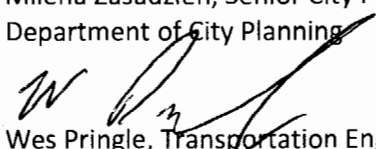


## CITY OF LOS ANGELES

## INTER-DEPARTMENTAL CORRESPONDENCE

1201-1215 S Grand Av  
DOT Case No. CEN20-49737

Date: June 22, 2020

To: Milena Zasadzien, Senior City Planner  
Department of City PlanningFrom:   
Wes Pringle, Transportation Engineer  
Department of TransportationSubject: **UPDATED TRANSPORTATION ASSESSMENT FOR THE PROPOSED MIXED-USE PROJECT  
LOCATED AT 1201-1215 SOUTH GRAND AVENUE AND 410 WEST 12TH STREET (CPC-  
2018-2954-TDR-SPR-MS-C/VTT-82158-CN/ENV-2018-2955-EIR)**

*On September 11, 2018, the Department of Transportation (DOT) issued a traffic assessment report to the Department of City Planning for the mixed-use project at 1201, 1205, 1215 South Grand Avenue which was subject to a transportation analysis dated August 9, 2018 prepared by Crain & Associates. However, subsequent to the release of this report, on July 30, 2019, pursuant to Senate Bill (SB) 743 and the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as the criteria by which to determine transportation impacts under CEQA. Therefore, in response to this action Raju Associates, Inc., submitted a transportation assessment including a VMT analysis dated May 2020 for the proposed project. Please replace the previous DOT assessment report dated September 11, 2018, in its entirety, with this report, which addresses the totality of the transportation analysis.*

-----

The DOT has reviewed the transportation assessment prepared by Raju Associates, Inc., dated May 2020, for the proposed mixed-use project located at 1201-1215 South Grand Avenue and 410 West 12<sup>th</sup> Street in the Central Area Planning Commission and a Transit Oriented Community (TOC) Tier 4. In compliance with Senate Bill (SB) 743 and the California Environmental Quality Act (CEQA), 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 DOT's Transportation Assessment Guidelines (TAG), as described below.

**DISCUSSION AND FINDINGS****A. Project Description**

The project proposes to replace a three-story commercial building including 8,000 square feet of office use and a surface parking lot with a high-rise mixed-use development on the southwest corner of 12<sup>th</sup> Street and Grand Avenue as illustrated in **Attachment A**. The development will include up to 312 multi-family dwelling units and approximately 7,100 square-feet of ground floor retail/restaurant use. The project will provide 156 long-term and 18 short-term bicycle parking spaces and 352 vehicle parking spaces. The parking garage will be accessed via two full-access driveways along the adjacent alley located mid-block between Hope Street and Grand Avenue as illustrated in **Attachment A**. All passenger loading would take place on-site. The project is expected to be completed by 2025.

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, 9<sup>th</sup> 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.

A Project's impacts per Threshold T-2.1 is determined by using the VMT calculator and is discussed further below. The assessment determined that the project would **not** have a significant transportation impact under Thresholds T-1 and T-3. A copy of the VMT Calculator summary report 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 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 Raju Associates, Inc., the proposed project is projected to have a Household VMT per capita of 5.6 and a Work VMT per employee of 0. Therefore, it is concluded that implementation of the project would result in no significant VMT impact. A copy of the VMT Calculator summary report is provided as **Attachment B**.

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. Access to the project will be provided along the adjacent alley that connects 12th Street and Pico Boulevard. 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

### 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 parking for 352 vehicles and 174 bicycles. The applicant should check with the Departments of Building and Safety and City Planning on the number of Code-required parking spaces required for this project within a TOC Tier 4.
2. Highway Dedication and Street Widening Requirements  
Per the new Mobility Element of the General Plan, **Grand Avenue**, a Modified Avenue II, would require a 28-foot half-width roadway within a 45-foot half-width right-of-way and **12<sup>th</sup> Street**, a Modified Collector, would require a 20-foot half-width roadway within a 32-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.
3. Project Access and Circulation  
The conceptual site plan for the project (see **Attachment A**) is acceptable to DOT. The project would be accessed via the adjacent alley. Review of this study does not constitute approval of the dimensions for any new proposed driveway. Review and approval of the driveway 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.
4. Worksite Traffic Control Requirements  
DOT recommends that a construction work site traffic control plan be submitted to DOT’s Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to <http://ladot.lacity.org/businesses/temporary-traffic-control-plans> to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related truck traffic be restricted to off-peak hours to the extent feasible.

5. TDM Ordinance Requirements

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

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

Although not yet adopted, DOT 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.

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.

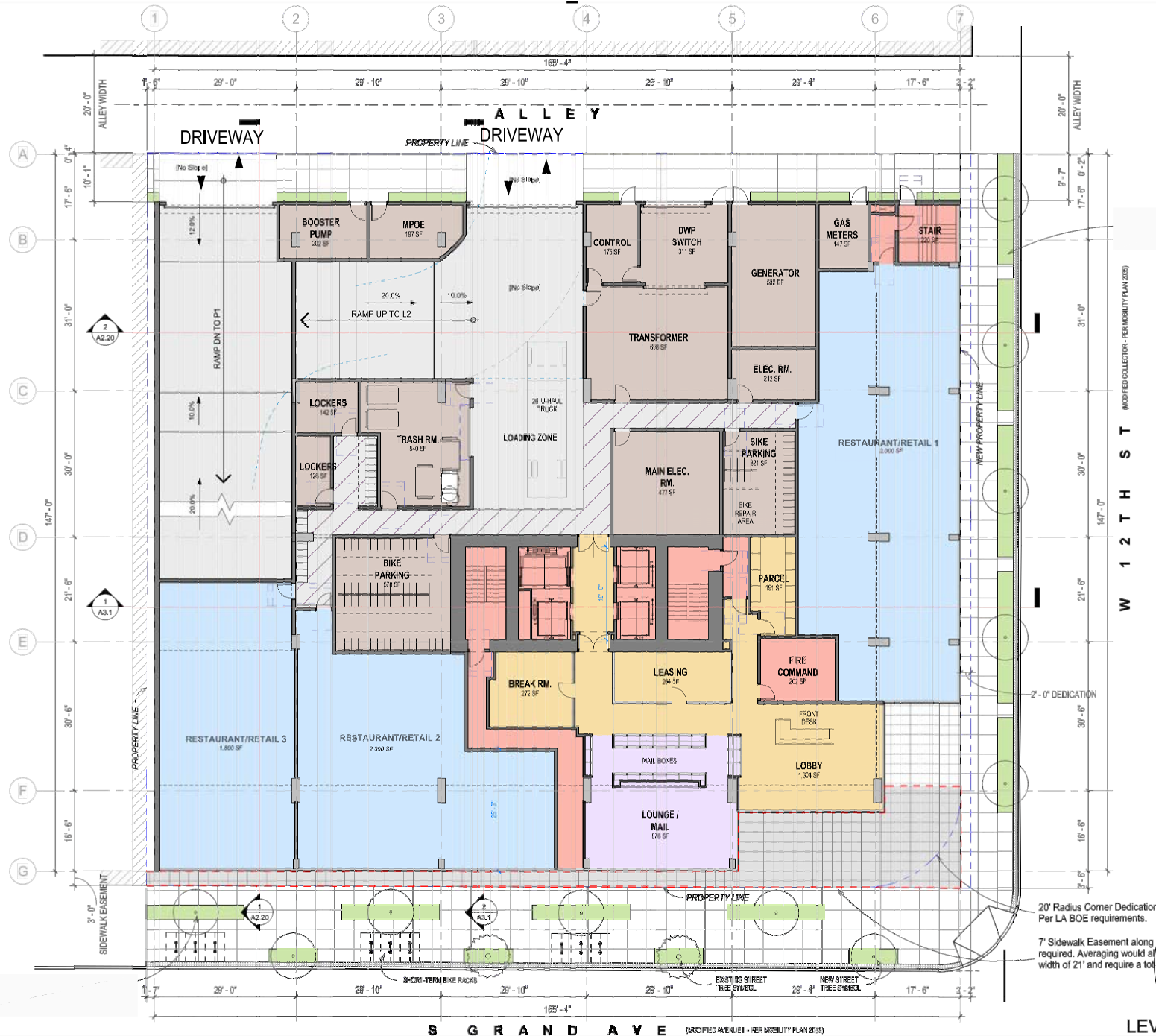
If you have any questions, please contact Jimmy Vivar of my staff at (213) 972-4993.

Attachments

K:\Letters\2020\CEN20-49737\_1201 Grand MU\_vmt update\_ltr.docx

c: Shawn Kuk/Shaylee Papadakis, Council District 14  
Matthew Masuda, Central District, BOE  
Edward Yu, Central District, DOT  
Taimour Tanavoli, Case Management Office, DOT  
Srinath Raju, Raju Associates, Inc.

**Attachment A**  
**CEN20-49737\_1201 S Grand Av**



SOURCE: MVE+PARTNERS

**FIGURE 2**  
**PROJECT SITE PLAN - GROUND FLOOR**

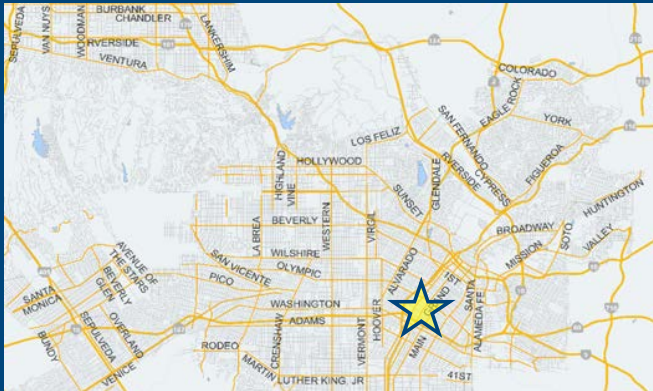
# CITY OF LOS ANGELES VMT CALCULATOR Version 1.2



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

## Project Information

Project: 1201 S. GRAND AVENUE PROJECT  
Scenario: [www](#)  
Address: 34.040164, -118.263696



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

☒ Yes ☐ No

## Existing Land Use

Land Use Type	Value	Unit
Office   General Office	8	ksf
Office   General Office	8	ksf

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

## Proposed Project Land Use

Land Use Type	Value	Unit
Retail   High-Turnover Sit-Down Restaurant	7.1	ksf
Housing   Multi-Family	312	DU
Retail   High-Turnover Sit-Down Restaurant	7.1	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
57 Daily Vehicle Trips	1,366 Daily Vehicle Trips
417 Daily VMT	7,602 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 1,309  
Net Daily Trips

The net increase in daily VMT ≤ 0 7,185  
Net Daily VMT

The proposed project consists of only retail land uses ≤ 50,000 square feet total. 7,100  
ksf

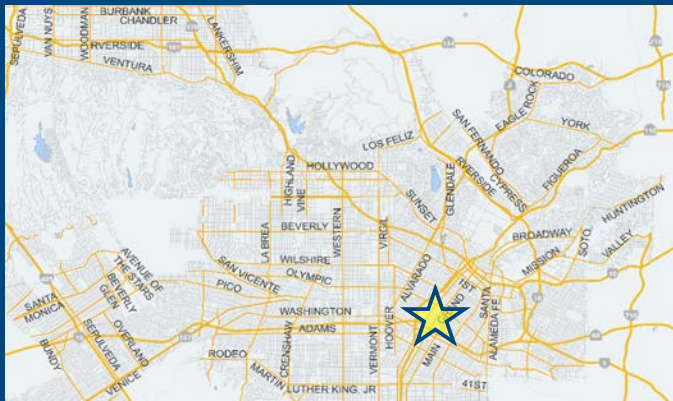
**The proposed project is required to perform VMT analysis.**

# CITY OF LOS ANGELES VMT CALCULATOR Version 1.2



## Project Information

Project: 1201 S. GRAND AVENUE PROJECT  
 Scenario:  
 Address: 34.040164, -118.263696



Proposed Project Land Use Type	Value	Unit
Housing   Multi-Family	312	DU
Retail   High-Turnover Sit-Down Restaurant	7.1	ksf

## TDM Strategies

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

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

**A**
**Parking**

Reduce Parking Supply

☐ Proposed Prj
 ☐ Mitigation

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

Unbundle Parking

☐ Proposed Prj
 ☐ Mitigation

monthly parking cost (dollar) for the project site

Parking Cash-Out

☐ Proposed Prj
 ☐ Mitigation

percent of employees eligible

Price Workplace Parking

☐ Proposed Prj
 ☐ Mitigation

daily parking charge (dollar)  
 percent of employees subject to priced parking

Residential Area Parking Permits

☐ Proposed Prj
 ☐ Mitigation

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
<b>1,366</b> Daily Vehicle Trips	<b>1,366</b> Daily Vehicle Trips
<b>7,602</b> Daily VMT	<b>7,602</b> Daily VMT
<b>5.6</b> Household VMT per Capita	<b>5.6</b> Household VMT per Capita
<b>N/A</b> Work VMT per Employee	<b>N/A</b> Work VMT per Employee

Significant VMT Impact?	
<b>Household: No</b> Threshold = 6.0 15% Below APC	<b>Household: No</b> Threshold = 6.0 15% Below APC
<b>Work: N/A</b> Threshold = 7.6 15% Below APC	<b>Work: N/A</b> Threshold = 7.6 15% Below APC

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: April 22, 2020

Project Name: 1201 S. GRAND AVENUE PROJECT

Project Scenario:

Project Address: 34.040164, -118.263696



Version 1.2

Project Information			
Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	312	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	0	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	0.000	ksf
	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.000	ksf
	Supermarket	0.000	ksf
	Bank	0.000	ksf
	Health Club	0.000	ksf
	High-Turnover Sit-Down Restaurant	7.100	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

Project and Analysis Overview



# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: April 22, 2020

Project Name: 1201 S. GRAND AVENUE PROJECT

Project Scenario:

Project Address: 34.040164, -118.263696



Version 1.2

Analysis Results			
Total Employees: 28			
Total Population: 703			
Proposed Project		With Mitigation	
1,366	Daily Vehicle Trips	1,366	Daily Vehicle Trips
7,602	Daily VMT	7,602	Daily VMT
5.6	Household VMT per Capita	5.6	Household VMT per Capita
N/A	Work VMT per Employee	N/A	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	N/A	Work > 7.6	N/A

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: April 22, 2020

Project Name: 1201 S. GRAND AVENUE PROJECT

Project Scenario:

Project Address: 34.040164, -118.263696



Version 1.2

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

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: April 22, 2020

Project Name: 1201 S. GRAND AVENUE PROJECT

Project Scenario:

Project Address: 34.040164, -118.263696



Version 1.2

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: April 22, 2020

Project Name: 1201 S. GRAND AVENUE PROJECT

Project Scenario:

Project Address: 34.040164, -118.263696



Version 1.2

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
		Degree of implementation (low, medium, high)	0	0
	Employer sponsored vanpool or shuttle	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: April 22, 2020

Project Name: 1201 S. GRAND AVENUE PROJECT

Project Scenario:

Project Address: 34.040164, -118.263696



Version 1.2

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	Implement/Improve on-street bicycle facility	Provide bicycle facility along site (Yes/No)	0	0
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	0	0
	Include secure bike parking and showers	Includes indoor bike parking/lockers, showers, & repair station (Yes/No)	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: April 22, 2020  
 Project Name: 1201 S. GRAND AVENUE PROJECT  
 Project Scenario:  
 Project Address: 34.040164, -118.263696



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

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: April 22, 2020  
 Project Name: 1201 S. GRAND AVENUE PROJECT  
 Project Scenario:  
 Project Address: 34.040164, -118.263696



Version 1.2

### 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	
<b>Bicycle Infrastructure</b>	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
<b>Neighborhood Enhancement</b>	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
<b>COMBINED TOTAL</b>		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>MAX. TDM EFFECT</b>		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

$$= \text{Minimum}(X\%, 1 - [(1-A) * (1-B) \dots])$$

where X%=

<b>PLACE</b>	urban	75%
<b>TYPE</b>	compact infill	40%
<b>MAX:</b>	suburban center	20%
	suburban	15%

Note:  $(1 - [(1-A) * (1-B) \dots])$  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: April 22, 2020

Project Name: 1201 S. GRAND AVENUE PROJECT

Project Scenario:

Project Address: 34.040164, -118.263696



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	422	-30.6%	293	6.2	2,616	1,817
Home Based Other Production	1,131	-55.0%	509	4.2	4,750	2,138
Non-Home Based Other Production	132	-16.7%	110	7.5	990	825
Home-Based Work Attraction	41	-46.3%	22	7.9	324	174
Home-Based Other Attraction	506	-55.3%	226	5.7	2,884	1,288
Non-Home Based Other Attraction	245	-15.9%	206	6.6	1,617	1,360

### 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%	293	1,817	0.0%	293	1,817
Home Based Other Production	0.0%	509	2,138	0.0%	509	2,138
Non-Home Based Other Production	0.0%	110	825	0.0%	110	825
Home-Based Work Attraction	0.0%	22	174	0.0%	22	174
Home-Based Other Attraction	0.0%	226	1,288	0.0%	226	1,288
Non-Home Based Other Attraction	0.0%	206	1,360	0.0%	206	1,360

### MXD VMT Methodology Per Capita & Per Employee

Total Population: 703

Total Employees: 28

APC: Central

	Proposed Project	Project with Mitigation Measures
Total Home Based Production VMT	3,955	3,955
Total Home Based Work Attraction VMT	174	174
Total Home Based VMT Per Capita	5.6	5.6
Total Work Based VMT Per Employee	N/A	N/A



**Attachment C**  
**CEN20-49737\_1201 S Grand Av**

**TABLE 14**  
**SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS**

No.	Intersection	Peak Hour	Existing (2020) Conditions		Existing (2020) with Project Conditions		Cumulative (2025) w/o Project Conditions		Cumulative (2025) with Project Conditions	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1.	Hope Street & 12th Street	AM	15.4	B	15.5	B	16.7	B	16.8	B
		PM	11.3	B	11.7	B	15.8	B	16.1	B
2.	Hope Street & Pico Boulevard	AM	11.0	B	10.8	B	14.1	B	13.9	B
		PM	18.2	B	18.3	B	26.2	C	27.5	C
3.	Grand Avenue & 12th Street	AM	11.6	B	11.9	B	14.2	B	14.5	B
		PM	16.9	B	17.0	B	19.8	B	20.0	B
4.	Grand Avenue & Pico Boulevard	AM	11.2	B	11.2	B	13.6	B	13.7	B
		PM	23.4	C	23.7	C	39.3	D	42.1	D

Delay - HCM 6th Edition Control Delay in seconds per vehicle.

LOS - Level of Service