

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

240 N Madison Av
DOT Case No. CEN 19-48666

Date: January 14, 2020

To: Debbie Lawrence, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION ASSESSMENT FOR THE PROPOSED CHARTER SCHOOL PROJECT
LOCATED AT 240 NORTH MADISON AVENUE (ENV-2019-6160-EAF/CPC-2019-6159-CU-SPE-SPP)**

The Department of Transportation (DOT) has reviewed the transportation assessment prepared by KOA Corporation (KOA), dated November 2019, for the proposed Everest Value School project located at 240 North Madison Avenue in the Central Los Angeles Area Planning Commission. In compliance with Senate Bill (SB) 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to convert an existing 18,000 square foot warehouse into a charter school on the north side of Cosmopolitan Street between Madison Avenue and Westmoreland Avenue as illustrated in **Attachment A**. The charter school will serve up to 480 TK to 8th grade students (294 elementary school students and 186 middle school students). The project will provide approximately 28 vehicle and 82 bicycle (80 short-term and two long-term) parking spaces. The student pick-up/drop-off area would be on-site and would be accessed by vehicles entering on Cosmopolitan Street and exiting on Madison Avenue. The project is expected to be completed by 2021.

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) 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 net daily vehicle trips generated by the project **does** exceed the net 250 daily vehicle trips threshold. A copy of the VMT calculator is provided as **Attachment B** 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 Central 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: 7.6

As cited in the VMT Analysis report, prepared by KOA, the proposed project is projected to have no Household VMT per capita and a Work VMT per employee of 7.1. Therefore, it is concluded that implementation of the Project would not result in any significant VMT impact. A copy of the VMT Calculator summary reports is provided as **Attachment B** 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 Los Angeles Municipal Code (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. In accordance with this authority, the project has completed a circulation analysis using a "level of service" screening methodology that indicates that the trips generated by the proposed development will not likely result in adverse circulation conditions at several locations. 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 C** to this report.

PROJECT REQUIREMENTS

A. Parking Requirements

Approximately 28 vehicle and 82 bicycle (80 short-term and two long-term) parking spaces would be provided by the project. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for this project.

B. Highway Dedication and Street Widening Requirements

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

C. School Signs, Loading Zones and Traffic Controls

At least four months prior to the opening of the proposed project, the applicant should contact DOT's Hollywood-Wilshire District Office at (323) 957-6843 to review the student loading/unloading plan, to coordinate the installation of any necessary traffic controls, school warning and speed limit signs, school crosswalk and pavement markings, passenger loading zones and school bus loading zones. DOT's Hollywood-Wilshire District Office, in consultation with the charter school, shall determine what signs, pavement markings, parking restrictions and loading zones, if any, should be installed by the applicant prior to the school's opening.

D. Project Access and Circulation

The conceptual site plan for the project (see **Attachment A**) is acceptable to DOT. However, the review of this study does not constitute approval of the dimensions for any new proposed driveway. This requires separate review and approval and 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.

E. Worksite Traffic Control Requirements

DOT recommends that a construction work site traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to <http://ladot.lacity.org/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 truck traffic be restricted to off-peak hours to the extent feasible.

F. Development Review Fees

An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. Ordinance No. 183270 identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

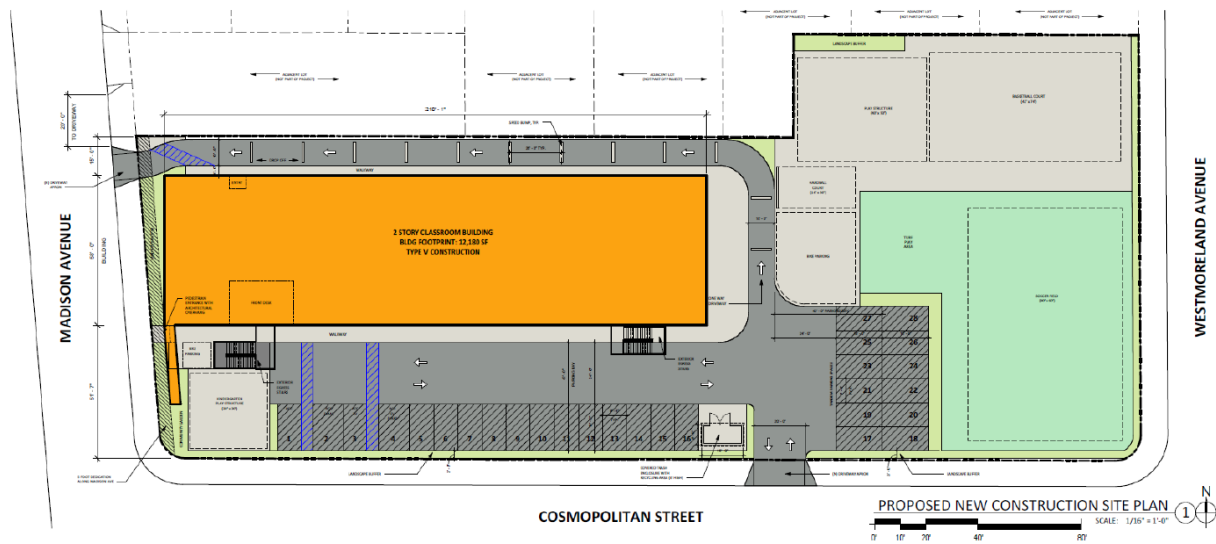
If you have any questions, please contact Eileen Hunt of my staff at (213) 972-8481.

Attachments

K:\Letters\2019\CEN19-48666_240 Madison_school_tag_ltr.docx

- c: Craig Bullock, Council District 13
Matthew Masuda, Central District, BOE
Bhuvan Bajaj, Hollywood-Wilshire District, DOT
Taimour Tanavoli, Case Management Office, DOT
Carlos Velasquez, KOA Corporation

Figure 1- Project Site Plan

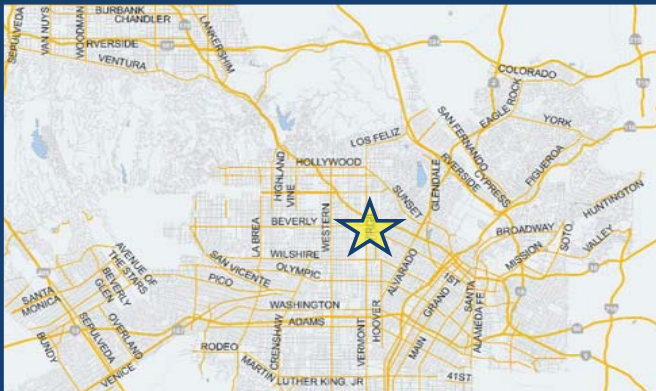


CITY OF LOS ANGELES VMT CALCULATOR Version 1.0



Project Information

Project: Everest Value School
Scenario: Existing
Address: 34.075638, -118.288872



Land Use Type	Value	Unit
School Middle School	186	Students
School Middle School	186	Students
School Elementary	294	Students

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

TDM Strategies

Select each section to show individual strategies
Use ☒ to denote if the TDM strategy is proposed part of the project or is a mitigation strategy

A

Parking

Reduce Parking Supply

☐ Proposed Prj

☐ Mitigation

100

city code parking provision for the project site

74

actual parking provision for the project site

Unbundle Parking

☐ Proposed Prj

☐ Mitigation

225

monthly parking cost (dollar) for the project site

Parking Cash-Out

☐ Proposed Prj

☐ Mitigation

50

percent of employees eligible

Price Workplace Parking

☐ Proposed Prj

☐ Mitigation

6.00

daily parking charge (dollar)

50

percent of employees subject to priced parking

Residential Area Parking Permits

☐ Proposed Prj

☐ Mitigation

200

cost (dollar) of annual permit

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

Analysis Results

Proposed Project	With Mitigation
386 Daily Vehicle Trips	386 Daily Vehicle Trips
2,015 Daily VMT	2,015 Daily VMT
0.0 Household VMT per Capita	0.0 Household VMT per Capita
7.1 Work VMT per Employee	7.1 Work VMT per Employee

Significant VMT Impact?	
Household: No Threshold = 6.0 15% Below APC	Household: No Threshold = 6.0 15% Below APC
Work: No Threshold = 7.6 15% Below APC	Work: No Threshold = 7.6 15% Below APC



CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: November 19, 2019

Project Name: Everest Value School

Project Scenario: Existing

Project Address: 34.075638, -118.288872



Version 1.0

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	0.000	ksf
	Restaurant	0.000	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement Superstore	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
Office	General Office	0	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
Other		0	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: November 19, 2019

Project Name: Everest Value School

Project Scenario: Existing

Project Address: 34.075638, -118.288872



Version 1.0

Analysis Results			
Total Employees: 48			
Total Population: 0			
Proposed Project		With Mitigation	
386	Daily Vehicle Trips	386	Daily Vehicle Trips
2,015	Daily VMT	2,015	Daily VMT
0	Household VMT per Capita	0	Household VMT per Capita
7.1	Work VMT per Employee	7.1	Work VMT per Employee
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 7.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	No	Household > 6.0	No
Work > 7.6	No	Work > 7.6	No

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: November 19, 2019

Project Name: Everest Value School

Project Scenario: Existing

Project Address: 34.075638, -118.288872



Version 1.0

TDM Strategy Inputs			
Strategy Type	Description	Proposed Project	Mitigations
Parking	City code parking provision (spaces)	0	0
	Actual parking provision (spaces)	0	0
	Unbundle parking	\$0	\$0
	Parking cash-out	0%	0%
	Price workplace parking	\$0.00	\$0.00
	Employees subject to priced parking (%)	0%	0%
	Residential area parking permits	\$0	\$0
(cont. on following page)			

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: November 19, 2019

Project Name: Everest Value School

Project Scenario: Existing

Project Address: 34.075638, -118.288872



Version 1.0

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)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: November 19, 2019

Project Name: Everest Value School

Project Scenario: Existing

Project Address: 34.075638, -118.288872



Version 1.0

TDM Strategy Inputs, Cont.				
	Strategy Type	Description	Proposed Project	Mitigations
Commute Trip Reductions	Required commute trip reduction program	Employees participating (%)	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)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: November 19, 2019

Project Name: Everest Value School

Project Scenario: Existing

Project Address: 34.075638, -118.288872



Version 1.0

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
	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)	0	0
Neighborhood Enhancement	Traffic calming improvements	Streets with traffic calming	0%	0%
		improvements (%) 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: November 19, 2019
 Project Name: Everest Value School
 Project Scenario: Existing
 Project Address: 34.075638, -118.288872



Version 1.0

TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Appendix B, Parking sections 1 - 6
	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%	Appendix B, 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%	Appendix B, 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%	Appendix B, Commute Trip Reductions sections 1 - 4
	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%	Appendix B, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: November 19, 2019
 Project Name: Everest Value School
 Project Scenario: Existing
 Project Address: 34.075638, -118.288872



Version 1.0

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	Appendix B, Bicycle Infrastructure sections 1 - 3
	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	0.0%	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%	Appendix B, 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		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
MAX. TDM EFFECT		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

= Minimum (X%, 1- (1-[a])*(1-[b]))

where: X%=

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: November 19, 2019

Project Name: Everest Value School

Project Scenario: Existing

Project Address: 34.075638, -118.288872



Version 1.0

MXD Methodology - Existing Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	0	0.0%	0	7.8	0	0
Home Based Other Production	0	0.0%	0	5.1	0	0
Non-Home Based Other Production	52	-14.2%	44	7.4	380	326
Home-Based Work Attraction	70	-26.7%	51	6.7	468	343
Home-Based Other Attraction	508	-51.4%	247	4.4	2,260	1,099
Non-Home Based Other Attraction	52	-14.2%	44	5.6	288	247

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	0.0%	0	0	0.0%	0	0
Home Based Other Production	0.0%	0	0	0.0%	0	0
Non-Home Based Other Production	0.0%	44	326	0.0%	44	326
Home-Based Work Attraction	0.0%	51	343	0.0%	51	343
Home-Based Other Attraction	0.0%	247	1,099	0.0%	247	1,099
Non-Home Based Other Attraction	0.0%	44	247	0.0%	44	247

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0

Total Employees: 48

APC: Central

	Proposed Project	Project with Mitigation Measures
Total Home Based Production VMT	0	0
Total Home Based Work Attraction VMT	343	343
Total Home Based VMT Per Capita	0.0	0.0
Total Work Based VMT Per Employee	7.1	7.1

**Table 10 – Intersection Performance –
Future without-Project**

Study Intersections		AM Peak		PM Peak	
		Delay	LOS	Delay	LOS
1	Madison Avenue & Beverly Boulevard*	307.0	F	228.1	F
2	N Westmoreland Avenue & Beverly Boulevard	18.6	B	19.9	B
3	N Vermont Avenue & W 1st Street	22.3	C	33.1	C
4	N Westmoreland Avenue & W 1st Street	19.4	B	15.3	B

LOS = Level of Service; Delay (seconds)

*Unsignalized intersection

Table 11 - Intersection Performance – Future with-Project

Study Intersections		AM Peak		PM Peak	
		Delay	LOS	Delay	LOS
1	Madison Avenue & Beverly Boulevard*	317.6	F	231.2	F
2	N Westmoreland Avenue & Beverly Boulevard	18.6	B	19.9	B
3	N Vermont Avenue & W 1st Street	39.8	D	48.8	D
4	N Westmoreland Avenue & W 1st Street	30.4	C	16.3	B

LOS = Level of Service; Delay (seconds)

*Unsignalized intersection