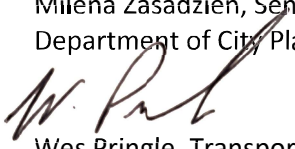


CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

905 S Beacon Av
DOT Case No. CEN20-49088

Date: December 14, 2020

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

From:  Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION ASSESSMENT FOR THE PROPOSED MIXED-USE PROJECT LOCATED AT 905 SOUTH BEACON AVENUE (PAR-2019-7619-TOC)**

The Department of Transportation (DOT) has reviewed the transportation assessment prepared by Gibson Transportation Consulting, Inc., dated October and November 2020, for the proposed mixed-use project located at 905 South Beacon Avenue within the Central Area Planning Commission (APC) and a Transit Oriented Community (TOC) Tier 3. In compliance with Senate Bill (SB) 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, the access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to replace an existing surface parking lot with a seven-story mixed-use development on the southwest corner of Beacon Avenue and James M. Wood Boulevard as illustrated in **Attachment A**. The development will include 145 residential units and 2,400 square feet of ground-floor commercial uses. The project will provide 99 long-term and 12 short-term bicycle parking spaces and 177 vehicle parking spaces within an at-grade parking level and two subterranean parking levels, which will be accessed via a full-access driveway along Beacon Avenue for residents and a full-access driveway along James M. Wood Boulevard for commercial uses. The project is expected to be completed by 2023.

B. Freeway Safety Analysis

Per the Interim Guidance for Freeway Safety Analysis memorandum issued by LADOT on May 1, 2020 to address Caltrans safety concerns on freeways, the study addresses the project's effects on vehicle queuing on freeway off-ramps. Such an evaluation measures the project's potential to lengthen a forecasted off-ramp queue and create speed differentials between vehicles exiting the freeway off-ramps and vehicles operating on the freeway mainline.

The evaluation identified the number of project trips expected to be added to nearby freeway off-ramps serving the project site. It was determined that project traffic at any freeway off-ramp will not exceed 25 peak hour trips. Therefore, a freeway ramp analysis is not required.

C. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, a trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the 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 impacts per Threshold T-2.1 is determined by using the VMT calculator and is discussed further below. A copy of the VMT Calculator summary report is provided as **Attachment B** to this report.

D. Transportation Impacts

On July 30, 2019, pursuant to SB 743 and the recent changes to Section 15064.03 of the State's CEQA Guidelines, the City of Los Angeles adopted VMT as criteria in determining transportation impacts under CEQA. The new DOT TAG provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

The DOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. DOT identified distinct thresholds for significant VMT impacts for each of the seven 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 project proposes to incorporate the TDM strategy of including bike parking per Los Angeles Municipal Code (LAMC) as a project design feature. The proposed project is projected to have a Household VMT per capita of 4.0 and no Work VMT. Therefore, it is concluded that implementation of the Project would result in no significant VMT impact. A copy of the VMT Calculator summary report is provided as **Attachment B**.

E. Access and Circulation

During preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the LAMC. Therefore, DOT continues to require and

review a project's site access, circulation, and operational plan to determine if any access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. 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. Access to the project will be provided along Beacon Avenue and James M. Wood Boulevard. DOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment C** to this report.

PROJECT REQUIREMENTS

Non-CEQA-Related Requirements and Considerations

To comply with transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the following:

1. Parking Requirements

The project would provide parking for 177 vehicles and 111 bicycles within the proposed at-grade and subterranean parking levels. The applicant should check with the Departments of Building and Safety and City Planning on the number of parking spaces required for this project within a TOC Tier 3.

2. Highway Dedication and Street Widening Requirements

Per the new Mobility Element of the General Plan, **Beacon Avenue**, a Local Street, would require an 18-foot half-width roadway within a 30-foot half-width right-of-way and **James M. Wood Boulevard**, an Avenue III, would require a 23-foot half-width roadway within a 36-foot half-width right-of-way. The applicant should check with the Bureau of Engineering's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

3. Project Access and Circulation

The conceptual site plan for the project (see **Attachment A**) is acceptable to DOT. The project would be accessed via a full-access driveway along Beacon Avenue and a full-access driveway along James M. Wood Boulevard. Truck loading access would be provided by the driveway along James M. Wood Boulevard. Review of this study does not constitute approval of the dimensions for any new proposed driveway. Review and approval of the driveway should be coordinated with DOT's Citywide Planning Coordination Section (201 North Figueroa Street, 5th Floor, Room 550, at 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design. The applicant should check with City Planning regarding the project's driveway placement and design.

4. Worksite Traffic Control Requirements

DOT recommends that a construction work site traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to <http://ladot.lacity.org/businesses/temporary-traffic-control-plans> to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any

roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related truck traffic be restricted to off-peak hours to the extent feasible.

5. TDM Ordinance Requirements

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

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

Although not yet adopted, DOT recommends that the applicant be subject to the terms of the proposed TDM Ordinance update expected in 2020. The updated ordinance is expected to be completed prior to the anticipated construction of this project, if approved.

6. Development Review Fees

Section 19.15 of the LAMC identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

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

Attachments

K:\Letters\2020\CEN20-49088_905 S Beacon Ave_mu_tag_ltr.docx

- c: Gerald Gubatan, Council District 1
Matthew Masuda, Central District, BOE
Edward Yu, Central District, DOT
Taimour Tanavoli, Case Management Office, DOT
Emily Wong, Gibson Transportation Consulting, Inc.

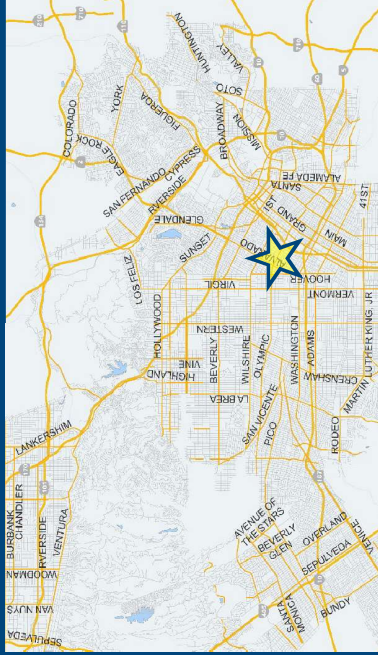
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



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

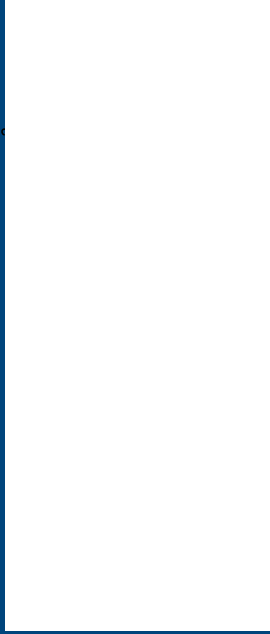
Project Information

Project: J1761 - 905 Beacon Ave
Scenario: Project
Address: 905 S BEACON AVE, 90015



Existing Land Use

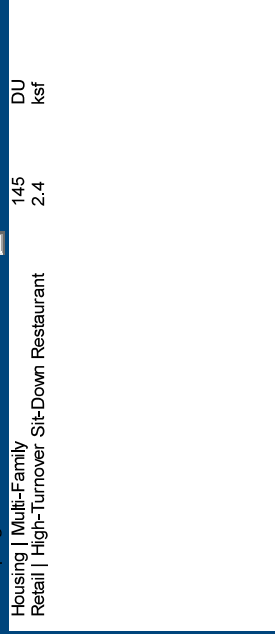
Industrial | Warehouse/Self-Storage 394,117 ksf



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

Proposed Project Land Use

Retail | High-Turnover Sit-Down Restaurant 41,408 ksf



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

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-

Yes No

Project Screening Summary

Existing Land Use	Proposed
0 Daily Vehicle Trips	654 Daily Vehicle Trips
0 Daily VMT	4,276 Daily VMT

Tier 1 Screening Criteria
 Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station.

Tier 2 Screening Criteria
 The net increase in daily trips < 250 trips
 Net Daily Trips 654

The net increase in daily VMT ≤ 0
 Net Daily VMT 4,276

The proposed project consists of only retail land uses ≤ 50,000 square feet total.
 2,400 ksf

The proposed project is required to perform VMT analysis.

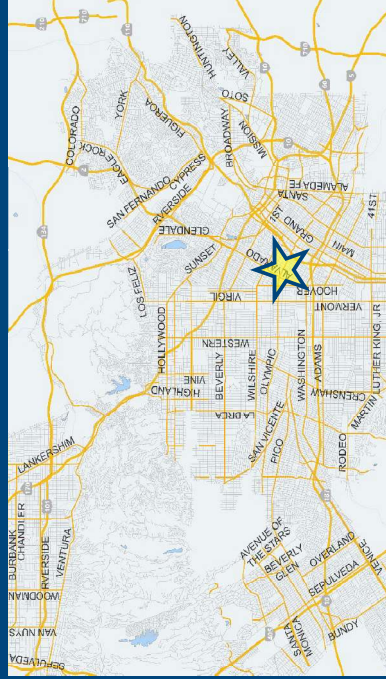


CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



Project Information

Project: J1761 - 905 Beacon Ave
Scenario: Project
Address: 905 S BEACON AVE, 90015



Proposed Project	Land Use Type	Value	Unit
Housing Multi-Family		145	DU
Retail High-Turnover Sit-Down Restaurant		2.4	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

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

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

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

Traffic Calming Improvements

Proposed Prj Mitigation

percent of streets within project with traffic calming improvements:

percent of intersections within project with traffic calming improvements:

Pedestrian Network Improvements

Proposed Prj Mitigation

within project and connecting off-site:

Analysis Results

Proposed Project	With
650 Daily Vehicle Trips	650 Daily Vehicle Trips
4,251 Daily VMT	4,251 Daily VMT
4.0 Household VMT per Capita	4.0 Household VMT
N/A Work VMT per Employee	N/A Work VMT per Employee

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



CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: November 23, 2020
 Project Name: J1761 - 905 Beacon Ave
 Project Scenario: Project
 Project Address: 905 S BEACON AVE, 90015



Version 1.3

Project Information			
Land Use Type	Value	Units	
Housing	Single Family	0	
	Multi Family	145	
	Townhouse	0	
	Hotel	0	
	Motel	0	
Affordable Housing	Family	0	
	Senior	0	
	Special Needs	0	
	Permanent Supportive	0	
	General Retail	0.000	
Retail	Furniture Store	0.000	
	Pharmacy/Drugstore	0.000	
	Supermarket	0.000	
	Bank	0.000	
	Health Club	0.000	
	High-Turnover Sit-Down Restaurant	2.400	
	Fast-Food Restaurant	0.000	
	Quality Restaurant	0.000	
	Auto Repair	0.000	
	Home Improvement	0.000	
Office	Free-Standing Discount	0.000	
	Movie Theater	0	
	General Office	0.000	
	Medical Office	0.000	
	Industrial	Light Industrial	0.000
		Manufacturing	0.000
		Warehousing/Self-Storage	0.000
	School	University	0
		High School	0
		Middle School	0
Elementary		0	
Private School (K-12)		0	
Other	0	0	
Project and Analysis Overview		0	

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: November 23, 2020

Project Name: J1761 - 905 Beacon Ave

Project Scenario: Project

Project Address: 905 S BEACON AVE, 90015



Version 1.3

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: November 23, 2020
 Project Name: J1761 - 905 Beacon Ave
 Project Scenario: Project
 Project Address: 905 S BEACON AVE, 90015



Version 1.3

Analysis Results			
Total Employees: 10			
Total Population: 327			
Proposed Project		With Mitigation	
650	Daily Vehicle Trips	650	Daily Vehicle Trips
4,251	Daily VMT	4,251	Daily VMT
4	Household VMT per Capita	4	Household VMT per Capita
N/A	Work VMT per Employee	N/A	Work VMT per Employee
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 7.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	No	Household > 6.0	No
Work > 7.6	N/A	Work > 7.6	N/A

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: November 23, 2020
 Project Name: J1761 - 905 Beacon Ave
 Project Scenario: Project
 Project Address: 905 S BEACON AVE, 90015



Version 1.3

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

(cont. on following page)

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: November 23, 2020
 Project Name: J1761 - 905 Beacon Ave
 Project Scenario: Project
 Project Address: 905 S BEACON AVE, 90015



Version 1.3

TDM Strategy Inputs, Cont.			
Strategy Type	Description	Proposed Project	Mitigations
Transit	Reduce transit headways	0%	0%
		0%	0%
		0	0
		0	0
		0%	0%
		0%	0%
Transit subsidies	Amount of transit subsidy per passenger (daily equivalent) (\$)	\$0.00	\$0.00
	Employees and residents eligible (%)	0%	0%
	Employees and residents eligible (%)	0%	0%
Education & Encouragement	Voluntary travel behavior change program	0%	0%
	Promotions and marketing	0%	0%
(cont. on following page)			

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: November 23, 2020
 Project Name: J1761 - 905 Beacon Ave
 Project Scenario: Project
 Project Address: 905 S BEACON AVE, 90015



Version 1.3

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: November 23, 2020
 Project Name: J1761 - 905 Beacon Ave
 Project Scenario: Project
 Project Address: 905 S BEACON AVE, 90015



Version 1.3

TDM Strategy Inputs, Cont.			
Strategy Type	Description	Proposed Project	Mitigations
Bicycle Infrastructure	Implement/improve on-street bicycle facility	0	0
	Include Bike parking per LAMC	Yes	Yes
	Include secure bike parking and showers	0	0
Neighborhood Enhancement	Traffic calming improvements	0%	0%
		0%	0%
	Pedestrian network improvements	0	0

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: November 23, 2020
 Project Name: J1761 - 905 Beacon Ave
 Project Scenario: Project
 Project Address: 905 S BEACON AVE, 90015



Version 1.3

TDM Adjustments by Trip Purpose & Strategy													
Place type: Urban													
	Home Based Work Production		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Other		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%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	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%	
	Price workplace parking	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%	
Transit	Reduce transit headways	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%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Shared Mobility	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%	TDM Strategy Appendix, Shared Mobility sections 1 - 3



TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

	Home Based Work Production		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	
	Bicycle Infrastructure	0.0%	0.6%	0.0%	0.6%	0.0%	0.6%	0.0%	0.6%	0.0%	
Neighborhood Enhancement	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

Final Combined & Maximum TDM Effect

	Home Based Work Production		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
	COMBINED TOTAL MAX. TDM EFFECT	1%	1%	1%	1%	1%	1%	1%	1%	1%

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

where X%=

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

Note: $(1 - [(1-A)^{(1-B)} * (1-B)...])$ 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: November 23, 2020
 Project Name: J1761 - 905 Beacon Ave
 Project Scenario: Project
 Project Address: 905 S BEACON AVE, 90015



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	130	-31.5%	89	6.9	897	614
Home Based Other Production	360	-57.2%	154	4.6	1,656	708
Non-Home Based Other Production	212	-7.1%	197	7.7	1,632	1,517
Home-Based Work Attraction	14	-57.1%	6	10.6	148	64
Home-Based Other Attraction	273	-52.4%	130	6.3	1,720	819
Non-Home Based Other Attraction	85	-8.2%	78	7.1	604	554

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%	88	610	-0.6%	88	610
Home Based Other Production	-0.6%	153	704	-0.6%	153	704
Non-Home Based Other Production	-0.6%	196	1,508	-0.6%	196	1,508
Home-Based Work Attraction	-0.6%	6	64	-0.6%	6	64
Home-Based Other Attraction	-0.6%	129	814	-0.6%	129	814
Non-Home Based Other Attraction	-0.6%	78	551	-0.6%	78	551

MXD VMT Methodology Per Capita & Per Employee

Total Population: 327
 Total Employees: 10
 APC: Central

	Proposed Project	Project with Mitigation Measures
Total Home Based Production VMT	1,314	1,314
Total Home Based Work Attraction VMT	64	64
Total Home Based VMT Per Capita	4.0	4.0
Total Work Based VMT Per Employee	N/A	N/A

Attachment C
CEN20-49088_905 S Beacon Ave

TABLE 9
FUTURE WITH PROJECT CONDITIONS (YEAR 2023)
INTERSECTION LEVELS OF SERVICE

No	Intersection	Peak Hour	Future without Project		Future with Project	
			Delay	LOS	Delay	LOS
1.	Burlington Avenue & James M. Wood Boulevard	AM	13.9	B	13.9	B
		PM	14.9	B	14.9	B
2. [a]	Beacon Avenue & James M. Wood Boulevard	AM	49.0	E	57.1	F
		PM	85.1	F	106.4	F
3. [a]	Beacon Avenue & Olympic Boulevard	AM	34.7	D	34.7	D
		PM	33.9	D	36.6	E

Notes

Delay is measured in seconds per vehicle

LOS = Level of service

Results per Synchro 10 (HCM methodology)

[a] Unsignalized intersection analysis based on the HCM Unsignalized Two-Way Stop-Control 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.