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

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

3216 W 8th St
DOT Case No. CEN20-52481

Date: November 12, 2021

To: Susan Jimenez, Administrative Clerk
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **UPDATED TRANSPORTATION IMPACT VMT ANALYSIS FOR THE PROPOSED HOTEL AND COMMERCIAL PROJECT LOCATED AT 3216 WEST 8TH STREET**

On December 28, 2017, the Department of Transportation (DOT) issued a traffic assessment report to the Department of City Planning for the proposed mixed-use project located at 3216 West 8th Street. The proposed project was subject to a transportation analysis, prepared by Gibson Transportation Consulting, dated July 2017 and updated version dated October 2017, in which the study included the detailed analysis of ten intersections and determined that under the previous traffic impact criteria there would be no significant traffic impacts. However, subsequent to the releasing of the report, pursuant to the Senate Bill (SB 743) and the recent changes to the 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 and a change in the project description, the applicant submitted a VMT analysis for the proposed project on October 28, 2021. Therefore, please replace the previous December 28, 2017 DOT assessment, in its entirety, with this report.

DOT has reviewed the transportation analysis prepared by Gibson Transportation Consulting, dated October 28, 2021, for a proposed hotel and commercial project located at 3216 West 8th Street. In compliance with SB 743 and CEQA, a VMT analysis is required to identify the project's ability to promote the reductions of green-house gas emissions, access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact, in this regard, is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

The project site is currently occupied by a surface parking lot and four unit apartment, which will be replaced by the project. The project proposes to construct a new hotel with 95 rooms and 4,716 square feet of ground-floor commercial space (assumed to be restaurant). Vehicular access will be provided via full-access driveways on Mariposa Avenue and 8th Street; the driveway on Mariposa Avenue will provide direct access to parking, and the 8th Street driveway will provide access to the valet pick-up and drop-off area. A secondary ramp from the valet area to the

subterranean parking would be for valet operators only. The updated analysis did not indicate if there were to be any changes to the number of vehicle or bike parking spaces. The project is expected to be completed by 2022.

B. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, a trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers' (ITE's) Trip Generation, 9th Edition manual as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project **does** exceed the net 250 daily vehicle trips threshold.

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.

C. Transportation Impacts

On July 30, 2019, pursuant to Senate Bill (SB) 743 and the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as a criteria in determining transportation impacts under CEQA. The new DOT Transportation Assessment Guidelines (TAG) provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

The DOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. DOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the Central APC area, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 6.0
- Work VMT per Employee: 7.6

As cited in the VMT Analysis report prepared by Gibson Transportation Consulting, the VMT projections for the proposed project is no Household VMT per capita and Work VMT of 8.1 after the application of providing bike parking per LAMC as a project design feature. Including the mitigation measure, the Work VMT per capita is reduced to 7.6. Therefore, it is concluded that VMT impact of the Project would be mitigated to have a less than significant Work VMT impact. A copy of the VMT Calculator summary reports is provided as **Attachment A** to this report.

D. Safety, Access, and Circulation

During the preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the Los Angeles Municipal Code (LAMC), Section 16.05. Therefore, DOT continues to require and review a project's site access, circulation, and operational plan to determine if any safety and access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the project has completed a circulation analysis using a "level of service" screening methodology that indicates that the trips generated by the proposed development will likely result in adverse circulation conditions at one location. 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 are provided as **Attachment B** to this report.

PROJECT REQUIREMENTS

A. CEQA-Related Requirements

Per the transportation analysis, the applicant will implement the following TDM strategies as mitigation measures:

1. Voluntary Travel Behavior Change Program – This strategy involves active outreach to employees regarding available alternative transportation modes (public transit, walking, bicycling, ridesharing, etc.). It also may provide mechanisms for employees to report or track their travel modes and incentives for participation to boost engagement. At least 70% of employees will be included in this TDM strategy with the details of the program subject to approval by LADOT prior to the issuance of a Certificate of Occupancy for the project.

B. Additional Requirements and Considerations

To comply with the transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the improvements listed below.

1. Parking Requirements

The updated analysis did not indicate if there are any changes to the number of vehicle parking spaces being provided. The number of bicycle parking was also not disclosed, however, the project has committed to providing bike parking per LAMC as a project design feature. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

2. Highway Dedication and Street Improvements

Per the Mobility Element of the General Plan, **West 8th Street** is designated as an Avenue II, which would require a 28-foot half-width roadway and a 43-foot half-width right-of-way. **South Mariposa Avenue** is designated as a Local Street Standard, which would require an 18-foot half-width roadway and a 30-foot half-width right of way. The applicant should check with BOE'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 proposed site plan illustrated in **Attachment C** is acceptable to DOT; however, review of the study does not constitute approval of the driveway locations, dimensions, access, and circulation scheme, and loading/unloading area for the project. Any changes to the project's site access, circulation scheme, or loading/unloading area after issuance of this report would require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section at 201 N. Figueroa Street, 5th Floor, Room 550, at (213) 482-7024. The applicant should contact DOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design efforts so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. If any project driveway will be signalized, the applicant should contact DOT's Permit Plan Review Section ladot.planprocessing@lacity.org for review of the traffic signal plan. All new driveways should be Case 2 driveways and 30 feet for two-way operations and any security gates should be a minimum 30 feet from the property line. Should the project include a supermarket, DOT recommends that a dock manager and/or flag person be employed to assist delivery truck access to the loading area. DOT may recommend additional requirements once a complete review of the loading operations is conducted.

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/what-we-do/plan-review to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related traffic be restricted to off-peak hours to the extent feasible.

5. Development Review Fees
   Section 19.15 of the Los Angeles Municipal Code identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact me at (213) 972-8482.

Attachments

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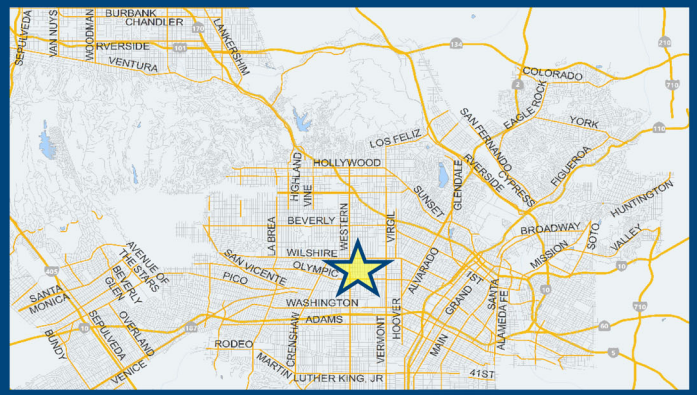
c: Hakeem Parke-Davis, Council District No. 10
Bhuvan Bajaj, Hollywood-Wilshire District Office, DOT
Taimour Tanavoli, Citywide Planning Coordination Section, DOT
Hokchi Chiu, Central District, BOE
Jonathan Chambers, Gibson Transportation Consulting

Attachment A
3216 W. 8th St

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: 3216 W. 8th Mixed-Use
Scenario:
Address: 3216 W 8TH ST, 90005



Proposed Project Land Use Type	Value	Unit
Housing | Hotel	95	Rooms
Retail | High-Turnover Sit-Down Restaurant	4.716	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

Voluntary Travel Behavior Change Program: 70 percent of employees and residents participating
☐ Proposed Prj ☑ Mitigation

Promotions & Marketing: 50 percent of employees and residents participating
☐ Proposed Prj ☐ Mitigation

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With
755 Daily Vehicle Trips	**712** Daily Vehicle Trips
4,920 Daily VMT	**4,644** Daily VMT
0.0 Household VMT per Capita	**0.0** Household VMT
8.1 Work VMT per Employee	**7.6** Work VMT per Employee

Significant VMT Impact?

Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: Yes Threshold = 7.6 15% Below APC	**Work: No** Threshold = 7.6 15% Below APC

Measuring the Miles

10/28/2021

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: October 28, 2021
Project Name: 3216 W. 8th Mixed-Use
Project Scenario:
Project Address: 3216 W 8TH ST, 90005

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	*0*	*DU*
	Townhouse	*0*	*DU*
	Hotel	95	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	4.716	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: October 28, 2021
Project Name: 3216 W. 8th Mixed-Use
Project Scenario:
Project Address: 3216 W 8TH ST, 90005

Version 1.3

Analysis Results

Total Employees: 66
Total Population: 0

Proposed Project		*With Mitigation*	
755	**Daily Vehicle Trips**	**712**	**Daily Vehicle Trips**
4,920	**Daily VMT**	**4,644**	**Daily VMT**
0	**Household VMT per Capita**	**0**	**Household VMT per Capita**
8.1	**Work VMT per Employee**	**7.6**	**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	Yes	Work > 7.6	No

TDM Strategy Inputs

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

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	Voluntary travel behavior change program	Employees and residents participating (%)	*0%*	70%
	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: October 28, 2021
Project Name: 3216 W. 8th Mixed-Use
Project Scenario:
Project Address: 3216 W 8TH ST, 90005

Version 1.3

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%*	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%*	6%	*0%*	6%	*0%*	6%	*0%*	6%	*0%*	6%	*0%*	6%	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: 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%*	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
	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	*1%*	*6%*	*1%*	*6%*	*1%*	*6%*	*1%*	*6%*	*1%*	*6%*	*1%*	*6%*
MAX. TDM EFFECT	*1%*	*6%*	*1%*	*6%*	*1%*	*6%*	*1%*	*6%*	*1%*	*6%*	*1%*	*6%*

= 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: October 28, 2021
Project Name: 3216 W. 8th Mixed-Use
Project Scenario:
Project Address: 3216 W 8TH ST, 90005

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	0	0.0%	0	7.5	0	0
Home Based Other Production	0	0.0%	0	5.1	0	0
Non-Home Based Other Production	158	-6.3%	148	8.7	1,375	1,288
Home-Based Work Attraction	96	-18.8%	78	6.9	662	538
Home-Based Other Attraction	766	-49.7%	385	5.5	4,213	2,118
Non-Home Based Other Attraction	158	-6.3%	148	6.8	1,074	1,006

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	-0.6%	0	0	-6.2%	0	0
Home Based Other Production	-0.6%	0	0	-6.2%	0	0
Non-Home Based Other Production	-0.6%	147	1,280	-6.2%	139	1,208
Home-Based Work Attraction	-0.6%	78	535	-6.2%	73	505
Home-Based Other Attraction	-0.6%	383	2,105	-6.2%	361	1,987
Non-Home Based Other Attraction	-0.6%	147	1,000	-6.2%	139	944

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0
Total Employees: 66
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**0**	**0**
Total Home Based Work Attraction VMT	**535**	**505**
Total Home Based VMT Per Capita	**0.0**	**0.0**
Total Work Based VMT Per Employee	**8.1**	**7.6**

TABLE A-2 (BASED ON TIS TABLE 10)
FUTURE WITH REVISED PROJECT CONDITIONS
SIGNALIZED INTERSECTION LEVELS OF SERVICE AND SIGNIFICANT IMPACTS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Revised Project Conditions			
			V/C	LOS	V/C	LOS	∆ V/C	Impact
1.	Normandie Avenue / Irolo Street & Wilshire Boulevard	A.M. P.M.	0.939 1.149	E F	0.942 1.155	E F	0.003 0.006	NO NO
2.	Mariposa Avenue & Wilshire Boulevard	A.M. P.M.	0.614 0.659	B B	0.617 0.663	B B	0.003 0.004	NO NO
3.	Vermont Avenue & Wilshire Boulevard	A.M. P.M.	1.088 1.146	F F	1.093 1.151	F F	0.005 0.005	NO NO
4.	Irolo Street & 8th Street	A.M. P.M.	1.028 1.108	F F	1.037 1.116	F F	0.009 0.008	NO NO
5.	Mariposa Avenue & 8th Street	A.M. P.M.	0.512 0.554	A A	0.526 0.572	A A	0.014 0.018	NO NO
6.	Catalina Street & 8th Street	A.M. P.M.	0.619 0.738	B C	0.624 0.740	B C	0.005 0.002	NO NO
7.	Vermont Avenue & 8th Street	A.M. P.M.	0.849 0.864	D D	0.851 0.865	D D	0.002 0.001	NO NO
8.	Irolo Street & James M Wood Boulevard	A.M. P.M.	0.837 0.919	D E	0.840 0.923	D E	0.003 0.004	NO NO
9.	Vermont Avenue & James M Wood Boulevard	A.M. P.M.	0.903 0.947	E E	0.906 0.951	E E	0.003 0.004	NO NO

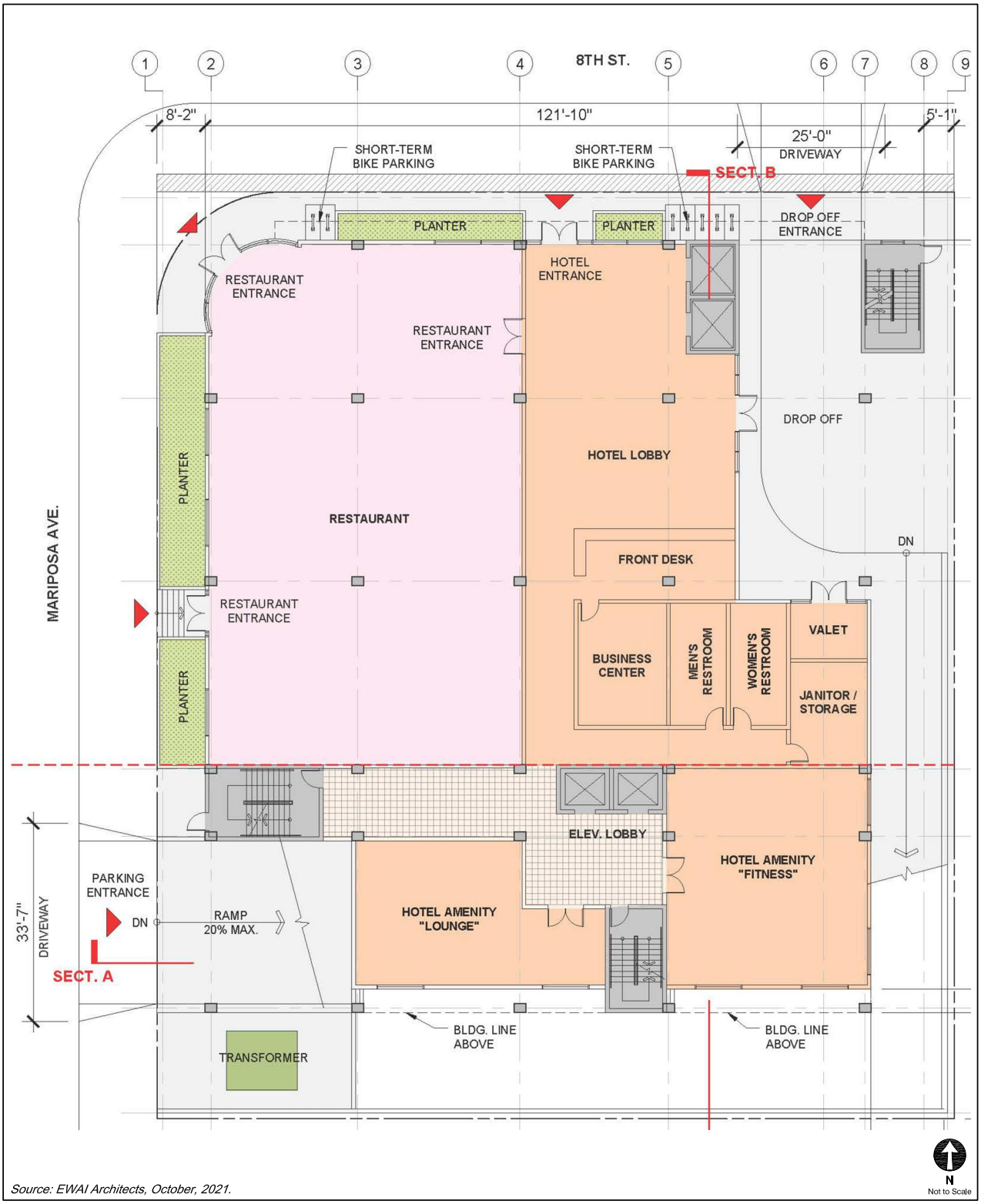
Notes:

Future without Project Conditions are unchanged from the Future without Project Conditions (Year 2022) analyzed in the TIS.

Future with Revised Project Conditions apply the Revised Project trip generation estimates to the same distribution pattern as used in the TIS.

The V/C ratio and LOS for each intersection were calculated using LADOT's Critical Movement Analysis spreadsheet.

Gibson transportation consulting, inc.



Source: EWAI Architects, October, 2021.

REVISED PROJECT SITE PLAN

FIGURE 1