Appendix L2

LADOT Assessment of the Transportation Impact Study

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

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

405 S. Hewitt St
DOT Case No. CEN 20-49411

Date: April 14, 2020

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

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **UPDATED TRANSPORTATION IMPACT ANALYSIS FOR THE 4TH AND HEWITT COMMERCIAL DEVELOPMENT LOCATED AT 405 SOUTH HEWITT STREET**

On July 11, 2018, the Department of Transportation (DOT) issued a traffic assessment report to the Department of City Planning on the proposed commercial project located at 405 South Hewitt Street. However, subsequent to the release of this report, pursuant to Senate Bill (SB) 743 and the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as the criteria by which to determine transportation impacts under CEQA. Therefore, in response to this action the applicant submitted a VMT analysis for the proposed project in addition to the previous analysis submitted on March 2018. Therefore, please replace the previous July 11, 2018 DOT assessment, in its entirety, with this report which addresses the totality of the transportation analysis.

The Department of Transportation (DOT) has reviewed the supplemental traffic analysis, dated February 2020, prepared by Gibson Transportation Consulting, for the commercial project located at 405 South Hewitt Street. In compliance with Senate Bill 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, 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 site is currently occupied by a museum, office use, and storage use located in the Arts District on the south side of 4th Street between Colyton Street and Hewitt Street. The museum will remain and the office and storage uses will be removed in order to construct 311,682 square feet of office space and 8,149 square feet of commercial space. The study did not include the number of parking spaces proposed for the project. Access to the parking

garage would be provided via two driveways on 4th Street. Access to the loading dock would be provided via a driveway on Hewitt Street. The project is expected to be completed by 2023.

B. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, a trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers' (ITE's) Trip Generation, 9th Edition manual 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.

C. Transportation Impacts

On July 30, 2019, pursuant to Senate Bill (SB) 743 and the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as a criteria in determining transportation impacts under CEQA. The new DOT Transportation Assessment Guidelines (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, the VMT projection for the proposed project is 7.2 for the Work VMT. There is no household VMT for this project. Therefore, it is concluded that implementation of the Project would not result in a significant Work VMT impact. A copy of the VMT Calculator summary reports is provided as **Attachment 1** to this report.

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-2.2 Substantially inducing additional automobile travel
T-3 Substantially increasing hazards due to a geometric design feature or incompatible use.

A Project's impacts per Thresholds T-2.1 and 2.2 are determined by using the VMT calculator and are discussed above. The assessment determined that the project would not have a significant transportation impact under any of the above thresholds.

D. Safety, Access and Circulation

During the 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 Los Angeles Municipal Code (LAMC), Section 16.05. Therefore, DOT continues to require and review a project's site access, circulation, and operational plan to determine if any safety and 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 likely result in adverse circulation conditions at several locations. DOT 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 2** to this report.

PROJECT REQUIREMENTS

A. Corrective Measures (Non-CEQA Analysis)

In the Traffic Study report, the analysis included a review of current and potential future deficiencies that may result from the project. To address these deficiencies, the applicant should be required to implement the following corrective measures.

1. Transportation Demand Management (TDM) Program

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 a minimum, measures consistent with the City's Trip Reduction Ordinance. As recommended by the transportation study, the TDM program could include, but is not be limited to the following:

- Educational Programs/On-Site TDM Coordinator who reaches out to employers and employees promoting the benefits of TDM;
- Centrally located Transportation Information Center/Kiosk where employees and visitors can obtain information regarding commute programs and real-time commuter information;
- Bicycle and pedestrian-friendly environment with exclusive access points, secured bicycle facilities, and showers;
- A one-time fixed-fee contribution of $50,000 to be deposited into the City's Bicycle Plan Trust Fund prior to the issuance of any certificates of occupancy to be used to

implement bicycle improvements within the Project area;
- Ridesharing Services Program which would match employees together to establish carpools and vanpools;
- Guaranteed ride home (GRH) program;
- Parking incentives and administrative support for the formation of carpools and vanpools;
- Unbundled parking;
- Mobility Hub support of existing and/or future efforts by LADOT for Mobility Hubs by providing amenities such as bicycle parking, transit information, etc. at the project site (subject to design feasibility);
- Record a Covenant and Agreement to ensure that the TDM program will be maintained.

2. **Downtown/Arts District Transportation Management Organization (TMO)**
The project proposes to contribute to the formation and marketing of and participation in the Downtown/Arts District TMO. The project would provide its fair share of seed funding for the TMO in the first year to cover the cost of launching the TMO and continue to commit to nine additional years (10 years in total) as a charter member with annual dues. The TMO would offer similar services to those described above but would have a much wider reach than the project's local TDM plan and can result in much greater trip reduction benefits. The TMO could be instrumental in promoting the use of transit and the City's bike share and car share programs that will be installed in the coming years within the Downtown area. The TMO's activities would help augment or implement some of the strategies described above for the project specific TDM plan.

C. Highway Dedication and Street Widening Requirements

Per the new Mobility Element of the General Plan, **4th Street**, an Avenue III, would require a 23-foot half-width roadway within a 36-foot half-width right-of-way; **Colyton Street** and **Hewitt 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 BOE's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

D. Construction Impacts

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/what-we-do/plan-review 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 traffic be restricted to off-peak hours to the extent feasible.

E. Parking Requirements

The study did not indicate the number of parking spaces to be provided. The developer should check with the Department of Building and Safety on the number of parking spaces needed.

F. Driveway Access and Circulation

Access to the parking garage would be provided via two right-in/right-out driveways on 4th Street, with one driveway accessing the subterranean parking levels and one driveway accessing the above-grade parking levels. Access to the at-grade loading dock would be provided via a full-access driveway on Hewitt Street. Conceptually, the proposed site plan is acceptable to DOT. The review of this study does not constitute approval of the driveway dimensions, access and circulation scheme, and loading/unloading area for the project. Any changes to the project's site access, circulation scheme, or loading/unloading area after issuance of this report would require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section at 201 N. Figueroa Street, 5th Floor, Room 550, at (213) 482-7024. The applicant should contact DOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design efforts so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. All driveways should be Case 2 driveways and 30 feet for two-way operations or 18 feet for one-way operations. All delivery truck loading and unloading should take place on site with no vehicles having to back into the project via any of the project driveways. A copy of the project's site plan is provided as **Attachment 3** to this report.

G. Development Review Fees

Section 19.15 of the Los Angeles Municipal Code 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 me at (213) 972-8482.

Attachments

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c: Shaylee Papadakis, Council District No. 14
Edward Yu, Central District, DOT
Taimour Tanavoli, Case Management Office, DOT
Matthew Masuda, BOE Development Services
Sarah Drobis & Emily Wong, Gibson Transportation Consulting

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

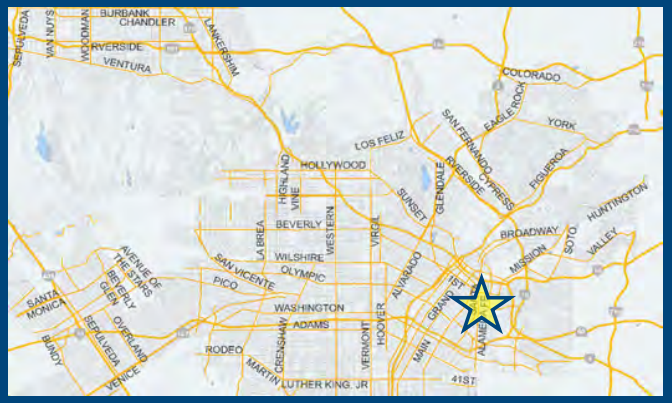
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 4th & Hewitt

Scenario:

Address: 401 S HEWITT ST, 90013



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

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Office | General Office	3.515	ksf
Office | General Office	3.515	ksf

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

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restaurant	8.149	ksf
Retail | High-Turnover Sit-Down Restaurant	8.149	ksf
Office | General Office	311.682	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
	27 Daily Vehicle Trips	2,830 Daily Vehicle Trips
	201 Daily VMT	20,381 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	2,803 Net Daily Trips
The net increase in daily VMT ≤ 0	20,180 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	8.149 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

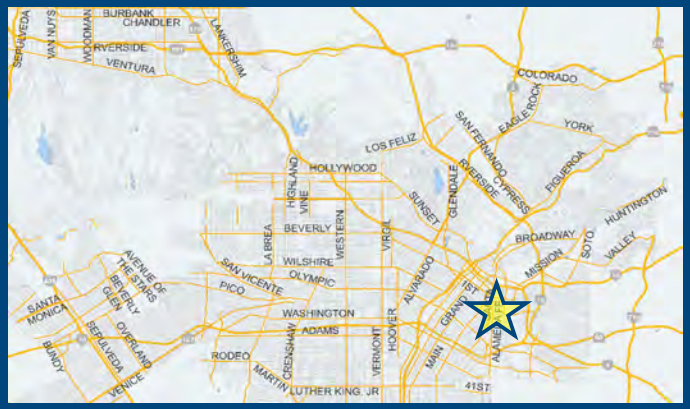
CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

Project Information

Project: 4th & Hewitt

Scenario:

Address: 401 S HEWITT ST, 90013



Proposed Project Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restaurant	8.14	
Office | General Office	311	

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
2,756 Daily Vehicle Trips	**2,756** Daily Vehicle Trips
19,848 Daily VMT	**19,848** Daily VMT
0.0 Household VMT per Capita	**0.0** Household VMT per Capita
7.2 Work VMT per Employee	**7.2** 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

1/15/2020

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 15, 2020
Project Name: 4th & Hewitt
Project Scenario:
Project Address: 401 S HEWITT ST, 90013

Version 1.2

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*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	8.149	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	311.682	ksf
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 15, 2020
Project Name: 4th & Hewitt
Project Scenario:
Project Address: 401 S HEWITT ST, 90013

Version 1.2

Analysis Results			
Total Employees: 1,279 Total Population: 0			
Proposed Project		***With Mitigation***	
2,756	**Daily Vehicle Trips**	**2,756**	**Daily Vehicle Trips**
19,848	**Daily VMT**	**19,848**	**Daily VMT**
0	**Household VMT per Capita**	**0**	**Household VMT per Capita**
7.2	**Work VMT per Employee**	**7.2**	**Work VMT per Employee**

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

TDM Strategy Inputs

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	*Meets City Bike Parking Code (Yes/No)*	*0*	*0*
	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)	within project and connecting off-site	within project and connecting off-site

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: January 15, 2020
Project Name: 4th & Hewitt
Project Scenario:
Project Address: 401 S HEWITT ST, 90013

Version 1.2

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

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: 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	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
	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	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	

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	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*
MAX. TDM EFFECT	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*	*3%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: January 15, 2020
Project Name: 4th & Hewitt
Project Scenario:
Project Address: 401 S HEWITT ST, 90013

Version 1.2

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	0	0.0%	0	6.2	0	0
Home Based Other Production	0	0.0%	0	4.6	0	0
Non-Home Based Other Production	599	-14.0%	515	7.4	4,433	3,811
Home-Based Work Attraction	1,685	-31.5%	1,154	8.2	13,817	9,463
Home-Based Other Attraction	1,267	-49.0%	646	5.9	7,475	3,811
Non-Home Based Other Attraction	599	-14.0%	515	6.4	3,834	3,296

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	-2.6%	0	0	-2.6%	0	0
Home Based Other Production	-2.6%	0	0	-2.6%	0	0
Non-Home Based Other Production	-2.6%	501	3,711	-2.6%	501	3,711
Home-Based Work Attraction	-2.6%	1,124	9,216	-2.6%	1,124	9,216
Home-Based Other Attraction	-2.6%	629	3,711	-2.6%	629	3,711
Non-Home Based Other Attraction	-2.6%	502	3,210	-2.6%	502	3,210

MXD VMT Methodology Per Capita & Per Employee

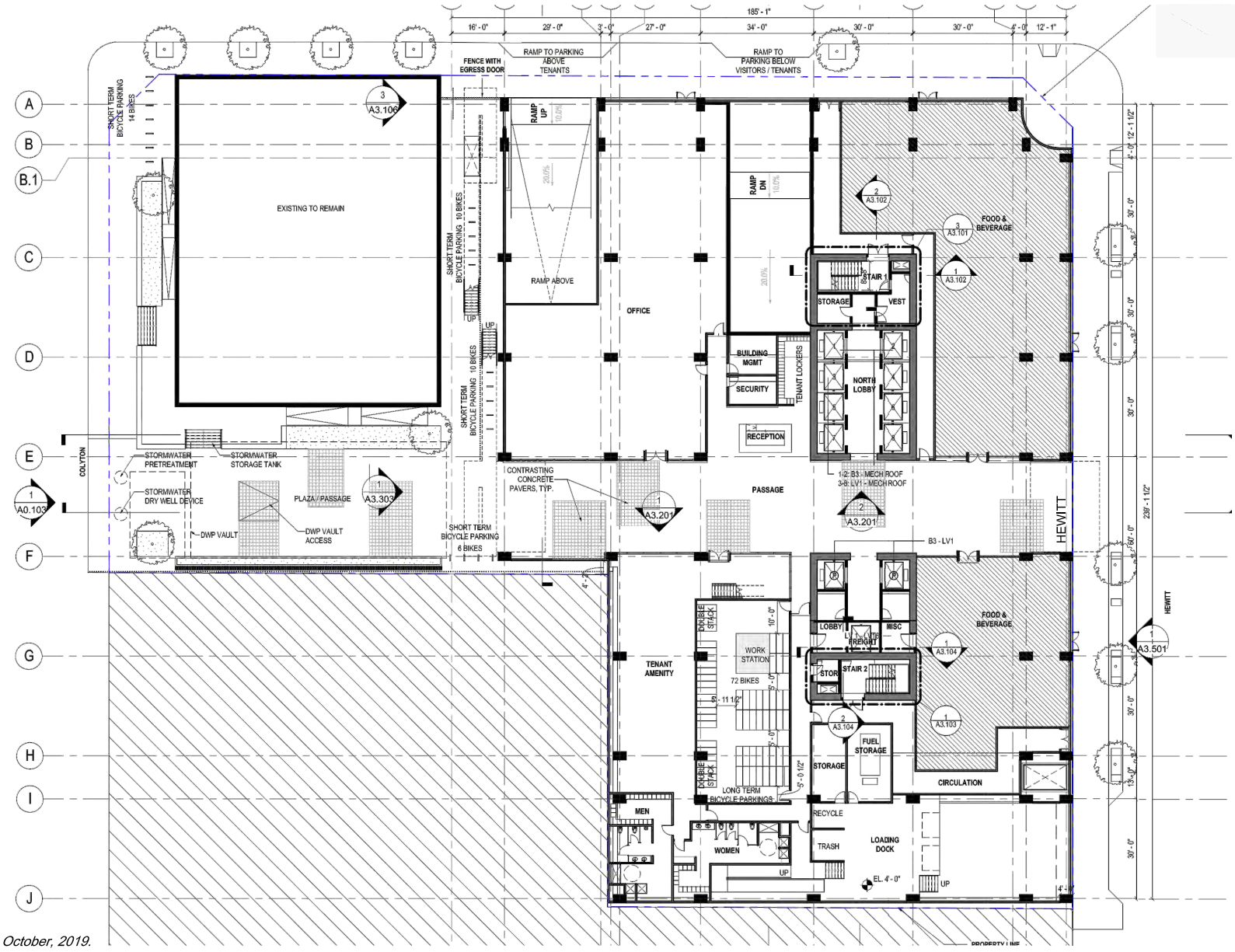
Total Population: 0
Total Employees: 1,279
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**0**	**0**
Total Home Based Work Attraction VMT	**9,216**	**9,216**
Total Home Based VMT Per Capita	**0.0**	**0.0**
Total Work Based VMT Per Employee	**7.2**	**7.2**

TABLE 13
FUTURE WITH PROJECT CONDITIONS WITH TRANSPORTATION IMPROVEMENTS (YEAR 2023)
INTERSECTION LEVEL OF SERVICE

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions		Future with Project Conditions with Transportation Improvements	
			V/C	LOS	V/C	LOS	V/C	LOS
1.	Central Avenue & 3rd Street	A.M. P.M.	0.760 0.594	C A	0.761 0.599	C A	0.751 0.588	C A
2.	Central Avenue & 4th Street	A.M. P.M.	0.377 0.733	A C	0.388 0.734	A C	0.376 0.724	A C
3.	Central Avenue & 6th Street	A.M. P.M.	0.636 0.949	B E	0.642 0.951	B E	0.631 0.941	B E
4.	Central Avenue & 7th Street	A.M. P.M.	0.893 0.937	D E	0.894 0.937	D E	0.884 0.927	D E
5.	Alameda Street & 2nd Street	A.M. P.M.	0.588 0.673	A B	0.611 0.690	B B	0.597 0.677	A B
6.	Alameda Street & 3rd Street/4th Place	A.M. P.M.	1.012 0.809	F D	1.059 0.852	F D	1.042 0.835	F D
7.	Alameda Street & 4th Street	A.M. P.M.	0.612 1.004	B F	0.761 1.045	C F	0.729 1.028	C F
8.	Alameda Street & 6th Street	A.M. P.M.	0.871 1.265	D F	0.924 1.285	E F	0.906 1.272	E F
9.	Alameda Street & 7th Street	A.M. P.M.	0.961 1.071	E F	0.973 1.079	E F	0.961 1.068	E F
10.	Alameda Street & Olympic Boulevard	A.M. P.M.	0.905 0.955	E E	0.931 0.961	E E	0.917 0.950	E E
11.	Alameda Street & I-10 Eastbound Ramps	A.M. P.M.	0.757 0.804	C D	0.782 0.821	C D	0.769 0.809	C D
12.	Vignes Street & 1st Street	A.M. P.M.	0.471 0.682	A B	0.471 0.682	A B	0.461 0.672	A B
13.	Merrick Street/Molino Street & 4th Street	A.M. P.M.	0.892 0.754	D C	0.913 0.763	E C	0.900 0.751	D C
14.	Mateo Street & 6th Street	A.M. P.M.	0.563 0.517	A A	0.571 0.533	A A	0.559 0.521	A A
15.	Mateo Street & 7th Street	A.M. P.M.	1.007 1.185	F F	1.012 1.185	F F	1.001 1.175	F F
16.	Santa Fe Avenue & 7th Street	A.M. P.M.	0.981 1.203	E F	0.987 1.203	E F	0.977 1.193	E F
17.	Santa Fe Avenue & 8th Street	A.M. P.M.	0.671 0.689	B B	0.671 0.689	B B	0.661 0.679	B B
18.	US 101 Northbound Off-Ramp & 4th Street	A.M. P.M.	0.842 0.513	D A	0.869 0.521	D A	0.854 0.510	D A
19.	Boyle Avenue & 4th Street	A.M. P.M.	0.823 0.937	D E	0.834 0.941	D E	0.822 0.931	D E
20.	Boyle Avenue & Whittier Boulevard	A.M. P.M.	0.781 0.786	C C	0.787 0.788	C C	0.776 0.777	C C
21.	I-5 Northbound Ramps & 4th Street	A.M. P.M.	0.908 0.956	E E	0.918 0.974	E E	0.906 0.961	E E
22.	Soto Street & 4th Street	A.M. P.M.	0.720 0.883	C D	0.726 0.890	C D	0.715 0.879	C D
23.	I-5 Southbound Ramps & 4th Street	A.M. P.M.	0.880 0.792	D C	0.908 0.812	E D	0.894 0.799	D C

Gibson transportation consulting, inc.



Source: Gensler. October, 2019.

PROJECT SITE PLAN

FIGURE 1