APPENDIX J.3

LADOT Assessment Letter

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

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

3630 S Crenshaw Bl/3606 W Exposition Bl
DOT Case No. CEN19-48612

Date: June 8, 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 CRENSHAW CROSSING MIXED-USE PROJECT LOCATED AT 3630 SOUTH CRENSHAW BOULEVARD AND 3606 WEST EXPOSITION BOULEVARD (CPC-2019-5425-DB-MCUP-SPP-ZAI-SPR/VTT-82282/ENV-2019-5426-EAF)**

The Department of Transportation (DOT) has reviewed the January/April 2020 transportation assessment studies and the March 18/April 17, 2020 memos, prepared by Nelson/Nygaard Consulting Associates, Inc. (NN Engineering), for the proposed Crenshaw Crossing Mixed-Use Project located at 3630 South Crenshaw Boulevard and 3606 West Exposition Boulevard within the Crenshaw Corridor Specific Plan's Transit Oriented Development area and the South Los Angeles Area Planning Commission. In compliance with Senate Bill (SB) 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, the access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

The Crenshaw Crossing Project, in a joint development with the County of Los Angeles and the Los Angeles County Metropolitan Transportation Authority (Metro), proposes to construct a mixed-use Transit Oriented Development (TOD) on two sites south of the intersection of Exposition Boulevard and Crenshaw Boulevard adjacent to the existing Metro E Line (formerly called Expo Line) and the under-construction Metro Crenshaw/LAX Transit Project. The project site will serve as the north terminus for the Crenshaw/LAX Line that intersects the E Line. This intersection of the Crenshaw/LAX and E lines and the project is designed to be a high-volume multi-modal transit hub providing a transfer point to various Metro bus lines and DASH lines. The project is comprised of six parcels as illustrated and outlined in **Attachment A**. The project includes portions of public right-of-way along Lower Exposition Boulevard and Bronson Avenue will be vacated/merged through the project's vesting tentative tract map.

Site A on the west is currently occupied by a vacant one-story government office building and parking lot. The segment of Lower Exposition Boulevard between Victoria Avenue and Crenshaw Boulevard would be closed off to vehicles, incorporated into the project, and maintained as a pedestrian paseo to provide pedestrian connection between the surrounding neighborhood and transit facilities.

Site B on the east is currently a worksite for the Crenshaw/LAX Transit Project. The segment of Lower Exposition Boulevard between Crenshaw Boulevard and Bronson Avenue and segment of Bronson Avenue between Exposition Boulevard and Exposition Place would be closed off to vehicles, be incorporated into the project, and provide a publicly accessible landscaped plaza for additional pedestrian linkages into and throughout the project. A portion of Site B is being developed by Metro as a portal entrance to the Expo/Crenshaw subterranean station on the Crenshaw/LAX Line, which is expected to be in operation by mid-2020.

Crenshaw Crossing will include 401 dwelling units (320 market-rate and 81 affordable), 15,527 square feet of ground-level retail/restaurant space, 22,277 square feet of supermarket (Site B), 2,650 square feet of community space, and a total of 542 square feet of Metro secured bicycle parking that will be available to the public via Metro's Bike Parking Program. Passenger pick-up/drop-off areas are provided at the Site A "elbow" on Victoria Avenue near the pedestrian paseo and adjacent to the Expo Line frontage and at the Site B "elbow" on Bronson Avenue. The project will provide 502 vehicle parking spaces including nine ADA Metro Park and Ride spaces. A driveway on Victoria Avenue at Site A and a driveway on Bronson Avenue at Site B will provide access to the parking garages. The project will also provide short and long-term bicycle parking on both sites. 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 trip generation estimates based on formulas published by in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, 2017, it was determined that the net daily vehicle trips generated by the project **does** exceed the net 250 daily vehicle trips threshold. A copy of the project trip generation table can be found in **Attachment B**.

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 C** to this report.

C. 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 South Los Angeles APC area, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 6.0
- Work VMT per Employee: 11.6

As cited in the VMT Analysis report, prepared by NN Engineering, the project proposes to incorporate the TDM strategies of reducing parking supply, unbundling parking, permitting residential area parking, promoting and marketing various modes of travel, providing bicycle parking per the Los Angeles Municipal Code (LAMC), and improving the pedestrian network as project design features. When applying these TDM strategies in the VMT Calculator, the proposed project is projected to have a Household VMT per Capita of 7.2 and no Work VMT.

The current VMT calculator version 1.2 does not account for future transit projects such as the Metro Crenshaw/LAX Transit Project which is currently in construction. To account for the future Metro Crenshaw/LAX Transit Project, the VMT Analysis included additional reductions based on the California Air Pollution Control Officers Association (CAPCOA) Quantifying Greenhouse Gas Mitigation Measures, August 2018. With the additional reductions, the Household VMT per Capita is forecasted to be reduced to 6.0. Therefore, it is concluded that implementation of the project would not result in a significant VMT impact. A copy of the VMT Calculator summary report and tables showing the CAPCOA VMT reductions are provided as **Attachment C** to this report.

D. 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**, vehicular access will be provided by a driveway on Victoria Avenue to Site A and a driveway on Bronson Avenue to Site B. 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 Crenshaw Boulevard and Obama Boulevard. 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 D** to this report.

PROJECT REQUIREMENTS

A. CEQA Related Mitigation

DOT recommends that the applicant be required to implement the following TDM strategies:

- Reduce Parking Supply – Reducing the parking supply encourages alternative transportation choices by project residents and employees.

- Unbundle Parking – Unbundling parking costs from property costs would require those who wish to purchase parking spaces to do so at an additional cost from the property cost. This removes the burden from those who do not wish to utilize a parking space. An assumption is made that the parking costs are passed through to the vehicle owners/drivers utilizing the parking spaces.

- Permitting Residential Area Parking Permits – Residential area parking permits helps to curb "spillover effect" that could be caused by parking pricing strategies implemented in adjacent commercial or employment locations.

- Promotions and Marketing – The promotions and marketing strategy educates and informs travelers about site-specific transportation options and the effects of their travel choice.

- Include Bike Parking per LAMC - Providing bicycle parking per the LAMC supports safe and comfortable bicycle travel to the project.

- Pedestrian Network Improvements- Improving the pedestrian network throughout and around the project site encourages people to walk.

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. Physical Improvement

To offset the expected project-related adverse circulation condition at Crenshaw Boulevard, DOT recommends and authorizes the installation of eastbound and westbound protected/permissive left-turn signal phasing at the intersection of Crenshaw Boulevard and Obama Boulevard. A copy of the June 4, 2020 Traffic Control Report authorizing the left-turn signal phasing is provided as **Attachment E** to this report. The design and installation of the left-turn signal phasing should be implemented by the applicant through the B-permit process of the Bureau of Engineering (BOE) and must be guaranteed prior to the issuance of any building permit and completed prior to the issuance of any certificate of occupancy. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor contact LADOT's B-Permit Coordinator, ladot.planprocessing@lacity.org, to arrange a pre-design meeting to finalize the proposed design. Costs related to modifying or upgrading traffic signal equipment that are necessary to implement the left-turn signal phasing shall be incurred by the applicant. Temporary certificates of occupancy may be granted in the event of any delay through no fault of the applicant, provided that, the applicant has demonstrated reasonable efforts and due diligence to the satisfaction of DOT.

2. Parking Requirements

Parking for vehicles and bicycles will be provided onsite. 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 TOD project within the Crenshaw Corridor Specific Plan's TOD area.

3. Highway Dedication and Street Widening Requirements
Per the new Mobility Element of the General Plan, the following would require:

Street	Classification	Required Half-Width Roadway	Within Half-Width Right-Of-Way
Crenshaw Boulevard	Avenue I	35-foot	50-foot
Obama Boulevard	Modified Avenue II	28-foot	40-foot
Lower Exposition Boulevard/Place	Local	18-foot	30-foot
Victoria Avenue	Local	18-foot	30-foot
Bronson Avenue	Local	18-foot	30-foot

As previously mentioned, segments of Lower Exposition Boulevard/Place and Bronson Avenue will be vacated/merged through the project's vesting tentative tract map. The applicant should check with the BOE'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. Vehicular access will be provided by a driveway on Victoria Avenue to Site A and a driveway on Bronson Avenue to Site B. All delivery truck loading and unloading should take place on-site with no vehicles having to back into or out of the project via any of the project driveways. Review of this study does not constitute approval of the driveway dimensions and internal circulation schemes. Review and approval of the project driveways and internal circulation schemes 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 https://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.

6. 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. The updated ordinance is expected to be completed prior to the anticipated construction of this project, if approved.

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

Attachments

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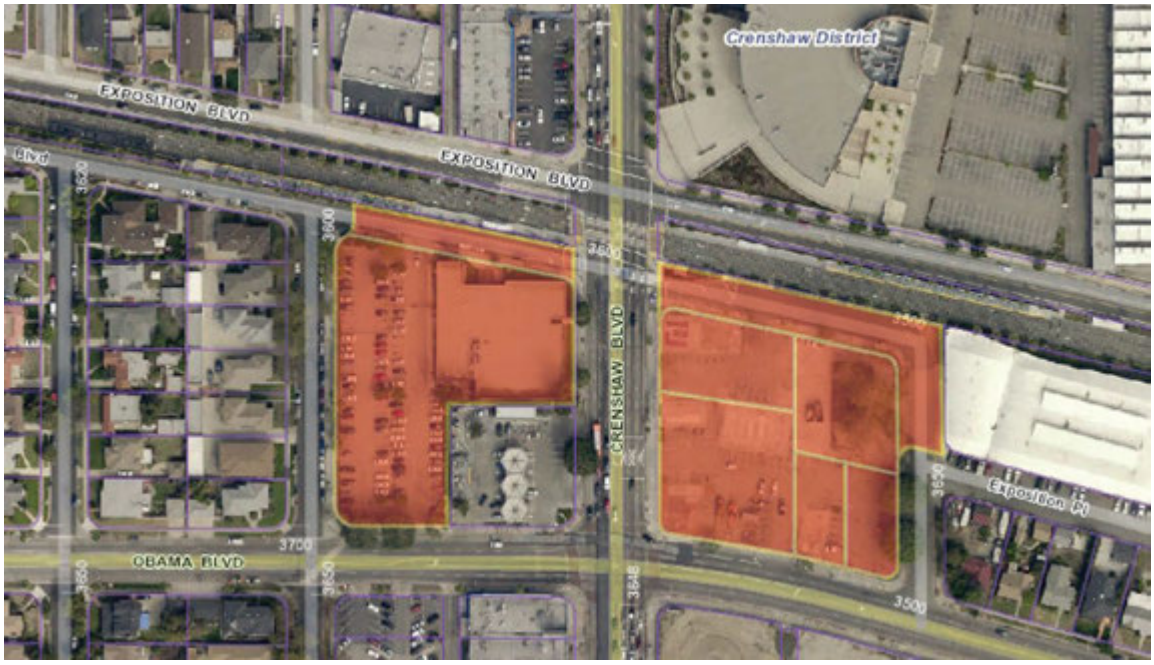
c: Deron Williams, Council District 10
Alan Como, City Planning
Matthew Masuda, Central District, BOE
Bhuvan Bajaj, Hollywood-Wilshire District, DOT
Taimour Tanavoli, Case Management Office, DOT
Michael Riebe, NN Engineering, Inc.

Figure 1 Project parcels



Source: LA City GIS

Table 1-1 Property Addresses and Assessor Parcel Number

	Accessor Parcel Number	Address
Site A	5046-022-900	3606 W. Exposition Blvd 3633 W. Obama Blvd
	NA	Portion of Lower Exposition Blvd between Victoria Ave and Crenshaw Blvd to be merged into Project Site as part of Project.
Site B	5044-002-901	3630 S. Crenshaw Blvd
	5044-002-902	3502 & 3510 W. Exposition Blvd 3631 & 3633 S. Bronson Ave
	5044-002-903 (previously 5044-002-006)	3515 & 3519 W. Obama Blvd 3642-3646 S. Crenshaw Blvd
	5044-002-904 (previously 5044-002-008)	3505 W. Obama Blvd
	5044-002-905 (previously 5044-002-009)	3635, 3639, & 3645 S. Bronson Ave 3501 W. Obama Blvd
	NA	Portion of Lower Exposition Blvd between Crenshaw Blvd and Bronson Ave; and portion of Bronson Ave between Exposition Blvd and Exposition Pl to be merged into Project Site as part of Project.

Figure 20 Project Site Plan

Source: Watt Investment Partners, 2019

Table 5-5 Adjusted Project Trip Generation Estimation

ITE Land Use Code		Project	Project Trip Generation				
				AM		PM	
Use	ITE Code[1]	Units	Daily	In[2]	Out[2]	In[2]	Out[2]
Affordable Housing	LADOT	81 DU	167	10	17	8	5
Market Housing	LADOT	320 DU	1,176	15	50	30	16
Supermarket	850	22,277 sf	1,462	32	22	46	43
Retail[3]	820	10,685 sf	686	3	3	15	15
Restaurant	930	8,034 sf	1,646	7	3	37	29
Total Project Trips							
Total Project	--	--	5,137	67	94	135	108

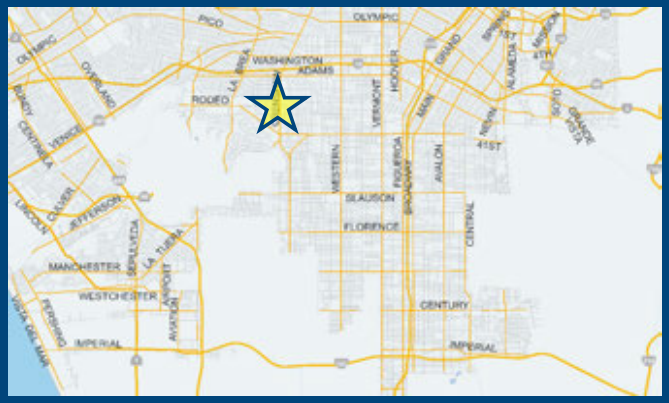
Notes:
1. Trip generation rates were based on fitted curve equation per ITE Trip Generation, 10th Edition.
2. Inbound/Outbound trip distribution based on ITE Trip Generation, 10th Edition.
3. Retail trip generation calculations include community space, to provide a conservative estimate.

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: Crenshaw Crossing
Scenario: Build
Address: 3606 EXPOSITION BLVD, 90016



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
Retail | Quality Restaurant		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
Housing | Multi-Family	320	DU
Housing | Multi-Family	320	DU
Retail | General Retail	10.5	ksf
Retail | Supermarket	22.5	ksf
Retail | High-Turnover Sit-Down Restaurant	8.5	ksf
Housing | Affordable Housing - Family	81	DU

☐ 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	4,307 Daily Vehicle Trips
0 Daily VMT	28,280 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	4,307 Net Daily Trips
The net increase in daily VMT ≤ 0	28,280 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	41.500 ksf

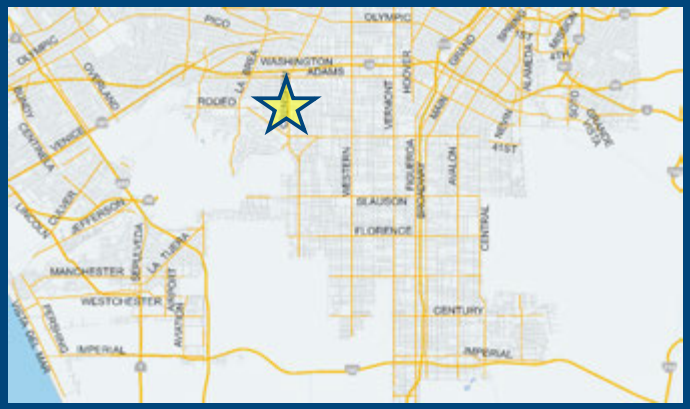
The proposed project is required to perform VMT analysis.

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

Project Information

Project: Crenshaw Crossing
Scenario: Build
Address: 3606 EXPOSITION BLVD, 90016



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	320	DU
Retail | General Retail	10.5	ksf
Retail | Supermarket	22.5	ksf
Retail | High-Turnover Sit-Down Restaurant	8.5	ksf
Housing | Affordable Housing - Family	81	DU

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
493 city code parking provision for the project site
484 actual parking provision for the project site

Unbundle Parking
☑ Proposed Prj ☐ Mitigation
125 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)
25 percent of employees subject to priced parking

Residential Area Parking Permits
☑ Proposed Prj ☐ Mitigation
100 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
3,881 Daily Vehicle Trips	**3,881** Daily Vehicle Trips
25,495 Daily VMT	**25,495** Daily VMT
7.2 Household VMT per Capita	**7.2** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: Yes Threshold = 6.0 15% Below APC	**Household: Yes** Threshold = 6.0 15% Below APC
Work: N/A Threshold = 11.6 15% Below APC	**Work: N/A** Threshold = 11.6 15% Below APC

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: April 17, 2020
Project Name: Crenshaw Crossing
Project Scenario: Build
Project Address: 3606 EXPOSITION BLVD, 90016

Version 1.2

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	320	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	81	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	General Retail	10.500	ksf
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	22.500	ksf
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	8.500	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*	*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: April 17, 2020
Project Name: Crenshaw Crossing
Project Scenario: Build
Project Address: 3606 EXPOSITION BLVD, 90016

Version 1.2

Analysis Results			
Total Employees: 145 Total Population: 975			
Proposed Project		***With Mitigation***	
3,881	**Daily Vehicle Trips**	**3,881**	**Daily Vehicle Trips**
25,495	**Daily VMT**	**25,495**	**Daily VMT**
7.2	**Household VMT per Capita**	**7.2**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?			
APC: South Los Angeles			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 11.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0 Work > 11.6	Yes N/A	Household > 6.0 Work > 11.6	Yes N/A

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	493	493
		Actual parking provision (spaces)	484	484
	Unbundle parking	Monthly cost for parking ($)	$125	$125
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	Cost of annual permit ($)	$100	$100

(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 (%)	50%	50%

(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)	within project and connecting off-site	within project and connecting off-site

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: April 17, 2020
Project Name: Crenshaw Crossing
Project Scenario: Build
Project Address: 3606 EXPOSITION BLVD, 90016

Version 1.2

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	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	15%	15%	*0%*	*0%*	15%	15%	*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	0.14%	0.14%	*0.00%*	*0.00%*	0.14%	0.14%	*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	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	*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	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	*20%*	*20%*	*5%*	*5%*	*20%*	*20%*	*5%*	*5%*	*5%*	*5%*	*5%*	*4%*
MAX. TDM EFFECT	*20%*	*20%*	*5%*	*5%*	*20%*	*20%*	*5%*	*5%*	*5%*	*5%*	*5%*	*5%*

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: April 17, 2020
Project Name: Crenshaw Crossing
Project Scenario: Build
Project Address: 3606 EXPOSITION BLVD, 90016

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	537	-29.2%	380	8.5	4,565	3,230
Home Based Other Production	1,437	-32.8%	966	5.7	8,191	5,506
Non-Home Based Other Production	760	-11.8%	670	7.6	5,776	5,092
Home-Based Work Attraction	210	-35.2%	136	10.3	2,163	1,401
Home-Based Other Attraction	2,004	-32.3%	1,356	5.5	11,022	7,458
Non-Home Based Other Attraction	904	-11.6%	799	7.0	6,328	5,593

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	-19.7%	305	2,593	-19.7%	305	2,593
Home Based Other Production	-19.7%	775	4,420	-19.7%	775	4,420
Non-Home Based Other Production	-5.4%	634	4,815	-5.4%	634	4,815
Home-Based Work Attraction	-5.4%	129	1,325	-5.4%	129	1,325
Home-Based Other Attraction	-5.4%	1,282	7,053	-5.4%	1,282	7,053
Non-Home Based Other Attraction	-5.4%	756	5,289	-5.4%	756	5,289

MXD VMT Methodology Per Capita & Per Employee

Total Population: 975
Total Employees: 145
APC: South Los Angeles

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**7,013**	**7,013**
Total Home Based Work Attraction VMT	**1,325**	**1,325**
Total Home Based VMT Per Capita	**7.2**	**7.2**
Total Work Based VMT Per Employee	**N/A**	**N/A**

Table 4 Adjustment Calculations to LADOT VMT Model

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	CAPCOA Transit Reduction	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	537	-29.2%	-11.1%	320	8.5	4,565	2,722
Home Based Other Production	1,437	-32.8%	-11.1%	806	5.7	8,191	4,594
Non-Home Based Other Production	760	-11.8%	-	670	7.6	5,776	5,092
Home-Based Work Attraction	210	-35.2%	-	136	10.3	2,163	1,401
Home-Based Other Attraction	2,004	-32.3%	-	1,356	5.5	11,022	7,458
Non-Home Based Other Attraction	904	-11.6%	-	799	7.0	6,328	5,593

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	-19.7%	257	2,185	-19.7%	257	2,185
Home Based Other Production	-19.7%	647	3,688	-19.7%	647	3,688
Non-Home Based Other Production	-5.4%	634	4,815	-5.4%	634	4,815
Home-Based Work Attraction	-5.4%	129	1,325	-5.4%	129	1,325
Home-Based Other Attraction	-5.4%	1,282	7,053	-5.4%	1,282	7,053
Non-Home Based Other Attraction	-5.4%	756	5,289	-5.4%	756	5,289

Table 5 Summary of Adjusted Household VMT

MXD Trip Type	Project VMT (Adjusted)	Mitigated VMT (Adjusted)
Home Based Work Production	2,185	2,185
Home Based Other Production	3,688	3,688
Total (rounded to neared mile)	5,873	5,873
Total Home Based VMT Per Capita (Population = 975)	6.0	6.0

Table 5-6 All Scenarios LOS Summary and Approach Delay

#	Intersection	Control Type	Approach	Existing				2023 No Project				2023 Plus Project			
				AM Peak[b]		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
				Delay[c]	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	Crenshaw Blvd / Upper W. Exposition Blvd	Signal	Intersection	28.3	C	29.9	C	33.3	D	38.3	D	33.2	C	37.7	D
			EB	42.5		51.5		42.0		55.4		43.6		55.4	
			WB	48.2		40.5		49.3		43.7		51.6		43.7	
			NB	24.8		23.2		33.0		40.9		32.6		39.3	
			SB	24.2		27.0		26.3		28.3		25.7		28.7	
2	Crenshaw Blvd / Obama Blvd	Signal	Intersection	33.9	C	34.5	C	36.1	D	52.2	D	37.6	D	**65.2**	**E**
			EB	39.3		42.0		32.9		25.3		35.2		27.7	
			WB	38.0		32.7		35.8		38.2		36.2		74.8	
			NB	25.4		25.0		31.6		41.3		33.1		43.0	
			SB	35.3		38.1		41.8		80.9		44.3		98.5	
3	S Victoria Ave / Lower W. Exposition Blvd	SSSC	NB	8.9	A	9.0	A	8.9	A	9.0	A	N/A		N/A	
4	S Victoria Ave / Obama Blvd	SSSC	NB	25.5	D	25.0	C	**37.4**	**E**	**43.8**	**E**	**46.8**	**E**	**56.2**	**F**
			SB	22.2	C	32.8	D	28.0	D	**48.3**	**E**	**89.4**	**F**	**265.5**	**F**

Notes
a. Signal = Signalized intersection; AWSC = All-Way STOP-Controlled intersection; TWSC = Two-Way STOP-Controlled; and SSSC = Side-Street STOP-Controlled intersection.
b. LOS calculations performed using Synchro and Transportation Research Board HCM 2000.
c. Average vehicle delay (in seconds per vehicle) is reported for the intersection as a whole for signalized and AWSC intersections, and for worst STOP-controlled movement or approach only for TWSC and SSSC intersections.

BOLD indicates intersection would operate at unacceptable LOS conditions.
Shaded indicates a direct Project traffic impact to intersection.

Source: NN Engineering, 2019.

ATTACHMENT E
CEN19-48612_Crenshaw Crossing MU
: FORM GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

TRAFFIC CONTROL REPORT

June 4, 2020

10 - Hwd-Wilsh #142458
Obama Blvd & Crenshaw Blvd

LEFT-TURN SIGNAL PHASING

DETERMINATION

1. That eastbound and westbound protected/permissive left-turn signal phasing be authorized for installation at the intersection of Obama Boulevard and Crenshaw Boulevard (Section 80.08; 80.07(d) L.A.M.C.).

2. That eastbound and westbound protected/permissive left-turn signal phasing at the intersection of Obama Boulevard and Crenshaw Boulevard be designed and installed under the B-Permit process of the Bureau of Engineering, with all associated costs to be borne by the applicant.

DISCUSSION

As part of a proposed mixed-used development project being planned at 3630 Crenshaw Boulevard and 3606 W Exposition Boulevard ("Crenshaw Crossing"), a left turn study was requested by LADOT's Planning & Development Review Section for the eastbound and westbound directions at the intersection of Obama Boulevard and Crenshaw Boulevard. A traffic study was completed and submitted by the traffic consultant, NN Engineering, Inc. on behalf of the project. Additionally, Metro Crenshaw Light Rail Transit line is nearing completion adjacent to the project site, and the project will incorporate new northbound and southbound left turn phasing at the intersection of Obama Boulevard and Crenshaw Boulevard. "Crenshaw Crossing" development will include a portal to the new Crenshaw/LAX transit line, as well as two bus stops, a metro bike hub, and a pedestrian plaza space.

A comprehensive traffic engineering study was completed at Obama Boulevard and Crenshaw Boulevard. The study included a review of vehicular traffic volumes, inspection of the physical conditions and existing traffic controls, and analysis of Police Department records of reported collisions

This portion of Obama Boulevard is classified as a Modified Avenue II in the City's Mobility Plan 2035, and is striped with two lanes in each direction along with left turn channelization. This portion of Crenshaw Boulevard is classified as an Avenue I in the City's Mobility Plan 2035, and is striped with two lanes in each direction along with left turn channelization. The traffic study revealed that based on the future projected volumes provided by the traffic consultant, the Case C.2 Guideline (Traffic Volume) and Case C.6 Guideline (Projected Volume/Intersection Capacity) for the installation of a protected/permissive left-turn phasing were met for the eastbound and westbound directions on Obama Boulevard at Crenshaw Boulevard.

Therefore, the proposed left-turn signal phasing, as described in the Determination, is justified as it will address significant project-related volumes and promote the safe and orderly movement of pedestrian and vehicular traffic at this intersection.

Recommended By:

Bhuvan Bajaj

BHUVAN BAJAJ, P.E.
Transportation Engineer
Hollywood-Wilshire District

Approved by:

Roy W Kim

ROY W. KIM, P.E.
Senior Transportation Engineer
Metro District Operations

cc: Council President Herb Wesson, 10th District (Attn: Kimani Black)
Permit Plan Review, LADOT (Attn: Eileen Hunt)
Signal Timing, LADOT (Attn: Erik Zambon)

DB:TCR - Obama Bl and Crenshaw Bl.PPLT