APPENDIX J.2

LADOT Assessment Letter

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

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

1220-1246 S Hope St
DOT Case No. CEN20-50464

Date: June 10, 2021

To: Susan Jimenez, Administrative Clerk
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **UPDATED TRANSPORTATION ASSESSMENT FOR THE PROPOSED MORRISON HOTEL MIXED-USE DEVELOPMENT AT 1220-1246 SOUTH HOPE STREET AND 427-435 WEST PICO BOULEVARD (ZA-2018-2293-MCUP-CUX-ZV-DD-SPR/ENV-2018-2294-EIR)**

On February 21, 2019, the Los Angeles Department of Transportation (LADOT) issued a traffic assessment report to the Department of City Planning (City Planning) for the Morrison Hotel Mixed-Use Development at 1220 South Hope Street, which was subject of a transportation analysis prepared by Overland Traffic Consultants, Inc. (OTC) dated December 2018. However, since the report was released, supplemental transportation analyses dated September 2020 (revised November 2020) and December 2020 were prepared and submitted by OTC. The supplemental analyses address the revised project with a 2024 completion year and includes a freeway off-ramp evaluation and a vehicle miles traveled (VMT) analysis pursuant to the City of Los Angeles adoption of VMT as the criteria by which to determine transportation impacts under CEQA Senate Bill (SB) 743 and due to the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines. Please replace the previous LADOT assessment report dated February 21, 2019, in its entirety, with this report, which addresses the totality of the transportation analysis.

The LADOT has reviewed the transportation analyses prepared by OTC, dated September 2020 (revised November 2020) and December 2020, for the proposed Morrison Hotel Mixed-Use Development on the northeast corner of Hope Street and Pico Boulevard at 1220-1246 South Hope Street and 427-435 West Pico Boulevard in the Central Area Planning Commission Area (APC). In compliance with SB 743 and the CEQA guidelines, a 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

The project proposes to renovate the existing four-story Morrison Hotel and construct a 15-story expansion to the hotel and a hotel/residential tower of varying heights of three to 25 stories on approximately 2.6 acres bounded by Hope Street to the west, an alley extending between Pico Boulevard and 12th Street to the east, Pico Boulevard to the south, and neighboring businesses to the north as illustrated in **Attachment A**. The development includes a total of 444 hotel rooms, 136 residential units, 9,848 square feet (sf) of restaurant uses, 13,052 sf of rooftop and lobby restaurant/bar lounge uses, and 11,091 sf of immersive museum.

Morrison MU	Residential Units	Hotel Rooms	Restaurant (sf)		Museum (sf)
			High-Turnover	Quality (Lounge/Bar)	
Morrison Hotel	-	87	9,848	-	-
Hotel Expansion	-	357	-	8,751	11,091
Hotel (Lobby)/ Residential Tower	136	-	-	4,301	-
Total	136	444	9,848	13,052	11,091

The project will provide parking for 222 vehicles and 216 bicycles in three subterranean levels extending the full project site length with access from a garage entry off an east-west partially covered driveway aisle along the north end of the project site. The driveway aisle will be accessible from an ingress driveway on Hope Street and from the adjacent north-south alley. Valet service for residents would be available along this driveway aisle for drop off and pick up. An entry courtyard will connect the three buildings and provide dining space and access to the valet/passenger loading zone (PLZ) on Hope Street for guests of the hotel, restaurants/lounges, and museum. For valet service, a vehicle would be dropped off at the Hope Street PLZ and then would be picked up at either three locations: along the alley for hotel guests, along the alley near Pico Boulevard for museum guests, or along the Hope Street PLZ for the restaurant/lounge guests. Two on-site loading docks will also be accessed via the north-south alley. 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 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 impact 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**.

D. Transportation Impacts

On July 30, 2019, pursuant to SB 743 and the recent changes to Section 15064.3 of the State's CEQA Guidelines, the City of Los Angeles adopted VMT as criteria in determining transportation impacts under CEQA. The 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 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 OTC, the project proposes to incorporate the TDM strategies of reduced parking supply by providing 222 of the Code-required 349 parking spaces and include bike parking per Los Angeles Municipal Code (LAMC) as project design features. With the application of these TDM measures, the proposed project is projected to have a Household VMT impact of 3.5 and Work VMT per employee of 6.7. 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 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 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.

As illustrated in **Attachment A**, the project will be accessed via an ingress driveway on Hope Street and the adjacent north-south alley. Additionally, the project will provide valet services at four locations: full-service along the partially covered driveway aisle for residents; drop-off along the Hope Street PLZ for guests of the hotel, museum, and restaurants/lounges; pick-up along the alley for hotel guests; pick-up near the alley and Pico Boulevard for museum guests; and pick-up along the Hope Street PLZ for the restaurant/lounge guests.

In accordance with this authority, the project completed a circulation analysis using a "level of service" screening methodology that indicates that the trips generated by the proposed development may result in an increase in delay at Hope Street and Pico Boulevard during the PM peak hour. LADOT recommends that the circulation and operations be monitored and reviewed once the development is completed and occupied to determine if any changes can be implemented in order to improve operating conditions. 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 would provide 222 vehicle and 216 bicycle parking spaces on-site. 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 Mobility Element of the General Plan, **Hope Street**, an Avenue II, would require a 28-foot half-width roadway within a 43-foot half-width right-of-way and **Pico Boulevard**, an Avenue I, would require a 35-foot half-width roadway within a 50-foot half-width right-of-way. The applicant should check with 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 is acceptable to LADOT; however, the review of this study does not constitute approval of the driveway dimensions, access and circulation scheme. As illustrated in **Attachment A**, the project will be accessed via an ingress driveway on Hope Street and the adjacent north-south alley. Additionally, the project will provide valet services at four locations: full-service along the partially covered driveway aisle for residents; drop-off along the Hope Street PLZ for guests of the hotel, museum, and restaurants/lounges; pick-up along the alley for hotel guests; pick-up near the alley and Pico Boulevard for museum guests; and pick-up along the Hope Street PLZ for the restaurant/lounge guests. Two on-site loading docks will also be accessed via the north-south alley. 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 as soon as possible with LADOT's Citywide Planning Coordination Section (201 North Figueroa Street, 5th Floor, Room 550, at 213-482-7024). The applicant should check with City Planning regarding the project's driveway placement and design.

   The PLZ on Hope Street would require the permanent removal of metered parking spaces and payment to LADOT for lost parking meter revenues or Meter Revenue Recovery (MRR) fee. The MRR fee is based on the revenue collected over twelve continuous months for each removed parking meter projected over a ten-year period, as determined by LADOT's Parking Meters

Division. The project applicant would also be subject to any costs incurred by DOT during the removal of each parking meter. Per the 2013 Valet Ordinance No. 182742, the applicant should coordinate with the LADOT Parking Meters Division, the LAPD Commissioners Investigation Division, the Office of Finance, and other applicable City departments on the approval of the main valet on Hope Street in order to obtain a valet parking operator (VPO) permit from the LAPD Commissions Office. Review and approval of the PLZ should be coordinated with LADOT's Parking Meters Division, 555 Ramirez Street, Space 315 at 213-473-8270.

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 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 2021, 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 Eileen Hunt of my staff at (213) 972-8481.

Attachments

K:\Letters\2021\CEN20-50464_1220 Hope_Morrison Hotel MU_vmt update.docx

c: Emma Howard, Council District 14
Matthew Masuda, Central District, BOE
Edward Yu, Central District, DOT
Justin Kim, Parking Meters Division, DOT
Taimour Tanavoli, Case Management, DOT
Liz Fleming, OTC

ATTACHMENT A
CEN20-50464_1240-1246 S Hope St

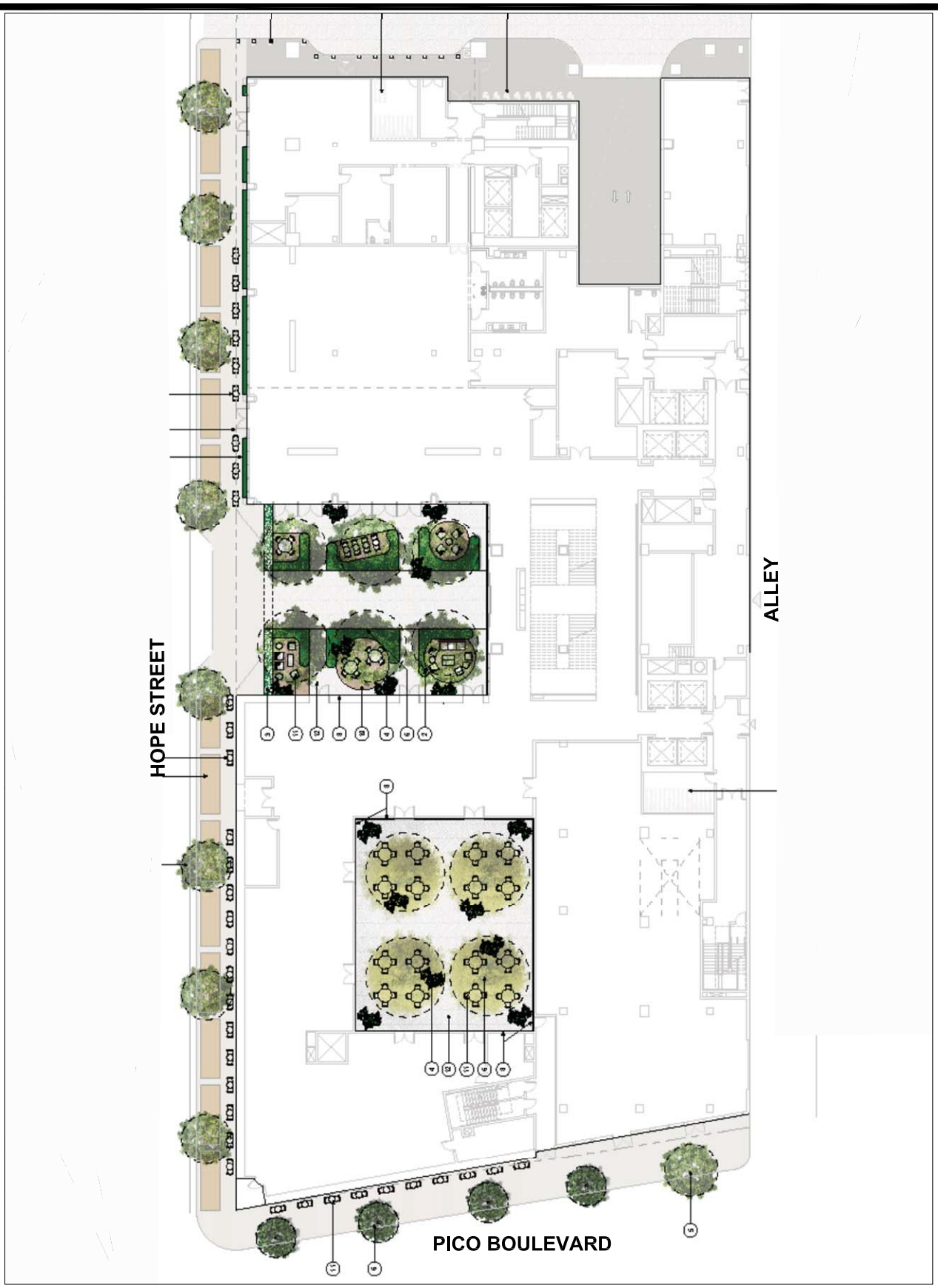


FIGURE 2a

9/2020

PROJECT Layout with Outdoor Dining

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

SHOP Architects **FIGURE 2b** 7/2020

PROJECT FIRST FLOOR PLAN

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

ATTACHMENT B
CEN20-50464_1240-1246 S Hope St

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: Morrison Project VMT Version 1.3
Scenario:
Address: 1246 S HOPE ST, 90015

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
Housing | Single Family		DU

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

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | Quality Restaurant	13.052	ksf
Housing | Multi-Family	136	DU
Housing | Hotel	444	Rooms
Retail | High-Turnover Sit-Down Restaurant	9.848	ksf
Retail | Movie Theater	500	Seats
Retail | Quality Restaurant	13.052	ksf

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

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	4,193 Daily Vehicle Trips
0 Daily VMT	25,831 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	4,193 Net Daily Trips
The net increase in daily VMT ≤ 0	25,831 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	522.900 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

5/24/2021

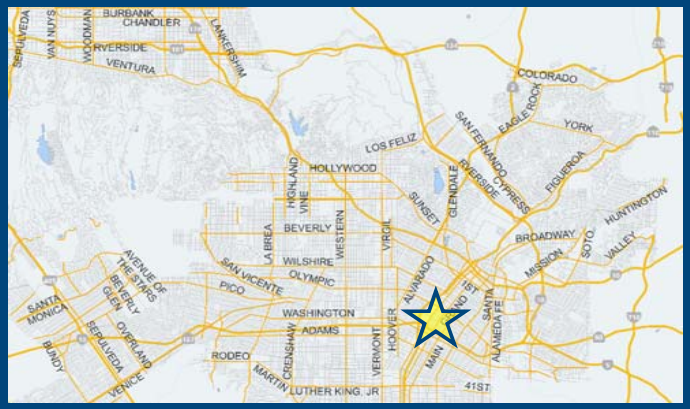
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: Morrison Project VMT Version 1.3

Scenario:

Address: 1246 S HOPE ST, 90015



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	136	DU
Housing | Hotel	444	Rooms
Retail | High-Turnover Sit-Down Restaurant	9.848	ksf
Retail | Movie Theater	500	Seats
Retail | Quality Restaurant	13.052	ksf

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

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

Traffic Calming Improvements

☐ Proposed Prj ☐ Mitigation

25 percent of streets within project with traffic calming improvements

25 percent of intersections within project with traffic calming improvements

Pedestrian Network Improvements

☐ Proposed Prj ☐ Mitigation

within project and connecting off-site

Analysis Results

Proposed Project	With Mitigation
3,645 Daily Vehicle Trips	**3,645** Daily Vehicle Trips
22,460 Daily VMT	**22,460** Daily VMT
3.5 Household VMT per Capita	**3.5** Household VMT per Capita
6.7 Work VMT per Employee	**6.7** 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

5/24/2021

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: May 24, 2021
Project Name: Morrison Project VMT Version 1.3
Project Scenario:
Project Address: 1246 S HOPE ST, 90015

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	136	DU
	Townhouse	*0*	*DU*
	Hotel	444	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	9.848	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	13.052	ksf
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	500	Seats
Office	*General Office*	*0.000*	*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: May 24, 2021
Project Name: Morrison Project VMT Version 1.3
Project Scenario:
Project Address: 1246 S HOPE ST, 90015

Version 1.3

Analysis Results			
Total Employees: 324 Total Population: 306			
Proposed Project		***With Mitigation***	
3,645	**Daily Vehicle Trips**	**3,645**	**Daily Vehicle Trips**
22,460	**Daily VMT**	**22,460**	**Daily VMT**
3.5	**Household VMT per Capita**	**3.5**	**Household VMT per Capita**
6.7	**Work VMT per Employee**	**6.7**	**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

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	349	349
		Actual parking provision (spaces)	222	222
	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: May 24, 2021
Project Name: Morrison Project VMT Version 1.3
Project Scenario:
Project Address: 1246 S HOPE ST, 90015

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		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%*	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*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: May 24, 2021
Project Name: Morrison Project VMT Version 1.3
Project Scenario:
Project Address: 1246 S HOPE ST, 90015

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	122	-29.5%	86	6.5	793	559
Home Based Other Production	338	-54.1%	155	4.4	1,487	682
Non-Home Based Other Production	960	-9.8%	866	7.2	6,912	6,235
Home-Based Work Attraction	469	-33.7%	311	8.0	3,752	2,488
Home-Based Other Attraction	4,079	-50.5%	2,020	5.5	22,435	11,110
Non-Home Based Other Attraction	840	-10.1%	755	6.3	5,292	4,757

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%	75	486	-13.0%	75	486
Home Based Other Production	-13.0%	135	593	-13.0%	135	593
Non-Home Based Other Production	-13.0%	753	5,422	-13.0%	753	5,422
Home-Based Work Attraction	-13.0%	270	2,163	-13.0%	270	2,163
Home-Based Other Attraction	-13.0%	1,756	9,660	-13.0%	1,756	9,660
Non-Home Based Other Attraction	-13.0%	656	4,136	-13.0%	656	4,136

MXD VMT Methodology Per Capita & Per Employee

Total Population: 306
Total Employees: 324
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**1,079**	**1,079**
Total Home Based Work Attraction VMT	**2,163**	**2,163**
Total Home Based VMT Per Capita	**3.5**	**3.5**
Total Work Based VMT Per Employee	**6.7**	**6.7**

Table 1
HCS Summary Future 2023 and 2024 without & with Project

No.	Intersection	Peak Hour	From Submitted Traffic Assessment: Future (2023) + Ambient Growth + Related Projects Delay (s)	LOS	From Submitted Traffic Assessment: Future (2023) + Ambient + Related + Project Delay (s)	LOS	Future (2024) + Ambient Growth + Related Projects Delay (s)	LOS	Future (2024) + Ambient + Related + Project Delay (s)	LOS
1	12th Street &	AM	7.5	A	7.8	A	7.6	A	8.0	A
	Hope Street	PM	10.2	B	10.8	B	10.2	B	10.8	B
2	Hope Street &	AM	21.0	C	22.8	C	21.9	C	28.7	C
	Pico Boulevard	PM	24.8	C	49.7	D	25.2	C	53.3	D
3	12th Street &	AM	21.0	C	21.2	C	21.4	C	21.6	C
	Grand Avenue	PM	25.6	C	26.1	C	26.4	C	27.0	C
4	Grand Avenue &	AM	11.4	B	11.6	B	11.4	B	11.6	B
	Pico Boulevard	PM	16.3	B	16.8	B	16.7	B	17.2	B

Table 2
HCS Summary
Future 2023 and 2024 at Project Driveways

No.	Intersection	Peak Hour	From Submitted Traffic Assessment: Future (2023) + Ambient + Related + Project Direction	Delay (s)	LOS	Future (2024) + Ambient + Related + Project Direction	Delay (s)	LOS
A	Project Driveway &	AM	WB	7.6	A	WB	7.6	A
	Project Covered Driveway		NB	9.3	A	NB	9.3	A
		PM	WB	7.9	A	WB	7.9	A
			NB	10.1	B	NB	10.1	B
B	Hope Street &	AM	SB	8.2	A	SB	9.4	A
	Project Covered Driveway	PM	SB	10.3	B	SB	10.3	B

Table 3
Queue Length
Future 2024 at Project Driveways

No.	Intersection	Peak Hour	TYPICAL QUEUE LENGTH DIRECTION	# of Cars
A	Project driveway &	AM	WBL	0
	Accessway		NBR	1
		PM	WBL	1
			NBR	1
B	Hope Street &	AM	SBL	0
	Project Covered Driveway	PM	SBL	0

WBL = Westbound Left
NBR = Northbound Right
SBL = Southbound Left