

## **APPENDIX J.1: CEQA VMT Analysis**

City of Los Angeles Department of Transportation (LADOT) Interdepartmental Correspondence Re: Updated Transportation Impact Assessment For The Proposed Mixed-Use Project At 1123 – 1161 South Main Street (ENV-2018-7379-EAF/VTT-82463/ZA- 2018-7378-ZV-TDR-SPR), DOT Case No. CEN18-47813, December 19, 2019.

Crain & Associates, Main Street Tower, 1123-1161 S. Main Street, Supplemental Vehicle Miles Traveled Analysis, November 21, 2019.

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

1123 – 1161 S Main St  
DOT Case No. CEN18-47813

Date: December 19, 2019

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

From: Wes Pringle, Transportation Engineer  
Department of Transportation

Subject: **UPDATED TRANSPORTATION IMPACT ASSESSMENT FOR THE PROPOSED MIXED-USE PROJECT AT 1123 – 1161 SOUTH MAIN STREET (ENV-2018-7379-EAF/VTT-82463/ZA-2018-7378-ZV-TDR-SPR)**

*On July 22, 2019, the Department of Transportation (DOT) issued a traffic assessment report to the Department of City Planning for the mixed-use project at 1123 – 1161 South Main Street, which was subject to a transportation analysis dated June 4, 2019 prepared by Crain and Associates (Crain). 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 the applicant submitted a VMT analysis for the proposed project in addition to the previous analysis dated June 4, 2019. Please replace the previous DOT assessment letter dated July 22, 2019, in its entirety, with this report which addresses the totality of the transportation analysis.*

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The DOT has reviewed the transportation analysis prepared by Crain, dated November 21, 2019, for the proposed mixed-use project located at 1123 – 1161 South Main Street. In compliance with SB 743 and the CEQA, a 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 to remove an existing 26,710 square feet commercial building located on the northwest corner of Main Street and 12th Street within a Transit Oriented Community (TOC) Affordable Housing Incentive Area Tier 3 and construct a 30-story mixed-use development with 363 residential dwelling units and 12,500 square feet of commercial retail space. The project will provide parking for 373 vehicles on-site within the ground floor and levels two through four. The adjacent north-south alley along the west side of the project will provide primary vehicular access to the project as illustrated in **Attachment A**. The applicant proposes to modify operations of the adjacent alley by restricting access to southbound vehicles only. A secondary driveway on Main Street would provide access to ground floor parking, parking on levels two through four, and the alley. The project is expected to be completed by 2026.

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 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. A copy of the VMT calculator reports including the screening page with the corresponding net daily trips estimate 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 15064.3 of the State's CEQA Guidelines, the City of Los Angeles adopted VMT as a 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 Crain, the proposed project is projected to have a Household VMT per capita of 5.1. The project retail space of 12,500 square feet is considered local serving since it is less than 50,000 square feet. Therefore, it is concluded that implementation of the Project would have a less than significant Household and Work VMT impact.

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 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

The project will provide a total of 373 residential and commercial vehicle parking spaces onsite. The project will also provide 195 bicycle parking spaces. The applicant should check with the Departments of Building and Safety and City Planning on the number of parking spaces required for a TOC Tier 3 project.

### B. Highway Dedication and Street Widening Requirements

Per the Mobility Element of the General Plan, **Main Street**, Modified Avenue I, would require a 34-foot half-width roadway within a 50-foot half-width right-of-way; **12th Street**, a Modified Collector Street, would require a 20-foot half-width roadway within a 32-foot half-width right-of-way; and the adjacent alley would require a 10-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.

### C. 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.

### D. 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.

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

Attachments

K:\Letters\2019\CEN18-47813\_1123 S Main MU\_vmt addendum\_ltr.docx

c: Shawn Kuk/Shaylee Papadakis, Council District 14  
Matthew Masuda, Central District, BOE  
Edward Yu, Central District, DOT  
Taimour Tanavoli, Case Management, DOT  
Ryan Kelly, Crain and Associates, Inc.

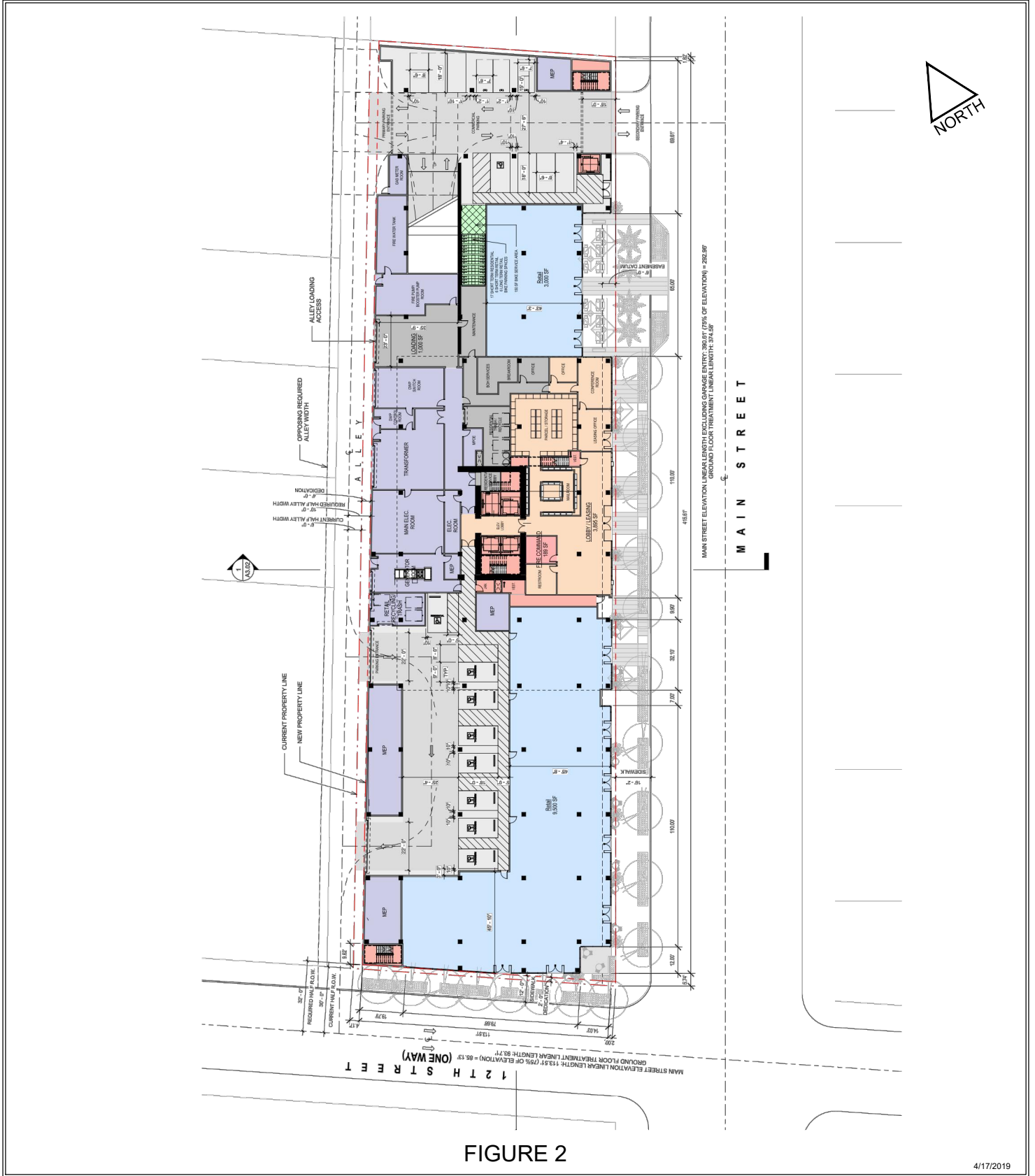


FIGURE 2

4/17/2019

MainStreetTowerSITE PLAN

CONCEPTUAL PROJECT SITE PLAN



Transportation Planning  
 Traffic Engineering  
 &  
 300 Corporate Pointe, Suite 470  
 Cuver City, California 90230  
 PH (310) 473 6508 F (310) 444 9771  
 www.crainandassociates.com



# CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

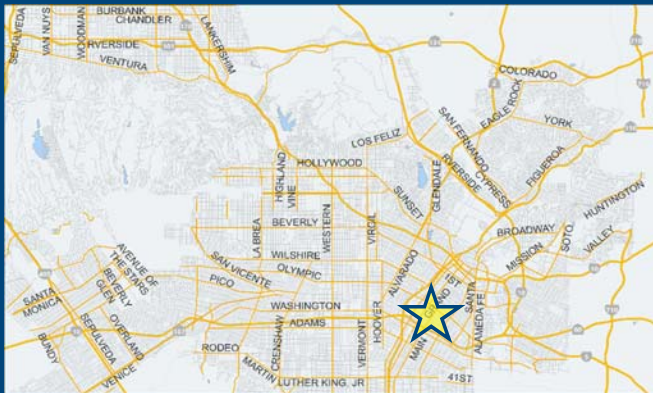
*Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?*

## Project Information

Project:

Scenario:  [WWW](#)

Address:



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

Yes  No

## Existing Land Use

Land Use Type	Value	Unit
Retail   General Retail	26.71	ksf
Retail   General Retail	26.71	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   General Retail	12.5	ksf
Housing   Multi-Family	363	DU
Retail   General Retail	12.5	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
684 Daily Vehicle Trips	1,401 Daily Vehicle Trips
4,359 Daily VMT	7,386 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	717 Net Daily Trips
The net increase in daily VMT ≤ 0	3,027 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	12.500 ksf
<b>The proposed project is required to perform VMT analysis.</b>	



# CITY OF LOS ANGELES VMT CALCULATOR Version 1.2



## Project Information

Project:

Scenario:

Address:



Proposed Project Land Use Type	Value	Unit
Housing   Multi-Family	360	
Retail   General Retail	12.4	

## 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  city code parking provision for the project site  
 Proposed Prj  Mitigation  actual parking provision for the project site

Unbundle Parking  monthly parking cost (dollar) for the project site  
 Proposed Prj  Mitigation

Parking Cash-Out  percent of employees eligible  
 Proposed Prj  Mitigation

Price Workplace Parking  daily parking charge (dollar)  
 Proposed Prj  Mitigation  percent of employees subject to priced parking

Residential Area Parking Permits  cost (dollar) of annual permit  
 Proposed Prj  Mitigation

- 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>1,401</b> Daily Vehicle Trips	<b>1,401</b> Daily Vehicle Trips
<b>7,386</b> Daily VMT	<b>7,386</b> Daily VMT
<b>5.1</b> Household VMT per Capita	<b>5.1</b> Household VMT per Capita
<b>N/A</b> Work VMT per Employee	<b>N/A</b> Work VMT per Employee
<b>Significant VMT Impact?</b>	
<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: November 17, 2019

Project Name: Main Street Tower

Project Scenario: With Project

Project Address: 34.038794, -118.258703



Version 1.2

Project Information			
Land Use Type		Value	Units
<b>Housing</b>	<i>Single Family</i>	0	DU
	<b>Multi Family</b>	363	DU
	<i>Townhouse</i>	0	DU
	<i>Hotel</i>	0	Rooms
	<i>Motel</i>	0	Rooms
<i>Affordable Housing</i>	<i>Family</i>	0	DU
	<i>Senior</i>	0	DU
	<i>Special Needs</i>	0	DU
	<i>Permanent Supportive</i>	0	DU
<b>Retail</b>	<b>General Retail</b>	12.500	ksf
	<i>Furniture Store</i>	0.000	ksf
	<i>Pharmacy/Drugstore</i>	0.000	ksf
	<i>Supermarket</i>	0.000	ksf
	<i>Bank</i>	0.000	ksf
	<i>Health Club</i>	0.000	ksf
	<i>High-Turnover Sit-Down</i>	0.000	ksf
	<i>Restaurant</i>	0.000	ksf
	<i>Fast-Food Restaurant</i>	0.000	ksf
	<i>Quality Restaurant</i>	0.000	ksf
	<i>Auto Repair</i>	0.000	ksf
	<i>Home Improvement</i>	0.000	ksf
	<i>Free-Standing Discount</i>	0.000	ksf
	<i>Movie Theater</i>	0	Seats
<i>Office</i>	<i>General Office</i>	0.000	ksf
	<i>Medical Office</i>	0.000	ksf
<i>Industrial</i>	<i>Light Industrial</i>	0.000	ksf
	<i>Manufacturing</i>	0.000	ksf
	<i>Warehousing/Self-Storage</i>	0.000	ksf
<i>School</i>	<i>University</i>	0	Students
	<i>High School</i>	0	Students
	<i>Middle School</i>	0	Students
	<i>Elementary</i>	0	Students
	<i>Private School (K-12)</i>	0	Students
<i>Other</i>		0	Trips



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Date: November 17, 2019

Project Name: Main Street Tower

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Version 1.2

<b>Analysis Results</b>			
Total Employees: 25			
Total Population: 818			
<b>Proposed Project</b>		<b>With Mitigation</b>	
1,401	Daily Vehicle Trips	1,401	Daily Vehicle Trips
7,386	Daily VMT	7,386	Daily VMT
5.1	Household VMT per Capita	5.1	Household VMT per Capita
N/A	Work VMT per Employee	N/A	Work VMT per Employee
<b>Significant VMT Impact?</b>			
<b>APC: Central</b>			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 7.6			
<b>Proposed Project</b>		<b>With Mitigation</b>	
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: November 17, 2019

Project Name: Main Street Tower

Project Scenario: With Project

Project Address: 34.038794, -118.258703



Version 1.2

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

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: November 17, 2019

Project Name: Main Street Tower

Project Scenario: With Project

Project Address: 34.038794, -118.258703



Version 1.2

TDM Strategy Inputs, Cont.				
Strategy Type	Description	Proposed Project	Mitigations	
<b>Transit</b>	Reduce transit headways	Reduction in headways (increase in frequency) (%)	#NAME?	#NAME?
		Existing transit mode share (as a percent of total daily trips) (%)	#NAME?	#NAME?
		<i>Lines within project site improved (&lt;50%, &gt;=50%)</i>	0	0
	<i>Implement neighborhood shuttle</i>	<i>Degree of implementation (low, medium, high)</i>	0	0
		Employees and residents eligible (%)	#NAME?	#NAME?
	Transit subsidies	Employees and residents eligible (%)	#NAME?	#NAME?
Amount of transit subsidy per passenger (daily equivalent) (\$)		#NAME?	#NAME?	
<b>Education &amp; Encouragement</b>	Voluntary travel behavior change program	Employees and residents participating (%)	#NAME?	#NAME?
	Promotions and marketing	Employees and residents participating (%)	#NAME?	#NAME?
(cont. on following page)				

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: November 17, 2019

Project Name: Main Street Tower

Project Scenario: With Project

Project Address: 34.038794, -118.258703



Version 1.2

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
<b>Commuter Trip Reductions</b>	Required commute trip reduction program	Employees participating (%)	#NAME?	#NAME?
	Alternative Work Schedules and Telecommute Program	Employees participating (%) <i>Type of program</i>	#NAME?	#NAME?
	<i>Employer sponsored vanpool or shuttle</i>	<i>Degree of implementation (low, medium, high)</i>	0	0
		Employees eligible (%)	#NAME?	#NAME?
		<i>Employer size (small, medium, large)</i>	0	0
	Ride-share program	Employees eligible (%)	#NAME?	#NAME?
<b>Shared Mobility</b>	<i>Car share</i>	<i>Car share project setting (Urban, Suburban, All Other)</i>	0	0
	<i>Bike share</i>	<i>Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)</i>	0	0
	<i>School carpool program</i>	<i>Level of implementation (Low, Medium, High)</i>	0	0
(cont. on following page)				

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: November 17, 2019

Project Name: Main Street Tower

Project Scenario: With Project

Project Address: 34.038794, -118.258703



Version 1.2

TDM Strategy Inputs, Cont.				
Strategy Type	Description	Proposed Project	Mitigations	
<b>Bicycle Infrastructure</b>	<i>Implement/Improve on-street bicycle facility</i>	<i>Provide bicycle facility along site (Yes/No)</i>	0	0
	<i>Include Bike parking per LAMC</i>	<i>Meets City Bike Parking Code (Yes/No)</i>	0	0
	<i>Include secure bike parking and showers</i>	<i>Includes indoor bike parking/lockers, showers, &amp; repair station (Yes/No)</i>	0	0
<b>Neighborhood Enhancement</b>	Traffic calming improvements	Streets with traffic calming improvements (%)	#NAME?	#NAME?
		Intersections with traffic calming improvements (%)	#NAME?	#NAME?
	<i>Pedestrian network improvements</i>	<i>Included (within project and connecting off-site/within project only)</i>	0	0

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: November 17, 2019  
 Project Name: Main Street Tower  
 Project Scenario: With Project  
 Project Address: 34.038794, -118.258703



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	
		<b>Parking</b>	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
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%	
<b>Transit</b>	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%	
<b>Education &amp; Encouragement</b>	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%	
<b>Commute Trip Reductions</b>	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%	
<b>Shared Mobility</b>	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: November 17, 2019  
 Project Name: Main Street Tower  
 Project Scenario: With Project  
 Project Address: 34.038794, -118.258703



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%	
	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%
<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: November 17, 2019

Project Name: Main Street Tower

Project Scenario: With Project

Project Address: 34.038794, -118.258703



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	491	-39.9%	295	6.0	2,946	1,770
Home Based Other Production	1,316	-55.8%	582	4.1	5,396	2,386
Non-Home Based Other Production	116	-21.6%	91	7.2	835	655
Home-Based Work Attraction	36	-58.3%	15	8.0	288	120
Home-Based Other Attraction	504	-56.3%	220	5.4	2,722	1,188
Non-Home Based Other Attraction	248	-20.2%	198	6.4	1,587	1,267

### 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%	295	1,770	0.0%	295	1,770
Home Based Other Production	0.0%	582	2,386	0.0%	582	2,386
Non-Home Based Other Production	0.0%	91	655	0.0%	91	655
Home-Based Work Attraction	0.0%	15	120	0.0%	15	120
Home-Based Other Attraction	0.0%	220	1,188	0.0%	220	1,188
Non-Home Based Other Attraction	0.0%	198	1,267	0.0%	198	1,267

### MXD VMT Methodology Per Capita & Per Employee

Total Population: 818

Total Employees: 25

APC: Central

	Proposed Project	Project with Mitigation Measures
Total Home Based Production VMT	<b>4,156</b>	<b>4,156</b>
Total Home Based Work Attraction VMT	<b>120</b>	<b>120</b>
Total Home Based VMT Per Capita	<b>5.1</b>	<b>5.1</b>
Total Work Based VMT Per Employee	<b>N/A</b>	<b>N/A</b>



### Critical Movement Analysis (CMA) & Level of Service (LOS) Summary Existing (2019) and Future (2026) Traffic Conditions

No.	Intersection	Peak Hour	Existing (2019) Conditions					Future (2026) Conditions					Adverse Queuing
			Existing		Plus Project			Without Project		With Project			
			V/C	LOS	V/C	LOS	V/C Diff.	V/C	LOS	V/C	LOS	V/C Diff.	
1	Broadway & Olympic Boulevard	AM	0.396	A	0.398	A	0.002	0.577	A	0.579	A	0.002	No
		PM	0.585	A	0.589	A	0.004	0.817	D	0.821	D	0.004	No
2	Broadway & 11th Street	AM	0.360	A	0.369	A	0.009	0.616	B	0.625	B	0.009	No
		PM	0.873	D	0.877	D	0.004	1.197	F	1.200	F	0.003	No
3	Main Street & 9th Street	AM	0.354	A	0.359	A	0.005	0.560	A	0.564	A	0.004	No
		PM	0.482	A	0.483	A	0.001	0.700	C	0.701	C	0.001	No
4	Main Street & Olympic Boulevard	AM	0.404	A	0.409	A	0.005	0.625	B	0.633	B	0.008	No
		PM	0.519	A	0.524	A	0.005	0.875	D	0.880	D	0.005	No
5	Main Street & 11th Street	AM	0.212	A	0.221	A	0.009	0.336	A	0.344	A	0.008	No
		PM	0.336	A	0.343	A	0.007	0.537	A	0.544	A	0.007	No
6	Main Street & 12th Street	AM	0.260	A	0.268	A	0.008	0.374	A	0.383	A	0.009	No
		PM	0.319	A	0.321	A	0.002	0.571	A	0.577	A	0.006	No
7	Main Street & Pico Boulevard	AM	0.401	A	0.401	A	0.000	0.541	A	0.541	A	0.000	No
		PM	0.557	A	0.559	A	0.002	0.811	D	0.813	D	0.002	No



EMAIL TRANSMITTED

November 21, 2019

Mr. Wes Pringle  
Transportation Engineering Associate III  
Metro Development Review  
City of Los Angeles Department of Transportation  
100 S. Main Street, 9th Floor  
Los Angeles, CA 90012

RE: Main Street Tower, 1123-1161 S. Main Street  
Supplemental Vehicle Miles Traveled Analysis

Dear Wes,

In June 2019, Crain & Associates prepared a transportation impact study for the Main Street Tower project (the "Project"). The Project is proposed to be a 30-story high-rise residential mixed use building, with 363 residential dwelling units and approximately 12,500 square feet of ground-floor commercial retail space. The results of the transportation analysis determined that the addition of Project-related traffic would not result in significant impacts at any of the seven study intersections, any Congestion Management Program (CMP) monitoring locations, public transit, or residential street facilities. The transportation impact study was conducted based on the procedures outlined in the City of Los Angeles Department of Transportation (LADOT) *Transportation Impact Study Guidelines* (December 2016), which determined impact significance based on intersection level of service (LOS) and Project-related change in intersection volume-to-capacity (V/C) ratio. The LADOT prepared an assessment letter in July 2019 agreeing with the findings of the transportation impact study.

300 Corporate Pointe  
Suite 470  
Culver City, CA 90230  
310 473 6508 (main)  
310 444 9771 (fax)  
[www.crainandassociates.com](http://www.crainandassociates.com)

However, following the passage of Senate Bill 743 (SB 743), the State of California's Governor's Office of Planning and Research (OPR) was tasked with developing new guidelines for evaluating transportation impacts under the California Environmental Quality Act (CEQA). These guidelines were intended to shift the transportation performance metric from automobile delay and LOS to one that would promote the reduction of greenhouse gas emissions and the development of multimodal and diverse transportation networks. As a result, OPR determined that, under the proposed update to the CEQA guidelines, vehicle miles traveled (VMT) would be established as the primary metric for evaluating environmental and transportation impacts.

In response to the updates to the CEQA guidelines, the LADOT updated the City's *Transportation Assessment Guidelines* (TAG) in July 2019 to conform to the requirements of SB 743. The TAG replaced the *Transportation Impact Study Guidelines* (December 2016) and shifted the performance metric for evaluating transportation impacts under CEQA from LOS to VMT for studies completed within the City. The TAG establishes thresholds to identify development projects that would cause substantial VMT.

While the transportation impact study for the Project has been approved by the LADOT, a supplemental VMT analysis has been performed per the new TAG in the event that the Project does not receive entitlements prior to July 1, 2020 (the State's official deadline for required VMT compliance for all development projects). This technical letter presents the supplemental VMT analysis for the proposed Project.

### **Project Description**

The Project is located at the northwest corner of Main Street and 12th Street, at 1123-1161 S. Main Street, in the Central City Community Plan area of the City of Los Angeles (the "site"). The site is generally bounded by a parking lot to the north, 12th Street to the south, Main Street to the east, and a north-south alley to the west. The existing on-site uses consist of approximately 26,710 square feet of specialty retail businesses, mainly selling jewelry, cosmetics, handbags, and other fashion accessories. This existing retail space would be removed in conjunction with development of the Project. The Project's proposed uses are divisible into two primary categories: residential and commercial retail. The residential component of the Project would consist of up to 363 residential dwelling units. The commercial component of the Project would consist of 12,500 square feet of floor area on the ground level.

### **VMT Impact Criteria and VMT Calculator**

The City has updated the TAG to ensure compliance with Section 15064.3, subdivision (b)(1) of the CEQA Guidelines, which asks if a development project would result in a substantial increase in VMT. The TAG sets the following criteria for determining significant transportation impacts based on VMT:

*For a land use project, would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(1)?*

To assist in determining which development projects would conflict with CEQA Guidelines section 15064.3, subdivision (b)(1), the TAG establishes two screening criteria to evaluate whether further analysis of a land use project's impact based on VMT is required. Both of the following criteria must be met in order to require further analysis of a land use project's VMT contribution:

1. The land use project would generate a net increase of 250 or more daily vehicle trips.
2. The project would generate a net increase in daily VMT.

In addition, the TAG provides specific instructions for evaluating the VMT contribution of retail and restaurant uses. Should a land use project contain retail or restaurant components that are small-scale or local-serving in nature, the retail/restaurant portion of the land use project can be assumed not to result in a significant VMT impact. The retail/restaurant component of a land use project can be considered small-scale or local-serving if the total retail and restaurant square footage does not exceed 50,000 square feet. For a mixed-use development, if the retail/restaurant component does not exceed 50,000 square feet in size, the retail/restaurant portion of the land use project can be considered to have a less-than-significant VMT impact; however, the remaining portions of the land use project are subject to further VMT analysis if the above two screening criteria are met.

After the initial screening, the TAG provides guidance for further analysis of the VMT contribution of a land use project. Under the updated TAG, two forms of VMT are analyzed: (1) household VMT per capita and (2) work VMT per employee. The household VMT per capita is the home-based VMT produced by the residential component of a land use project divided by the number of residents within the development. The work VMT per employee is the home-based work VMT attracted by the non-residential uses of a land use project divided by the

number of employees within the development. As outlined in the updated TAG, in order for a proposed land use project to have a less-than-significant VMT impact, two criteria must be met: (1) the land use project's household VMT per capita must not exceed 15 percent below the average household VMT per capita, and (2) the land use project's work VMT per employee must not exceed 15 percent below the average work VMT per employee. The thresholds corresponding to 15 percent below the average household VMT per capita and average work VMT per capita were individually determined for each of the seven Area Planning Commission (APC) areas within the City and are shown in Table 1. The Area Planning Commission area in which a land use project is located determines the appropriate significance thresholds to be applied.

**Table 1**  
**VMT Significant Impact Thresholds**

<b><u>Area Planning Commission</u></b>	<b><u>Daily Household VMT per Capita</u></b>	<b><u>Daily Work VMT per Employee</u></b>
Central	6.0	7.6
East LA	7.2	12.7
Harbor	9.2	12.3
North Valley	9.2	15.0
South LA	6.0	11.6
South Valley	9.4	11.6
West LA	7.4	11.1

Along with the updated TAG, LADOT developed the City of Los Angeles VMT Calculator Version 1.2 (the "VMT Calculator"), which calculates the daily vehicle trips, daily VMT, daily household VMT per capita, and daily work VMT per employee for land use projects. The VMT Calculator utilizes average daily trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (9th Edition, 2012) and empirical trip generation data to determine the base daily trips associated with a land use project. The number of daily trips is further refined using data from the Environmental Protection Agency's (EPA's) Mixed-Use (MXD) Model and the City's Travel Demand Forecasting (TDF) Model.

The VMT Calculator also determines population and employment estimates for a land use project based on rates developed from U.S. Census data for the City of Los Angeles and employment data from a variety of sources, including the Los Angeles Unified School District

and the San Diego Association of Governments (SANDAG). The VMT Calculator then uses trip length information from the TDF Model, in combination with the daily trips and population/employment estimates, to calculate the land use project's daily VMT, household VMT per capita, and work VMT per capita. The VMT Calculator also provides a menu of Transportation Demand Management (TDM) strategies that can be implemented for a land use project, either as project features or mitigation measures, to reduce the project's daily vehicle trips and VMT. Further detail on the VMT Calculator can be found in the *City of Los Angeles VMT Calculator Documentation* (November 2019).

### **Project VMT Calculations**

To determine whether the Project requires further VMT analysis, the Project's existing and proposed land uses were inputted into the VMT Calculator. As shown in Attachment 1, the Housing (Multi-Family) and Retail (General Retail) land use rates were applied to the corresponding proposed Project uses. For screening purposes, the Retail (General Retail) land use rates were applied to the existing land use, as no specialty retail land use code is available within the VMT Calculator. As shown, based on the VMT Calculator, the Project would generate 717 net daily trips and 3,027 net daily VMT (proposed minus existing). As the Project would generate more than 250 net daily trips and would result in a net increase in daily VMT, the Project would meet both screening criteria and further VMT analysis is required.

The VMT Calculator was then utilized to determine household VMT per capita and the work VMT per employee. To be conservative, although the Project proposes to incorporate TDM strategies (such as reducing the Project parking supply from the standard amount required per City Municipal Code and providing short- and long-term bicycle parking supplies), implementation of these strategies was not considered for the Project's VMT calculation. The VMT Calculator determined that the residential portion of the Project would generate a household VMT per capita of 5.1. Since the Project is located within the Central Area Planning Commission area, the appropriate threshold of significance with which to compare the Project's household VMT estimate is 6.0 daily household VMT per capita, as shown in Table 1. Therefore, the Project is expected to have a less-than-significant VMT impact based on the residential component. Since the Project's retail component would not exceed 50,000 square feet, the retail component was determined not to have a significant VMT impact and the work VMT per employee was not calculated for the Project. Thus, the residential and retail

Letter to Mr. Wes Pringle  
November 21, 2019  
Page 6

components of the proposed Project would result in less-than-significant VMT impacts under the updated TAG.

Please contact me if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Ryan J. Kelly". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Ryan J. Kelly, T.E.  
Senior Transportation Engineer  
TR 2547

RK:dh  
C22620  
attachment

**ATTACHMENT 1**  
**VMT CALCULATOR OUTPUT REPORTS**



# CITY OF LOS ANGELES VMT CALCULATOR Version 1.2



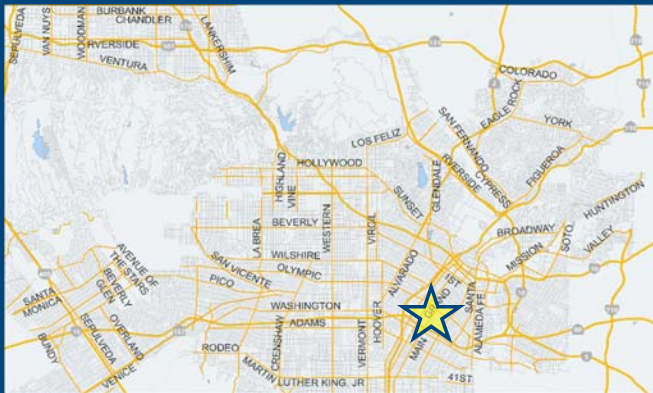
*Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?*

## Project Information

Project:

Scenario:  [WWW](#)

Address:



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

Yes  No

## Existing Land Use

Land Use Type	Value	Unit
Retail   General Retail	26.71	ksf
Retail   General Retail	26.71	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   General Retail	12.5	ksf
Housing   Multi-Family	363	DU
Retail   General Retail	12.5	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
684 Daily Vehicle Trips	1,401 Daily Vehicle Trips
4,359 Daily VMT	7,386 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	717 Net Daily Trips
The net increase in daily VMT ≤ 0	3,027 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	12.500 ksf
<b>The proposed project is required to perform VMT analysis.</b>	



# CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

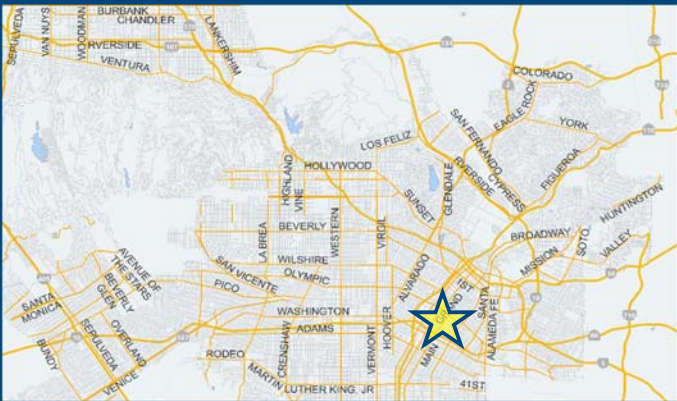


## Project Information

Project:

Scenario:

Address:



Proposed Project Land Use Type	Value	Unit
Housing   Multi-Family	360	
Retail   General Retail	12.4	

## 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  city code parking provision for the project site  
 Proposed Prj  Mitigation  actual parking provision for the project site

Unbundle Parking  monthly parking cost (dollar) for the project site  
 Proposed Prj  Mitigation

Parking Cash-Out  percent of employees eligible  
 Proposed Prj  Mitigation

Price Workplace Parking  daily parking charge (dollar)  
 Proposed Prj  Mitigation  percent of employees subject to priced parking

Residential Area Parking Permits  cost (dollar) of annual permit  
 Proposed Prj  Mitigation

- 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>1,401</b> Daily Vehicle Trips	<b>1,401</b> Daily Vehicle Trips
<b>7,386</b> Daily VMT	<b>7,386</b> Daily VMT
<b>5.1</b> Household VMT per Capita	<b>5.1</b> Household VMT per Capita
<b>N/A</b> Work VMT per Employee	<b>N/A</b> Work VMT per Employee
<b>Significant VMT Impact?</b>	
<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: November 17, 2019

Project Name: Main Street Tower

Project Scenario: With Project

Project Address: 34.038794, -118.258703



Version 1.2

Project Information			
	Land Use Type	Value	Units
<b>Housing</b>	<i>Single Family</i>	0	DU
	<b>Multi Family</b>	363	DU
	<i>Townhouse</i>	0	DU
	<i>Hotel</i>	0	Rooms
	<i>Motel</i>	0	Rooms
<i>Affordable Housing</i>	<i>Family</i>	0	DU
	<i>Senior</i>	0	DU
	<i>Special Needs</i>	0	DU
	<i>Permanent Supportive</i>	0	DU
<b>Retail</b>	<b>General Retail</b>	12.500	ksf
	<i>Furniture Store</i>	0.000	ksf
	<i>Pharmacy/Drugstore</i>	0.000	ksf
	<i>Supermarket</i>	0.000	ksf
	<i>Bank</i>	0.000	ksf
	<i>Health Club</i>	0.000	ksf
	<i>High-Turnover Sit-Down</i>	0.000	ksf
	<i>Restaurant</i>	0.000	ksf
	<i>Fast-Food Restaurant</i>	0.000	ksf
	<i>Quality Restaurant</i>	0.000	ksf
	<i>Auto Repair</i>	0.000	ksf
	<i>Home Improvement</i>	0.000	ksf
	<i>Free-Standing Discount</i>	0.000	ksf
	<i>Movie Theater</i>	0	Seats
<i>Office</i>	<i>General Office</i>	0.000	ksf
	<i>Medical Office</i>	0.000	ksf
<i>Industrial</i>	<i>Light Industrial</i>	0.000	ksf
	<i>Manufacturing</i>	0.000	ksf
	<i>Warehousing/Self-Storage</i>	0.000	ksf
<i>School</i>	<i>University</i>	0	Students
	<i>High School</i>	0	Students
	<i>Middle School</i>	0	Students
	<i>Elementary</i>	0	Students
	<i>Private School (K-12)</i>	0	Students
<i>Other</i>		0	Trips

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: November 17, 2019

Project Name: Main Street Tower

Project Scenario: With Project

Project Address: 34.038794, -118.258703



Version 1.2

<b>Analysis Results</b>			
Total Employees: 25			
Total Population: 818			
<b>Proposed Project</b>		<b>With Mitigation</b>	
1,401	Daily Vehicle Trips	1,401	Daily Vehicle Trips
7,386	Daily VMT	7,386	Daily VMT
5.1	Household VMT per Capita	5.1	Household VMT per Capita
N/A	Work VMT per Employee	N/A	Work VMT per Employee
<b>Significant VMT Impact?</b>			
<b>APC: Central</b>			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 7.6			
<b>Proposed Project</b>		<b>With Mitigation</b>	
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: November 17, 2019

Project Name: Main Street Tower

Project Scenario: With Project

Project Address: 34.038794, -118.258703



Version 1.2

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

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: November 17, 2019

Project Name: Main Street Tower

Project Scenario: With Project

Project Address: 34.038794, -118.258703



Version 1.2

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Transit	Reduce transit headways	Reduction in headways (increase in frequency) (%)	#NAME?	#NAME?
		Existing transit mode share (as a percent of total daily trips) (%)	#NAME?	#NAME?
		<i>Lines within project site improved (&lt;50%, &gt;=50%)</i>	0	0
	Implement neighborhood shuttle	<i>Degree of implementation (low, medium, high)</i>	0	0
		Employees and residents eligible (%)	#NAME?	#NAME?
	Transit subsidies	Employees and residents eligible (%)	#NAME?	#NAME?
Amount of transit subsidy per passenger (daily equivalent) (\$)		#NAME?	#NAME?	
Education & Encouragement	Voluntary travel behavior change program	Employees and residents participating (%)	#NAME?	#NAME?
	Promotions and marketing	Employees and residents participating (%)	#NAME?	#NAME?
(cont. on following page)				

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: November 17, 2019

Project Name: Main Street Tower

Project Scenario: With Project

Project Address: 34.038794, -118.258703



Version 1.2

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
<b>Commuter Trip Reductions</b>	Required commute trip reduction program	Employees participating (%)	#NAME?	#NAME?
	Alternative Work Schedules and Telecommute Program	Employees participating (%) <i>Type of program</i>	#NAME?	#NAME?
	<i>Employer sponsored vanpool or shuttle</i>	<i>Degree of implementation (low, medium, high)</i>	0	0
		Employees eligible (%)	#NAME?	#NAME?
		<i>Employer size (small, medium, large)</i>	0	0
	Ride-share program	Employees eligible (%)	#NAME?	#NAME?
<b>Shared Mobility</b>	<i>Car share</i>	<i>Car share project setting (Urban, Suburban, All Other)</i>	0	0
	<i>Bike share</i>	<i>Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)</i>	0	0
	<i>School carpool program</i>	<i>Level of implementation (Low, Medium, High)</i>	0	0
(cont. on following page)				

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: November 17, 2019

Project Name: Main Street Tower

Project Scenario: With Project

Project Address: 34.038794, -118.258703



Version 1.2

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
<b>Bicycle Infrastructure</b>	<i>Implement/Improve on-street bicycle facility</i>	<i>Provide bicycle facility along site (Yes/No)</i>	0	0
	<i>Include Bike parking per LAMC</i>	<i>Meets City Bike Parking Code (Yes/No)</i>	0	0
	<i>Include secure bike parking and showers</i>	<i>Includes indoor bike parking/lockers, showers, &amp; repair station (Yes/No)</i>	0	0
<b>Neighborhood Enhancement</b>	Traffic calming improvements	Streets with traffic calming improvements (%)	#NAME?	#NAME?
		Intersections with traffic calming improvements (%)	#NAME?	#NAME?
	<i>Pedestrian network improvements</i>	<i>Included (within project and connecting off-site/within project only)</i>	0	0



# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: November 17, 2019  
 Project Name: Main Street Tower  
 Project Scenario: With Project  
 Project Address: 34.038794, -118.258703



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	
		<b>Parking</b>	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
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%	
<b>Transit</b>	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%	
<b>Education &amp; Encouragement</b>	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%	
<b>Commute Trip Reductions</b>	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%	
<b>Shared Mobility</b>	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: November 17, 2019  
 Project Name: Main Street Tower  
 Project Scenario: With Project  
 Project Address: 34.038794, -118.258703



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%	
	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%
<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: November 17, 2019

Project Name: Main Street Tower

Project Scenario: With Project

Project Address: 34.038794, -118.258703



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	491	-39.9%	295	6.0	2,946	1,770
Home Based Other Production	1,316	-55.8%	582	4.1	5,396	2,386
Non-Home Based Other Production	116	-21.6%	91	7.2	835	655
Home-Based Work Attraction	36	-58.3%	15	8.0	288	120
Home-Based Other Attraction	504	-56.3%	220	5.4	2,722	1,188
Non-Home Based Other Attraction	248	-20.2%	198	6.4	1,587	1,267

### 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%	295	1,770	0.0%	295	1,770
Home Based Other Production	0.0%	582	2,386	0.0%	582	2,386
Non-Home Based Other Production	0.0%	91	655	0.0%	91	655
Home-Based Work Attraction	0.0%	15	120	0.0%	15	120
Home-Based Other Attraction	0.0%	220	1,188	0.0%	220	1,188
Non-Home Based Other Attraction	0.0%	198	1,267	0.0%	198	1,267

### MXD VMT Methodology Per Capita & Per Employee

Total Population: 818

Total Employees: 25

APC: Central

	Proposed Project	Project with Mitigation Measures
Total Home Based Production VMT	<b>4,156</b>	<b>4,156</b>
Total Home Based Work Attraction VMT	<b>120</b>	<b>120</b>
Total Home Based VMT Per Capita	<b>5.1</b>	<b>5.1</b>
Total Work Based VMT Per Employee	<b>N/A</b>	<b>N/A</b>