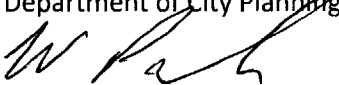


**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

1400 Vine St  
DOT Case No. CEN 19-48797

Date: July 28, 2020

To: Milena Zasadzien, Senior City Planner  
Department of City Planning  


From: Wes Pringle, Transportation Engineer  
Department of Transportation

Subject: **TRANSPORTATION IMPACT ANALYSIS FOR THE PROPOSED MIXED-USE PROJECT  
LOCATED AT 1400 NORTH VINE STREET**

The Department of Transportation has reviewed the transportation analysis prepared by Gibson Transportation Consulting, Inc., for the proposed mixed-use project located at 1400 North Vine Street. In compliance with Senate Bill 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 greenhouse 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 the construction of an eight-story mixed-use residential and commercial development which includes 177 market-rate dwelling units, 21 affordable housing units, and approximately 16,000 square feet of neighborhood serving ground floor commercial uses. The existing 14,809 sf of retail use would be removed to allow for development of the project. Vehicular access to the project site would be provided via one commercial access driveway along Leland Way and a second driveway serving the residential parking and port cochere from De Longpre Avenue as illustrated in **Attachment A**. Parking for the project would be provided within one ground level and three subterranean levels. The project is anticipated to be completed in 2025.

B. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, the project is estimated to result in a net increase of 1,622 daily trips. 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, 9<sup>th</sup> 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. A copy of the VMT calculator screening page, with the corresponding net daily trips estimate, is provided as **Attachment B** to this report.

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 Thresholds T-2.1 is determined by using the VMT calculator and is discussed above. The assessment determined that the project would not have a significant transportation impact under any of the thresholds listed above.

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, Inc., the proposed project is projected to have Household VMT per capita of 3.9 and Work VMT per employee of 0. Therefore, it is concluded that implementation of the Project would result in no significant Household and Work VMT impact. A copy of the VMT Calculator summary report is provided as **Attachment B** to this report.

D. 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). 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 not 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 is provided as **Attachment C** to this report.

## PROJECT REQUIREMENTS

### A. 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 traffic study indicated that the project would provide 278 automobile spaces and 153 bicycle spaces (21 short-term and 132 long-term per LAMC requirement) in a parking garage with one at-grade level and three subterranean levels. 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 new Mobility Element of the General Plan, **Vine Street** has been designated as an Avenue II which would require a 28-foot half-width roadway within a 43-foot half-width right-of-way, **Leland Way** has been designated as a Local Street which would require 18-foot half-width roadway within a 30-foot half-width right-of-way, and **De Longpre Avenue** has been designated as a Local Street which would require an 18-foot half-width roadway within a 30-foot half-width right-of-way. The applicant should check with Bureau of Engineering's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

#### 3. Driveway Access and Circulation

The proposed site plan illustrated in **Attachment A** is acceptable to DOT; however, review of the study does not constitute approval of internal circulation schemes and driveway dimensions. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 5th Floor, Station 3, @ 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT, prior to the commencement of building or parking layout design efforts, for driveway width and internal circulation requirements. Any changes to the project's site access, circulation scheme, or loading/unloading area after issuance of this report would require separate review and approval and should be coordinated as well. Driveway placement and design shall be approved by the Department of City Planning in consultation with DOT, prior to issuance of a Letter of Determination by the Department of 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/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.

5. 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 Kevin Arucan at (213) 972-4970.

Attachments

*J:\Letters\2020\CEN19-48797\_1400 Vine St\_mu\_vmt\_ltr.docx*

c: Craig Bullock, Council District 13  
Bhuvan Bajaj, Hollywood/Wilshire District Office, DOT  
Taimour Tanavoli, Case Management Office, DOT  
Matthew Masuda, Central District, BOE  
Lauren Mullarkey-Williams, Gibson Transportation Consulting, Inc.



Source: TCA Architects. December, 2019.



PROJECT SITE PLAN

FIGURE 1

# CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



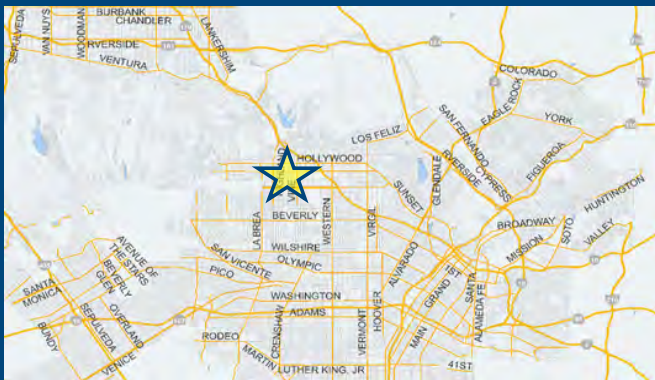
*Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?*

## Project Information

Project:

Scenario:

Address:



**Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit**

Yes  No

## Existing Land Use

Land Use Type	Value	Unit
Retail   General Retail	14.809	ksf
Retail   General Retail	14.809	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	16	ksf
Housing   Multi-Family	177	DU
Housing   Affordable Housing - Family	21	DU
Retail   High-Turnover Sit-Down Restaurant	16	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
<b>439</b> Daily Vehicle Trips	<b>1,665</b> Daily Vehicle Trips
<b>2,758</b> Daily VMT	<b>10,201</b> Daily VMT
<b>Tier 1 Screening Criteria</b>	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/>	
<b>Tier 2 Screening Criteria</b>	
The net increase in daily trips < 250 trips	<b>1,226</b> Net Daily Trips
The net increase in daily VMT ≤ 0	<b>7,443</b> Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	<b>16,000</b> ksf
<b>The proposed project is required to perform VMT analysis.</b>	



# CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

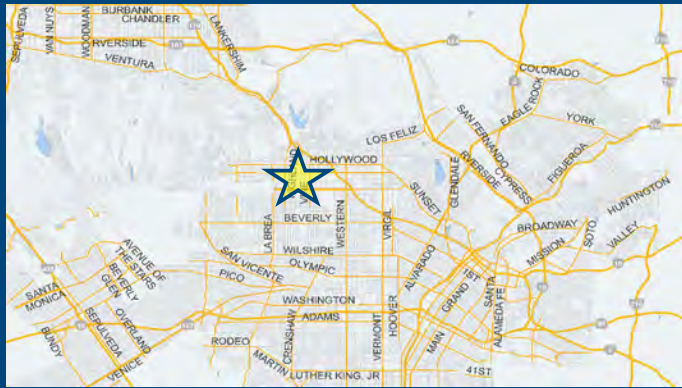


## Project Information

Project:

Scenario:

Address:



Proposed Project Land Use Type	Value	Unit
Housing   Multi-Family	177	DU
Housing   Affordable Housing - Family	21	DU
Retail   High-Turnover Sit-Down Restaurant	16	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
<b>A</b> Parking	<input type="checkbox"/>	<input type="checkbox"/>
<b>B</b> Transit	<input type="checkbox"/>	<input type="checkbox"/>
<b>C</b> Education & Encouragement	<input type="checkbox"/>	<input type="checkbox"/>
<b>D</b> Commute Trip Reductions	<input type="checkbox"/>	<input type="checkbox"/>
<b>E</b> Shared Mobility	<input type="checkbox"/>	<input type="checkbox"/>
<b>F</b> Bicycle Infrastructure	<input type="checkbox"/>	<input type="checkbox"/>
<b>G</b> Neighborhood Enhancement	<input type="checkbox"/>	<input type="checkbox"/>
Traffic Calming Improvements	<input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation	<input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation
percent of streets within project with traffic calming improvements: <input type="text" value="25"/>		
percent of intersections within project with traffic calming improvements: <input type="text" value="25"/>		
Pedestrian Network Improvements	<input checked="" type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation	<input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation
within project and connecting off-site: <input type="text" value="within project and connecting off-site"/>		

## Analysis Results

Proposed Project	With
<b>1,622</b> Daily Vehicle Trips	<b>1,622</b> Daily Vehicle Trips
<b>9,933</b> Daily VMT	<b>9,933</b> Daily VMT
<b>3.9</b> Household VMT per Capita	<b>3.9</b> Household VMT
<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







Project Information			
Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	177	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	21	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	16.000	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
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

Analysis Results			
Total Employees: 64			
Total Population: 465			
Proposed Project		With Mitigation	
1,622	Daily Vehicle Trips	1,622	Daily Vehicle Trips
9,933	Daily VMT	9,933	Daily VMT
3.9	Household VMT per Capita	3.9	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





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%
		Daily parking charge (\$)	\$0.00	\$0.00
	Price workplace parking	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	Amount of transit subsidy per passenger (daily equivalent) (\$)	\$0.00	\$0.00
Education & Encouragement	Voluntary travel behavior change program	Employees and residents participating (%)	0%	0%
	Promotions and marketing	Employees and residents participating (%)	0%	0%
(cont. on following page)				

TDM Strategy Inputs, Cont.				
Strategy Type	Description	Proposed Project	Mitigations	
Commuter 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
(cont. on following page)				

TDM Strategy Inputs, Cont.				
Strategy Type	Description	Proposed Project	Mitigations	
Bicycle Infrastructure	Require/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

## Report 3: TDM Outputs

### 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%	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	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	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	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
	<b>COMBINED TOTAL</b>	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
<b>MAX. TDM EFFECT</b>	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%

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

where X%=

<b>PLACE</b>	urban	75%
<b>TYPE MAX:</b>	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: June 8, 2020

Project Name: J1785 - 1400 Vine Street

Project Scenario:

Project Address: 1400 N VINE ST, 90028



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	176	-33.5%	117	7.2	1,267	842
Home Based Other Production	489	-53.6%	227	4.5	2,201	1,022
Non-Home Based Other Production	524	-8.6%	479	7.1	3,720	3,401
Home-Based Work Attraction	93	-48.4%	48	8.5	791	408
Home-Based Other Attraction	913	-48.0%	475	5.3	4,839	2,518
Non-Home Based Other Attraction	352	-9.4%	319	6.3	2,218	2,010

### MXD Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-2.6%	114	820	-2.6%	114	820
Home Based Other Production	-2.6%	221	995	-2.6%	221	995
Non-Home Based Other Production	-2.6%	466	3,312	-2.6%	466	3,312
Home-Based Work Attraction	-2.6%	47	397	-2.6%	47	397
Home-Based Other Attraction	-2.6%	463	2,452	-2.6%	463	2,452
Non-Home Based Other Attraction	-2.6%	311	1,957	-2.6%	311	1,957

### MXD VMT Methodology Per Capita & Per Employee

Total Population: 465

Total Employees: 64

APC: Central

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	<b>1,815</b>	<b>1,815</b>
<i>Total Home Based Work Attraction VMT</i>	<b>397</b>	<b>397</b>
<i>Total Home Based VMT Per Capita</i>	<b>3.9</b>	<b>3.9</b>
<i>Total Work Based VMT Per Employee</i>	<b>N/A</b>	<b>N/A</b>

**TABLE 8  
EXISTING CONDITIONS (YEAR 2020)  
INTERSECTION LEVELS OF SERVICE**

No	Intersection	Peak Hour	Existing		Existing with Project	
			Delay	LOS	Delay	LOS
1.	Vine Street &	AM	14.1	B	17.5	C
[a]	Leland Way	PM	18.9	C	22.3	C
2.	El Centro Avenue &	AM	11.2	B	11.5	B
[a]	Leland Way	PM	11.3	B	11.6	B
3.	Vine Street &	AM	5.2	A	6.3	A
[b]	De Longpre Avenue	PM	8.0	A	8.9	A
4.	El Centro Avenue &	AM	9.3	A	9.6	A
[c]	De Longpre Avenue	PM	9.9	A	10.2	B

Notes

Delay is measured in seconds per vehicle

LOS = Level of service

[a] Results per Synchro 10 HCM 6th Edition Two-Way Stop Control Unsignalized methodology, which calculates the control delay, in seconds, for each individual approach of an intersection. The reported control delay represents the worst-case approach, and does not account for traffic gaps created by adjacent traffic signals.

[b] Results per Synchro 10 HCM 6th Edition Signalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through the intersection.

[c] Results per Synchro 10 HCM 6th Edition All-Way Stop Control Unsignalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through an intersection.

**TABLE 9  
FUTURE CONDITIONS (YEAR 2025)  
INTERSECTION LEVELS OF SERVICE**

No	Intersection	Peak Hour	Future without Project		Future with Project	
			Delay	LOS	Delay	LOS
1.	Vine Street &	AM	17.0	C	22.7	C
[a]	Leland Way	PM	25.1	D	31.6	D
2.	El Centro Avenue &	AM	11.4	B	11.7	B
[a]	Leland Way	PM	11.5	B	11.9	B
3.	Vine Street &	AM	5.5	A	6.6	A
[b]	De Longpre Avenue	PM	8.7	A	9.6	A
4.	El Centro Avenue &	AM	9.5	A	9.9	A
[c]	De Longpre Avenue	PM	10.2	B	10.6	B

Notes

Delay is measured in seconds per vehicle

LOS = Level of service

[a] Results per Synchro 10 HCM 6th Edition Two-Way Stop Control Unsignalized methodology, which calculates the control delay, in seconds, for each individual approach of an intersection. The reported control delay represents the worst-case approach, and does not account for traffic gaps created by adjacent traffic signals.

[b] Results per Synchro 10 HCM 6th Edition Signalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through the intersection.

[c] Results per Synchro 10 HCM 6th Edition All-Way Stop Control Unsignalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through an intersection.