APPENDIX L.2

LADOT TRAFFIC STUDY ASSESSMENT LETTER

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

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

1100 E 5th St
DOT Case No. CEN19-48931

Date: December 14, 2020

To: Milena Zasadzien, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION ASSESSMENT FOR THE PROPOSED MIXED-USE PROJECT LOCATED AT 1100 EAST 5TH STREET (CPC-2017-432-CPU/ENV-2017-433-EIR/CPC-2016-3726-GPAJ-VZCJ-HDMCUP-ZAA-DB-SPR/ENV-2016-3727-EIR/VTT-74549)**

On June 10, 2019, the Department of Transportation (DOT) issued a traffic assessment letter to the Department of City Planning for the mixed-use development located at 1100 East 5th Street. The transportation analysis, dated April 8, 2019, included the detailed analysis of 12 signalized intersections based on two options: the project and the project with an additional office option. It was determined that under the previous traffic impact criteria, four of these study intersections would be significantly impacted by project-related traffic prior to mitigation. The previous transportation analysis identified the transportation mitigation measures; however, the impacts would remain significant and unavoidable at three intersections under the project option and at four intersections under the project with additional office option. However, subsequent to the releasing of the report and pursuant to the City of Los Angeles adoption of vehicle miles traveled (VMT) as the criteria by which to determine transportation impacts under CEQA, the applicant submitted a VMT analysis for the proposed project dated October 20, 2020. Therefore, please replace the previous June 10, 2019 assessment, in its entirety, with this report which addresses the totality of the transportation analysis.

The Department of Transportation (DOT) has reviewed the transportation assessment prepared by Linscott, Law & Greenspan, Engineers (LLG), dated October 20, 2020, for the proposed mixed-use project located at 1100 East 5th Street in the Central City North Community Plan Area and the Central 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 DOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to remove three vacant light industrial buildings and construct a mixed-use development located on the southeast corner of 5th Street and Seaton Street in the Arts District. The traffic study analyzed the proposed project and the project with an option for additional office space as follows:

Land Use	Project	Additional Office Option
Live-Work Apartments	220 units	200 units
Office Space (within live-work units)	4,350 square feet (within 29 live-work units)	4,050 sf (within 27 live-work units)
General Office	17,810 sf	35,575 sf
Restaurant	19,609 sf	19,609 sf
Retail	9,129 sf	9,129 sf
Total	220 live-work units 50,898 sf commercial space	200 live-work units 68,363 sf commercial space

Vehicular access to the project will be provided via a driveway on Seaton Street as illustrated in **Attachment A**. The project is expected to be completed by 2023.

B. Freeway Safety Analysis

Per the Interim Guidance for Freeway Safety Analysis memorandum issued by DOT 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 included in the October 20, 2020 assessment 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 DOT TAG provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

The DOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. DOT 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

As cited in the VMT Analysis report, prepared by LLG, the proposed project is projected to have a Household VMT per capita of 3.7 and a Work VMT per employee of 7.0. The proposed project with an additional office option is projected to have a Household VMT per capita of 3.6 and a Work VMT per employee of 7.0. Therefore, it is concluded that implementation of the Project would result in no significant VMT impact. A copy of the VMT Calculator summary report is provided as **Attachment B**.

E. Access and Circulation

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, DOT 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.

As illustrated in **Attachment A**, the project proposes to provide full vehicular access via one driveway located along Seaton Street which will lead to the subterranean parking garage. In accordance with this authority, the project has completed a circulation analysis using a "level of service" screening methodology that indicates that the trips generated by the proposed development will not likely result in adverse circulation conditions at several locations.

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

PROJECT REQUIREMENTS

A. CEQA Related Requirements

Per the transportation analysis, the applicant will implement the following TDM strategies as project design features:

- Reduce Parking Supply – The Project and the Additional Office Option proposes to provide 381 parking spaces, which is less than the unadjusted LAMC requirement.

- Include Bike Parking per LAMC – The Project is required to provide 180 bicycle parking

space on-site. The Additional Office Option is required to provide 179 bicycle parking spaces on-site. Providing bicycle parking supports safe and comfortable bicycle travel to the project.

B. 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. Transportation Demand Management (TDM) Plan

A TDM program, which includes design elements and trip reduction strategies, would reduce the project's overall trip generation by discouraging single occupancy vehicle use and by promoting the use of alternative travel modes. Through strategic building design and orientation, this project can facilitate access to existing transit services, provide a pedestrian-friendly environment, promote non-automobile travel and support the goals of a trip-reduction program.

A preliminary TDM program shall be prepared and provided for DOT review prior to the issuance of the first building permit for this project and a final TDM program approved by DOT is required prior to the issuance of the first certificate of occupancy for the project. The preliminary plan will include, at minimum, measures consistent with the City's Trip Reduction Ordinance. The TDM program could include, but is not limited to, the following:

- An on-site Transportation Information Center (TIC) where employees, visitors, and residents can obtain information regarding public transit, ridesharing, vanpool providers, ride-matching and local transit operators, ridesharing material supplied by commuter oriented organizations and shuttles, bicycle facilities, and bicycle safety;
- A Transportation Coordinator responsible for implementing, maintaining, and monitoring the TDM Program;
- If after coordination with LADOT it is determined that the project site is eligible, the project will provide space for an Integrated Mobility Hub with a bicycle share kiosk and/or parking spaces for car-share vehicles;
- Carpool/Rideshare Matching Program which would provide rideshare matching services and preferential parking for commercial employees commuting to work in employer-registered carpools;
- Transportation Subsidy which would offer discount transit passes to residents and commercial employees who do not purchase monthly automobile parking in the project site;
- Unbundled parking from the commercial leasing cost and from the housing cost;
- Convenient and secure bicycle storage within a bicycle locker, an attended cage, or a secure parking room;
- On-site lockers for employees who bicycle or use another active means of getting to work;
- A one-time fixed-fee contribution of **$50,000** prior to the issuance of the first certificate of occupancy for the project to the City's Bicycle Plan Trust Fund to implement bicycle improvements in the proposed project area;
- A Covenant and Agreement to ensure that the TDM program will be maintained.

2. Parking Requirements
   The proposed project and the additional office option would each provide 381 parking spaces. The proposed project and the additional office option would provide 180 bicycle parking spaces and 179 bicycle parking spaces on-site, respectively. The applicant should check with the Departments of Building and Safety and City Planning on the number of Code-required parking spaces required for this project.

3. Highway Dedication and Street Widening Requirements
   Per the new Mobility Element of the General Plan, **5th Street** and **Seaton Street**, both Collector Streets, would require a 20-foot half-width roadway within a 33-foot half-width right-of-way. The applicant should check with the Bureau of Engineering's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

4. Project Access and Circulation
   The conceptual site plan for the project (see **Attachment A**) is acceptable to DOT. The project will provide full vehicular access via one driveway, along Seaton Street, and will be located along the westerly portion of the project site. Review of this study does not constitute approval of the dimensions for any new proposed driveway. Review and approval of the driveways should be coordinated with DOT'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 DOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design. Driveway placement and design shall be approved by the Department of City Planning (City Planning) in consultation with DOT, prior to issuance of a Letter of Determination by City Planning.

5. Worksite Traffic Control Requirements
   DOT recommends that a construction work site traffic control plan be submitted to DOT'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. DOT also recommends that all construction related truck traffic be restricted to off-peak hours to the extent feasible.

5. TDM Ordinance Requirements
   The TDM Ordinance (LAMC 12.26 J) is currently being updated. The updated ordinance, which is currently progressing through the City's approval process, will:

   - Expand the reach and application of TDM strategies to more land uses and neighborhoods,
   - Rely on a broader range of strategies that can be updated to keep pace with technology, and
   - Provide flexibility for developments and communities to choose strategies that work best for their neighborhood context.

Although not yet adopted, LADOT recommends that the applicant be subject to the terms of the proposed TDM Ordinance update expected in 2020 if applicable. The updated ordinance is expected to be completed prior to the anticipated construction of this project, if approved.

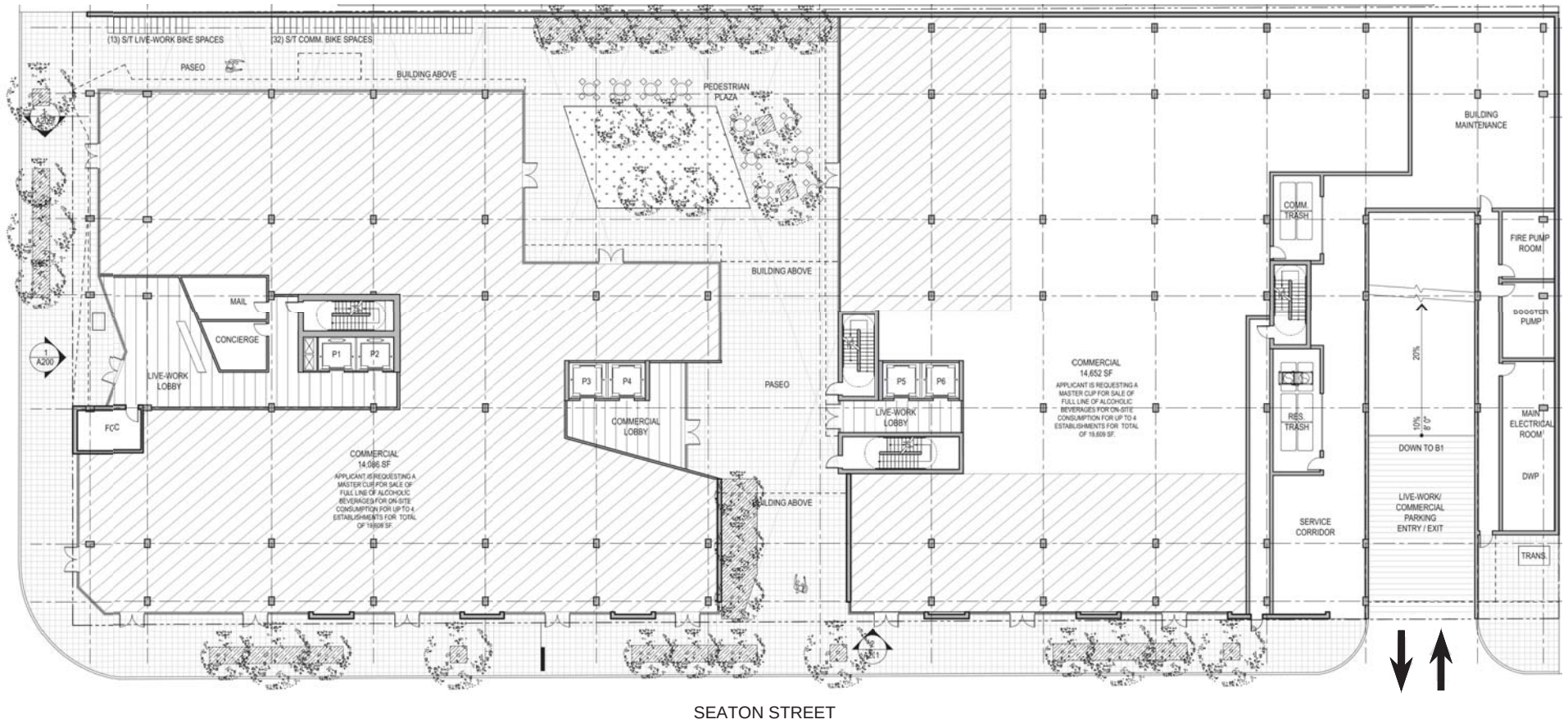
6. Development Review Fees
   Section 19.15 of the LAMC identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Kevin Arucan of my staff at (213) 972-4970.

Attachments

J:\Letters\2020\CEN19-48931_1100 E 5th St_mu.docx

c: Shaylee Papadakis, Council District 14
Matthew Masuda, Central District, BOE
Edward Yu, Central District, LADOT
Taimour Tanavoli, Case Management Office, DOT
David Shender, Linscott, Law & Greenspan, Engineers



SOURCE: HANSONLA ARCHITECTURE

NOT TO SCALE

FIGURE 2-2
PROJECT SITE PLAN
GROUND FLOOR

LINSCOTT, LAW & GREENSPAN, engineers

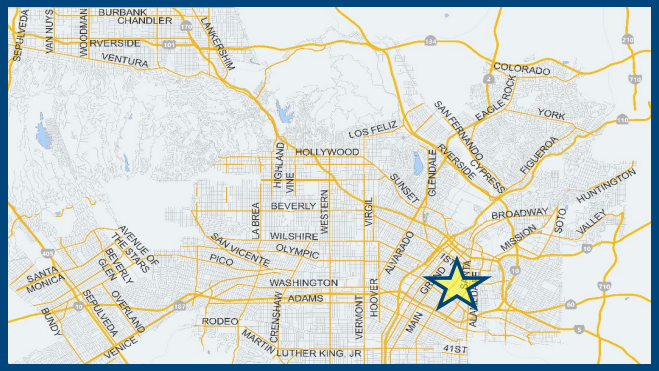
1100 E. 5TH STREET PROJECT

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: 1100 E. 5th Street
Scenario: Proposed Project
Address: 1100 E 5TH ST, 90013



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
Industrial | Light Industrial	35.445	ksf

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

Proposed Project Land Use

Land Use Type	Value	Unit
Office | General Office	22.16	ksf
Housing | Multi-Family	220	DU
Retail | General Retail	9.129	ksf
Retail | High-Turnover Sit-Down Restaurant	19.609	ksf
Office | General Office	22.16	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
185 Daily Vehicle Trips	3,163 Daily Vehicle Trips
1,282 Daily VMT	20,633 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	2,978 Net Daily Trips
The net increase in daily VMT ≤ 0	19,351 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	28.738 ksf

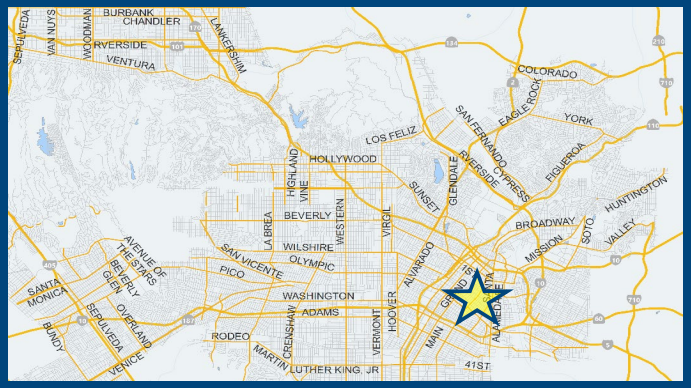
The proposed project is required to perform VMT analysis.

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: 1100 E. 5th Street
Scenario: Proposed Project
Address: 1100 E 5TH ST, 90013



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	220	DU
Retail | General Retail	9.129	ksf
Retail | High-Turnover Sit-Down Restaurant	19.609	ksf
Office | General Office	22.16	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
☑ Proposed Prj ☐ Mitigation
613 city code parking provision for the project site
381 actual parking provision for the project site

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

Parking Cash-Out
☐ Proposed Prj ☐ Mitigation
50 percent of employees eligible

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

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

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
2,750 Daily Vehicle Trips	**2,750** Daily Vehicle Trips
17,940 Daily VMT	**17,940** Daily VMT
3.7 Household VMT per Capita	**3.7** Household VMT per Capita
7.0 Work VMT per Employee	**7.0** Work VMT per Employee

Significant VMT Impact?

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

Measuring the Miles

8/26/2020

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: August 26, 2020
Project Name: 1100 E. 5th Street
Project Scenario: Proposed Project
Project Address: 1100 E 5TH ST, 90013

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	220	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	9.129	ksf
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	19.609	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	22.160	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: August 26, 2020
Project Name: 1100 E. 5th Street
Project Scenario: Proposed Project
Project Address: 1100 E 5TH ST, 90013

Version 1.3

Analysis Results

Total Employees: 185
Total Population: 496

Proposed Project		*With Mitigation*	
2,750	**Daily Vehicle Trips**	**2,750**	**Daily Vehicle Trips**
17,940	**Daily VMT**	**17,940**	**Daily VMT**
3.7	**Household VMT per Capita**	**3.7**	**Household VMT per Capita**
7	**Work VMT per Employee**	**7**	**Work VMT per Employee**

Significant VMT Impact?

APC: Central

Impact Threshold: 15% Below APC Average
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: August 26, 2020
Project Name: 1100 E. 5th Street
Project Scenario: Proposed Project
Project Address: 1100 E 5TH ST, 90013

Version 1.3

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	613	613
		Actual parking provision (spaces)	381	381
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: August 26, 2020
Project Name: 1100 E. 5th Street
Project Scenario: Proposed Project
Project Address: 1100 E 5TH ST, 90013

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Suburban Center

		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	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	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: August 26, 2020
Project Name: 1100 E. 5th Street
Project Scenario: Proposed Project
Project Address: 1100 E 5TH ST, 90013

Version 1.3

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Suburban Center

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

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*
MAX. TDM EFFECT	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*

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

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: August 26, 2020
Project Name: 1100 E. 5th Street
Project Scenario: Proposed Project
Project Address: 1100 E 5TH ST, 90013

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	197	-36.0%	126	6.8	1,340	857
Home Based Other Production	546	-49.3%	277	4.5	2,457	1,247
Non-Home Based Other Production	922	-5.2%	874	7.4	6,823	6,468
Home-Based Work Attraction	269	-32.7%	181	8.2	2,206	1,484
Home-Based Other Attraction	1,784	-43.0%	1,017	5.8	10,347	5,899
Non-Home Based Other Attraction	729	-5.6%	688	6.8	4,957	4,678

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	-13.0%	110	745	-13.0%	110	745
Home Based Other Production	-13.0%	241	1,084	-13.0%	241	1,084
Non-Home Based Other Production	-13.0%	760	5,624	-13.0%	760	5,624
Home-Based Work Attraction	-13.0%	157	1,290	-13.0%	157	1,290
Home-Based Other Attraction	-13.0%	884	5,129	-13.0%	884	5,129
Non-Home Based Other Attraction	-13.0%	598	4,068	-13.0%	598	4,068

MXD VMT Methodology Per Capita & Per Employee

Total Population: 496
Total Employees: 185
APC: Central

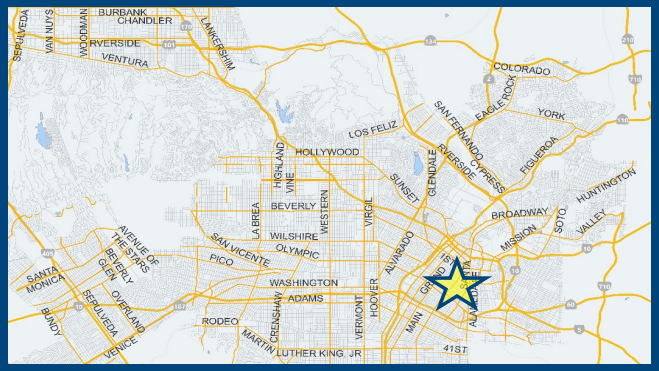
	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**1,829**	**1,829**
Total Home Based Work Attraction VMT	**1,290**	**1,290**
Total Home Based VMT Per Capita	**3.7**	**3.7**
Total Work Based VMT Per Employee	**7.0**	**7.0**

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: 1100 E. 5th Street
Scenario: Additional Office Option
Address: 1100 E 5TH ST, 90013



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
Industrial | Light Industrial	35.445	ksf

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

Proposed Project Land Use

Land Use Type	Value	Unit
Office | General Office	39.625	ksf
Housing | Multi-Family	200	DU
Retail | General Retail	9.129	ksf
Retail | High-Turnover Sit-Down Restaurant	19.609	ksf
Office | General Office	39.625	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
185 Daily Vehicle Trips	3,218 Daily Vehicle Trips
1,282 Daily VMT	21,150 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	3,033 Net Daily Trips
The net increase in daily VMT ≤ 0	19,868 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	28.738 ksf

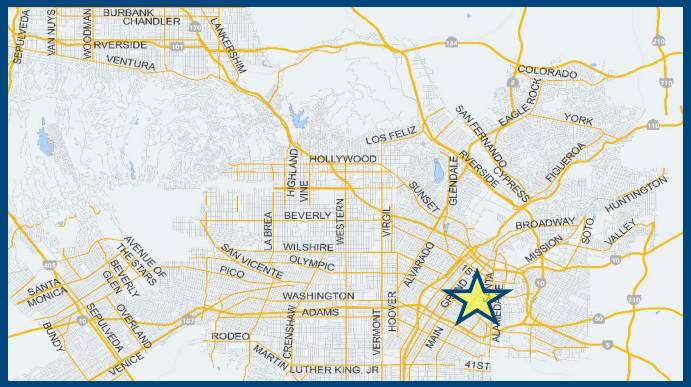
The proposed project is required to perform VMT analysis.

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: 1100 E. 5th Street
Scenario: Additional Office Option
Address: 1100 E 5TH ST, 90013



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	200	DU
Retail | General Retail	9.129	ksf
Retail | High-Turnover Sit-Down Restaurant	19.609	ksf
Office | General Office	39.625	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 — ☑ Proposed Prj ☐ Mitigation
617 city code parking provision for the project site
381 actual parking provision for the project site

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

Parking Cash-Out — ☐ Proposed Prj ☐ Mitigation
50 percent of employees eligible

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

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

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
2,797 Daily Vehicle Trips	**2,797** Daily Vehicle Trips
18,390 Daily VMT	**18,390** Daily VMT
3.6 Household VMT per Capita	**3.6** Household VMT per Capita
7.0 Work VMT per Employee	**7.0** Work VMT per Employee

Significant VMT Impact?

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

Measuring the Miles

8/26/2020

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: August 26, 2020
Project Name: 1100 E. 5th Street
Project Scenario: Additional Office Option
Project Address: 1100 E 5TH ST, 90013

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	200	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	9.129	ksf
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	19.609	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	39.625	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: August 26, 2020
Project Name: 1100 E. 5th Street
Project Scenario: Additional Office Option
Project Address: 1100 E 5TH ST, 90013

Version 1.3

Analysis Results			
Total Employees: 255 Total Population: 451			
Proposed Project		***With Mitigation***	
2,797	**Daily Vehicle Trips**	**2,797**	**Daily Vehicle Trips**
18,390	**Daily VMT**	**18,390**	**Daily VMT**
3.6	**Household VMT per Capita**	**3.6**	**Household VMT per Capita**
7	**Work VMT per Employee**	**7**	**Work VMT per Employee**

Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average 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: August 26, 2020
Project Name: 1100 E. 5th Street
Project Scenario: Additional Office Option
Project Address: 1100 E 5TH ST, 90013

Version 1.3

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	617	617
		Actual parking provision (spaces)	381	381
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: August 26, 2020
Project Name: 1100 E. 5th Street
Project Scenario: Additional Office Option
Project Address: 1100 E 5TH ST, 90013

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Suburban Center

		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	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	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: August 26, 2020
Project Name: 1100 E. 5th Street
Project Scenario: Additional Office Option
Project Address: 1100 E 5TH ST, 90013

Version 1.3

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Suburban Center

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

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*
MAX. TDM EFFECT	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*

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

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: August 26, 2020
Project Name: 1100 E. 5th Street
Project Scenario: Additional Office Option
Project Address: 1100 E 5TH ST, 90013

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	179	-38.0%	111	6.8	1,217	755
Home Based Other Production	496	-49.4%	251	4.5	2,232	1,130
Non-Home Based Other Production	922	-5.3%	873	7.4	6,823	6,460
Home-Based Work Attraction	370	-32.4%	250	8.2	3,034	2,050
Home-Based Other Attraction	1,806	-43.0%	1,029	5.8	10,475	5,968
Non-Home Based Other Attraction	746	-5.6%	704	6.8	5,073	4,787

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	-13.0%	96	656	-13.0%	96	656
Home Based Other Production	-13.0%	218	983	-13.0%	218	983
Non-Home Based Other Production	-13.0%	759	5,617	-13.0%	759	5,617
Home-Based Work Attraction	-13.0%	217	1,783	-13.0%	217	1,783
Home-Based Other Attraction	-13.0%	895	5,189	-13.0%	895	5,189
Non-Home Based Other Attraction	-13.0%	612	4,162	-13.0%	612	4,162

MXD VMT Methodology Per Capita & Per Employee

Total Population: 451
Total Employees: 255
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**1,639**	**1,639**
Total Home Based Work Attraction VMT	**1,783**	**1,783**
Total Home Based VMT Per Capita	**3.6**	**3.6**
Total Work Based VMT Per Employee	**7.0**	**7.0**

Table 5-2
SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING [1]
WEEKDAY AM AND PM PEAK HOURS

10-Mar-20

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2019 EXISTING			YEAR 2019 EXISTING W/ PROJECT				YEAR 2023 FUTURE W/O PROJECT			YEAR 2023 FUTURE W/ PROJECT			
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]
1	Alameda Street / 4th Street (Signalized)	NB Through	AM	15.2	B	208.9	15.5	B	219.5	10.6	20.0	B	362.3	20.5	C	377.1	14.8
			PM	16.5	B	254.8	16.8	B	264.0	9.2	25.4	C	489.7	26.2	C	505.5	15.8
		NB Right	AM	15.3	B	205.4	15.6	B	216.0	10.6	20.1	C	354.0	20.7	C	369.6	15.6
			PM	16.6	B	245.2	16.9	B	254.2	9.0	26.3	C	483.6	27.3	C	501.4	17.8
		SB Left	AM	21.5	C	61.6	22.3	C	63.1	1.5	50.9	D	173.4	55.2	E	180.0	6.6
			PM	27.1	C	92.5	28.1	C	94.7	2.2	190.1	F	382.4	211.2	F	405.4	23.0
		SB Through	AM	16.8	B	280.3	17.0	B	287.8	7.5	21.8	C	432.2	22.2	C	443.6	11.4
			PM	14.9	B	206.7	15.2	B	217.9	11.2	19.6	B	371.9	20.1	C	388.9	17.0
		EB Left	AM	19.1	B	92.0	19.2	B	92.5	0.5	20.0	B	124.8	20.0	B	125.5	0.7
			PM	41.9	D	543.0	42.2	D	545.2	2.2	67.3	E	761.0	67.9	E	765.9	4.9
		EB Through	AM	18.6	B	81.9	18.6	B	82.3	0.4	19.2	B	111.4	19.2	B	111.9	0.5
			PM	29.9	C	430.1	29.9	C	431.7	1.6	37.8	D	538.2	38.0	D	540.6	2.4
		EB Right	AM	19.7	B	98.5	19.9	B	105.4	6.9	20.6	C	126.9	20.8	C	134.2	7.3
			PM	22.6	C	192.3	23.1	C	204.2	11.9	24.3	C	231.0	25.0	C	243.8	12.8
2	Alameda Street / 5th Street (Unsignalized)	SB Left	AM	9.5	A	5.0	9.6	A	7.5	2.5	13.1	B	25.0	13.8	B	35.0	10.0
			PM	10.1	B	5.0	10.5	B	12.5	7.5	17.3	C	40.0	20.1	C	65.0	25.0
		WB Left/Right	AM	9.7	A	7.5	9.9	A	12.5	5.0	34.1	D	112.5	51.5	F	175.0	62.5
			PM	9.7	A	7.5	10.7	B	15.0	7.5	89.2	F	215.0	191.4	F	342.5	127.5
3	Alameda Street / Palmetto Street (Unsignalized)	SB Left	AM	9.1	A	2.5	9.3	A	2.5	0.0	11.5	B	7.5	11.7	B	7.5	0.0
			PM	9.8	A	2.5	10.1	B	2.5	0.0	15.2	C	15.0	16.0	C	17.5	2.5
		WB Left/Right	AM	15.2	C	20.0	19.2	C	42.5	22.5	76.7	F	210.0	162.4	F	357.5	147.5
			PM	16.8	C	20.0	21.6	C	42.5	22.5	181.4	F	295.0	329.1	F	442.5	147.5
4	Seaton Street / 5th Street (Unsignalized)	NB Left/Through/Right	AM	10.1	B	2.5	10.8	B	7.5	5.0	12.6	B	15.0	16.8	C	35.0	20.0
			PM	10.9	B	2.5	11.9	B	10.0	7.5	15.3	C	25.0	24.3	C	62.5	37.5
		SB Left/Through/Right	AM	9.7	A	2.5	10.0	A	2.5	0.0	10.8	B	10.0	11.1	B	10.0	0.0
			PM	9.7	A	2.5	10.2	B	2.5	0.0	12.2	B	15.0	13.3	B	17.5	2.5
		EB Left/Through/Right	AM	7.4	A	0.0	7.4	A	0.0	0.0	7.7	A	5.0	7.7	A	5.0	0.0
			PM	7.5	A	2.5	7.5	A	2.5	0.0	7.8	A	5.0	7.8	A	5.0	0.0
		WB Left/Through/Right	AM	7.4	A	0.0	7.5	A	0.0	0.0	7.8	A	2.5	7.8	A	2.5	0.0
			PM	7.5	A	0.0	7.6	A	0.0	0.0	8.0	A	5.0	8.2	A	5.0	0.0
5	Seaton Street / Project Site Driveway (Unsignalized)	SB Left/Through	AM	--	--	--	7.4	A	2.5	2.5	--	--	--	7.6	A	2.5	2.5
			PM	--	--	--	7.7	A	5.0	5.0	--	--	--	8.0	A	5.0	5.0
		WB Left/Right	AM	--	--	--	9.6	A	12.5	12.5	--	--	--	10.7	B	15.0	15.0
			PM	--	--	--	10.6	B	15.0	15.0	--	--	--	12.7	B	20.0	20.0

Table 5-2 (Continued)
SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING [1]
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2019 EXISTING			YEAR 2019 EXISTING W/ PROJECT				YEAR 2023 FUTURE W/O PROJECT			YEAR 2023 FUTURE W/ PROJECT			
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]
6	Seaton Street / Palmeto Street (Unsignalized)	SB Left/Right	AM	9.3	A	2.5	9.6	A	7.5	5.0	11.4	B	10.0	12.4	B	22.5	12.5
			PM	9.1	A	2.5	9.5	A	7.5	5.0	12.1	B	17.5	13.9	B	32.5	15.0
		EB Left/Through	AM	7.5	A	0.0	7.6	A	2.5	2.5	8.1	A	5.0	8.2	A	7.5	2.5
			PM	7.5	A	0.0	7.6	A	5.0	5.0	7.9	A	5.0	8.1	A	10.0	5.0

[1] Pursuant to LADOT's *Transportation Assessment Guidelines* , July 2019, the Highway Capacity Manual (HCM) methodology for signalized and unsignalized intersections was utilized to calculate vehicle queuing.

[2] Control delay reported in seconds per vehicle.

[3] Unsignalized Intersection Levels of Service were based on the following criteria:

Control Delay (s/veh)	LOS
<= 10	A
> 10-15	B
> 15-25	C
> 25-35	D
> 35-50	E
> 50	F

Signalized Intersection Levels of Service were based on the following criteria:

Control Delay (s/veh)	LOS
<= 10	A
> 10-20	B
> 20-35	C
> 35-55	D
> 55-80	E
> 80	F

[4] The 95th percentile queue is the maximum back of queue with 95th percentile traffic volumes. The HCM 6th Edition methodology worksheets report queues in number of vehicles, however an average vehicle length of 25 feet was assumed for analysis purposes. The reported queues therefore represent the calculated maximum back of queue in feet.

[5] Represents the change in calculated maximum back of queue (in feet) due to the addition of project-related traffic.

Table 5-3
SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING [1]
WEEKDAY AM AND PM PEAK HOURS
ADDITIONAL OFFICE OPTION

10-Mar-20

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2019 EXISTING			YEAR 2019 EXISTING W/ PROJECT				YEAR 2023 FUTURE W/O PROJECT			YEAR 2023 FUTURE W/ PROJECT			
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]
1	Alameda Street / 4th Street (Signalized)	NB Through	AM	15.2	B	208.9	15.5	B	219.2	10.3	20.0	B	362.3	20.5	C	376.8	14.5
			PM	16.5	B	254.8	16.8	B	265.0	10.2	25.4	C	489.7	26.4	C	507.8	18.1
		NB Right	AM	15.3	B	205.4	15.6	B	215.8	10.4	20.1	C	354.0	20.7	C	369.3	15.3
			PM	16.6	B	245.2	16.9	B	255.2	10.0	26.3	C	483.6	27.4	C	504.0	20.4
		SB Left	AM	21.5	C	61.6	22.2	C	63.1	1.5	50.9	D	173.4	55.1	E	179.9	6.5
			PM	27.1	C	92.5	28.2	C	95.1	2.6	190.1	F	382.4	214.4	F	408.8	26.4
		SB Through	AM	16.8	B	280.3	17.1	B	289.1	8.8	21.8	C	432.2	22.3	C	445.2	13.0
			PM	14.9	B	206.7	15.2	B	217.9	11.2	19.6	B	371.9	20.1	C	388.9	17.0
		EB Left	AM	19.1	B	92.0	19.2	B	92.7	0.7	20.0	B	124.8	20.0	B	125.7	0.9
			PM	41.9	D	543.0	42.2	D	545.2	2.2	67.3	E	761.0	67.9	E	765.9	4.9
		EB Through	AM	18.6	B	81.9	18.6	B	82.5	0.6	19.2	B	111.4	19.2	B	112.1	0.7
			PM	29.9	C	430.1	29.9	C	431.7	1.6	37.8	D	538.2	38.0	D	540.6	2.4
		EB Right	AM	19.7	B	98.5	20.0	B	107.0	8.5	20.6	C	126.9	20.8	C	136.0	9.1
			PM	22.6	C	192.3	23.1	C	203.3	11.0	24.3	C	231.0	24.9	C	243.1	12.1
2	Alameda Street / 5th Street (Unsignalized)	SB Left	AM	9.5	A	5.0	9.7	A	10.0	5.0	13.1	B	25.0	13.9	B	35.0	10.0
			PM	10.1	B	5.0	10.5	B	10.0	5.0	17.3	C	40.0	20.1	C	65.0	25.0
		WB Left/Right	AM	9.7	A	7.5	9.9	A	12.5	5.0	34.1	D	112.5	53.1	F	177.5	65.0
			PM	9.7	A	7.5	10.8	B	15.0	7.5	89.2	F	215.0	191.8	F	347.5	132.5
3	Alameda Street / Palmetto Street (Unsignalized)	SB Left	AM	9.1	A	2.5	9.3	A	2.5	0.0	11.5	B	7.5	11.8	B	7.5	0.0
			PM	9.8	A	2.5	10.1	B	2.5	0.0	15.2	C	15.0	16.0	C	17.5	2.5
		WB Left/Right	AM	15.2	C	20.0	19.1	C	42.5	22.5	76.7	F	210.0	159.9	F	352.5	142.5
			PM	16.8	C	20.0	22.2	C	45.0	25.0	181.4	F	295.0	345.6	F	460.0	165.0
4	Seaton Street / 5th Street (Unsignalized)	NB Left/Through/Right	AM	10.1	B	2.5	10.8	B	7.5	5.0	12.6	B	15.0	16.8	C	35.0	20.0
			PM	10.9	B	2.5	12.0	B	12.5	10.0	15.3	C	25.0	25.7	D	70.0	45.0
		SB Left/Through/Right	AM	9.7	A	2.5	10.1	B	2.5	0.0	10.8	B	10.0	11.2	B	10.0	0.0
			PM	9.7	A	2.5	10.2	B	2.5	0.0	12.2	B	15.0	13.3	B	17.5	2.5
		EB Left/Through/Right	AM	7.4	A	0.0	7.4	A	0.0	0.0	7.7	A	5.0	7.7	A	5.0	0.0
			PM	7.5	A	2.5	7.5	A	2.5	0.0	7.8	A	5.0	7.8	A	5.0	0.0
		WB Left/Through/Right	AM	7.4	A	0.0	7.5	A	0.0	0.0	7.8	A	2.5	7.9	A	2.5	0.0
			PM	7.5	A	0.0	7.6	A	0.0	0.0	8.0	A	5.0	8.2	A	5.0	0.0
5	Seaton Street / Project Site Driveway (Unsignalized)	SB Left/Through	AM	--	--	--	7.4	A	2.5	2.5	--	--	--	7.7	A	2.5	2.5
			PM	--	--	--	7.7	A	5.0	5.0	--	--	--	8.0	A	5.0	5.0
		WB Left/Right	AM	--	--	--	9.7	A	12.5	12.5	--	--	--	10.8	B	15.0	15.0
			PM	--	--	--	10.7	B	17.5	17.5	--	--	--	13.0	B	22.5	22.5

Table 5-3 (Continued)
SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING [1]
WEEKDAY AM AND PM PEAK HOURS
ADDITIONAL OFFICE OPTION

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2019 EXISTING			YEAR 2019 EXISTING W/ PROJECT				YEAR 2023 FUTURE W/O PROJECT			YEAR 2023 FUTURE W/ PROJECT			
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]
6	Seaton Street / Palmeto Street (Unsignalized)	SB Left/Right	AM	9.3	A	2.5	9.7	A	7.5	5.0	11.4	B	10.0	12.4	B	22.5	12.5
			PM	9.1	A	2.5	9.5	A	7.5	5.0	12.1	B	17.5	13.9	B	32.5	15.0
		EB Left/Through	AM	7.5	A	0.0	7.6	A	2.5	2.5	8.1	A	5.0	8.2	A	7.5	2.5
			PM	7.5	A	0.0	7.6	A	5.0	5.0	7.9	A	5.0	8.1	A	10.0	5.0

[1] Pursuant to LADOT's *Transportation Assessment Guidelines* , July 2019, the Highway Capacity Manual (HCM) methodology for signalized and unsignalized intersections was utilized to calculate vehicle queuing.

[2] Control delay reported in seconds per vehicle.

[3] Unsignalized Intersection Levels of Service were based on the following criteria:

Control Delay (s/veh)	LOS
<= 10	A
> 10-15	B
> 15-25	C
> 25-35	D
> 35-50	E
> 50	F

Signalized Intersection Levels of Service were based on the following criteria:

Control Delay (s/veh)	LOS
<= 10	A
> 10-20	B
> 20-35	C
> 35-55	D
> 55-80	E
> 80	F

[4] The 95th percentile queue is the maximum back of queue with 95th percentile traffic volumes. The HCM 6th Edition methodology worksheets report queues in number of vehicles, however an average vehicle length of 25 feet was assumed for analysis purposes. The reported queues therefore represent the calculated maximum back of queue in feet.

[5] Represents the change in calculated maximum back of queue (in feet) due to the addition of project-related traffic.