	Bicycle Infrastructure		
	Implement/Improve On-street Bicycle Facility	☐ Proposed Prj	☐ Mitigation
	Include Bicycle Parking Per LAMC	☒ Proposed Prj	☐ Mitigation
	Include Secure Bike Parking and Showers	☒ 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
	General Retail	0.500	ksf
Retail	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.000	ksf
	Supermarket	0.000	ksf
	Bank	0.000	ksf
	Health Club	0.000	ksf
	High-Turnover Sit-Down Restaurant	0.000	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
	General Office	74.762	ksf
Office	Medical Office	0.000	ksf
	Light Industrial	0.000	ksf
Industrial	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 4,138	Daily Vehicle Trips Daily VMT	566 4,138	Daily Vehicle Trips 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 Work > 7.6	No No	Household > 6.0 Work > 7.6	No 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	City code parking provision (spaces)	0	0
	Actual parking provision (spaces)	0	0
	Monthly cost for parking (\$)	\$0	\$0
	Employees eligible (%)	0%	0%
	Daily parking charge (\$)	\$0.00	\$0.00
	Employees subject to priced parking (%)	0%	0%
	Cost of annual permit (\$)	\$0	\$0
	Residential area parking permits		
(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	0%	0%
	Existing transit mode share (as a percent of total daily trips) (%)	0%	0%
	Lines within project site improved (<50%, >=50%)	0	0
	Degree of implementation (low, medium, high)	0	0
Transit subsidies	Implement neighborhood shuttle	0%	0%
	Employees and residents eligible (%)	0%	0%
	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	0%	0%
	Promotions and marketing	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	0%	0%
	Alternative Work Schedules and Telecommute	0%	0%
	Employees participating (%)	0	0
	Employees participating (%)	0	0
	Type of program	0	0
Shared Mobility	Degree of implementation (low, medium, high)	0	0
	Employer sponsored vanpool or shuttle	0%	0%
	Employees eligible (%)	0	0
	Employer size (small, medium, large)	0	0
	Ride-share program	0%	0%
	Car share	0	0
	Car share project setting (Urban, Suburban, All Other)	0	0
	Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)	0	0
	School carpool program	0	0
	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	0	0
	Include Bike parking per LAMC	Yes	Yes
	Include secure bike parking and showers	Yes	Yes
Neighborhood Enhancement	Traffic calming improvements	0%	0%
	Pedestrian network improvements	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			Home Based Other			Home Based Other			Non-Home Based Other			Source
	Proposed	Mitigated	Attraction	Proposed	Mitigated	Attraction	Proposed	Mitigated	Attraction	Proposed	Mitigated	Attraction	
Parking	Reduce parking supply	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%	
	Parking cash-out	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%	
	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%	
Transit	Reduce transit headways	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%	
	Transit subsidies	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%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Employer sponsored vanpool or shuttle	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%	
	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Shared Mobility	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	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%	



Report 3: TDM Outputs

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%	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%	
	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%	
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%	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%	

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

	Proposed Project			Project with Mitigation Measures		
	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

	Proposed Project	Project with Mitigation Measures
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



Table 7
Future Traffic Conditions – Without and With Project

No.	Intersection	Peak Hour	DIR	Future (2024) Without Project		Future (2024) With Project	
				Delay (s)	LOS	Delay (s)	LOS
1	N. Cahuenga Boulevard & Fountain Avenue	AM		22.6	C	22.7	C
		PM		22.9	C	13.1	C
2	N. Cahuenga Boulevard & Lexington Avenue	AM	NBL	11.4	B	11.4	B
			SBL	9.7	A	9.7	A
			WB	940.5	F	875.4	F
		PM	NBL	10.5	B	10.5	B
			SBL	9.2	A	9.2	A
			EB	Not Available		Not Available	
3	Fountain Avenue & Vine Street	AM		25.7	C	25.8	C
		PM		29.0	C	29.4	C
4	Lexington Avenue & Vine Street	AM		6.2	A	6.1	A
		PM		9.0	A	9.7	A

DIR = DIRECTION - ONLY NEEDED FOR STOP SIGN CONTROLLED INTERSECTION
s = seconds