APPENDIX F.1: VMT ANALYSIS

Los Angeles Department of Transportation,
Updated Transportation Impact Analysis for the Proposed South Park Towers Mixed-Use Project at 1600 South Flower Street / 426 and 440 West Venice Boulevard,
LADOT Case #CEN18-17190,
January 6, 2020.

The Mobility Group,
South Park Towers Project (1600 S. Flower Street) - VMT Analysis,
December 9, 2019.

CITY OF LOS ANGELES

INTER-DEPARTMENTAL MEMORANDUM

1600 S Flower Street/426 & 440 W Venice Bl
LADOT Case #CEN18-47190

Date: January 6, 2020

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

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **UPDATED TRANSPORTATION IMPACT ANALYSIS FOR THE PROPOSED SOUTH PARK TOWERS MIXED-USE PROJECT AT 1600 SOUTH FLOWER STREET/426 AND 440 WEST VENICE BOULEVARD (ENV-2018-3337-EAF/VTT-82213)**

On July 10, 2019, the Department of Transportation (DOT) issued a traffic assessment report to the Department of City Planning on the proposed mixed-use project located at 1600 South Flower Street/ 426 & 440 West Venice Boulevard. 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 submitted on April 2019. Therefore, please replace the previous July 10, 2019 DOT assessment, in its entirety, with this report which addresses the totality of the transportation analysis.

The Department of Transportation (DOT) has reviewed the supplemental traffic analysis, dated December 9, 2019, prepared by The Mobility Group, for the proposed South Park Towers mixed-use project located at 1600 South Flower Street/ 426 & 440 West Venice Boulevard. 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 green-house gas emissions, access to diverse land-uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to remove existing retail and office buildings and construct the South Park Towers on the area bounded by Flower Street to the west, Venice Boulevard to the north, Hope Street to the east, and the I-10 freeway to the south. The project would include 250 apartments, a 300-room hotel, 3,120 square feet of high turnover restaurant space, 10,000 square feet of medical office, and a parking garage with space for up to 288 vehicles. Vehicular access to the project would be provided by a driveway on Hope Street. An existing alley running along the south side of the

project site from Flower Street to the mid-point of the site would provide access for trucks to service the electrical supply and trash pick-up. The project also proposes a passenger loading zone along Venice Boulevard. The project is expected to be completed by 2025.

B. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, a trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers' (ITE's) Trip Generation, 9th Edition manual as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project **does not** 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 1** to this report. Nevertheless, in the interests of a conservative approach, a VMT analysis was conducted.

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 the Mobility Group, the VMT projections for the proposed project are 6.2 and 7.8 for the Household and Work VMT's respectively. Therefore, it is concluded that implementation of the Project would result in a significant Household and Work VMT impact.

The project proposes to mitigate these impacts through the implementation of parking, transit, shared mobility, bicycle infrastructure, educational and neighborhood enhancement TDM strategies that are forecasted to reduce the Project Household and Work VMT 's to 4.7 and 7.2 respectively. A copy of the VMT Calculator summary reports is provided as **Attachment 2** to this report.

D. Safety, Access and Circulation

During the preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the Los Angeles Municipal Code (LAMC), Section 16.05. Therefore, DOT continues to require and review a project's site access, circulation, and operational plan to determine if any safety and access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the project has completed a circulation analysis using a "level of service" screening methodology that indicates that the trips generated by the proposed development will likely result in adverse circulation conditions at one location. DOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes this potential deficiency is provided as **Attachment 3** to this report.

PROJECT REQUIREMENTS

A. CEQA Related Mitigation

Consistent with City policies on sustainability and smart growth and with DOT's trip reduction and multi-modal transportation goals, the project's mitigation program first focuses on developing a trip reduction program and on solutions that promote other modes of travel. To off-set the expected significant impacts identified in the project's VMT analysis, DOT recommends that the applicant be required to implement the following Transportation Demand Management (TDM) strategies as mitigation:

1. TDM Promotions and Marketing: Information sharing and marketing are important components to successful commute trip reduction strategies. The Project should provide a maximum commitment to 100% of eligible employees and residents to educate and inform travelers about site-specific transportation options and effects of their travel choices.

2. Shared Mobility: Providing on-demand access to shared mobility option provides a strong incentive to consider other transportation travel modes. The Project would provide five car-share spaces, ten-space bike-share, and a rideshare program.

3. Bicycle Infrastructure: These improvements help reduce peak-hour vehicle trips by making commuting by bike easier and more convenient. The Project should provide bike parking per the LAMC and providing secure bike parking and showers.

4. Neighborhood Enhancement: Providing a pedestrian access network to link areas of the Project site encourages people to walk instead of drive. The project should ensure a maximum commitment to providing pedestrian network improvements within the project and to off-site connections.

5. Unbundled Parking:

Unbundled parking separates the leasing of parking from leasing of apartments so that residents must specifically opt in to paying to park a car. The analysis estimated that a parking space would cost at least $220 per month for residents to lease.

B. Corrective Measures (Non-CEQA Analysis)

In the Traffic Study report prepared by the Mobility Group, the analysis included a review of current and potential future deficiencies that may result from the project. To address these deficiencies, the applicant should be required to implement the following corrective measures.

1. Transportation Demand Management (TDM) Program

In addition to the TDM strategies cited above, DOT further recommends that the project prepare and submit a TDM program to DOT for review prior to the issuance of the first building permit for this project with a final TDM program to be approved by DOT prior to the issuance of the first certificate of occupancy for the project. The TDM program should include, but not be limited to, the following strategies:

- Implement a Neighborhood Friendly Street improvement as identified in the Mobility Plan 2035, which may include curb extensions, wayfinding signage, diverters, bicycle loop detection, shared lane markings, etc.;
- Enhance the environment for bicyclists and pedestrians;
- Vehicle trip reduction incentives and services for Project employees and/or tenants;
- Onsite education and/or information on alternative transportation modes;
- Flexible/alternative work schedules and telecommuting programs;
- Incentives for using alternative travel modes such as discounted monthly transit passes, carpool and vanpool preferential load/unload areas or designated parking spaces, a "parking cash-out" subsidy, and/or unbundled parking;
- Convenient and secure bicycle storage within a bicycle locker, an attended cage, or a secure parking room;
- Bicycle parking beyond the requirement of the Bicycle Parking Ordinance No. 185,480;
- On-site lockers for employees who bicycle or use another active means of getting to work;
- Implementation of first and last mile solutions that can increase the use of transit by bridging the gap between transit stops/stations and a commuter's origin or final destination;
- Unbundled parking from the commercial leasing cost and from the housing cost;
- A one-time fixed-fee contribution of **$50,000** prior to the issuance of the first certificate of occupancy for the project to the City's Bicycle Plan Trust Fund to implement bicycle improvements in the proposed project area;
- Participate and membership of a Transportation Management Organization (TMO) serving the area where the Project is located;
- Record a Covenant and Agreement to ensure that the TDM program will be maintained.

2. **Physical Improvement**

The project proposes to restripe the westbound approach of 17th Street within the existing roadway width to accommodate one shared through/left-turn lane and two through lanes on 17th Street as illustrated in **Attachment 4**. This would require the removal of approximately two unmetered parking spaces on 17th Street.

The applicant should be responsible for the cost and implementation of any necessary traffic signal equipment modifications, bus stop relocations and lost parking meter revenues associated with the proposed transportation improvement described above. All proposed street improvement and associated traffic signal work within the City of Los Angeles must be guaranteed through BOE's B-Permit process, prior to the issuance of any building permit and completed prior to the issuance of any certificate of occupancy. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor contact DOT's B-Permit Coordinator, at (213) 972-8687, to arrange a pre-design meeting to finalize the proposed design. Costs related to any relocation of bus zones and shelters, to modifying or upgrading traffic signal equipment, and that are necessary in order to implement the proposed mitigations shall be incurred by the applicant.

If a proposed traffic mitigation measure does not receive the required approval during plan review, a substitute mitigation measure may be provided subject to the approval of LADOT or other governing agency with jurisdiction over the mitigation location, upon demonstration that the substitute measure is environmentally equivalent or superior to the original measure in mitigating the project's significant traffic impact. To the extent that a mitigation measure proves to be infeasible and no substitute mitigation is available, then a significant traffic impact would remain.

C. Highway Dedication and Street Widening Requirements

Per the new Mobility Element of the General Plan, **Flower Street**, a Modified Avenue I, would require a 37.5-foot half-width roadway within a 52.5-foot half-width right-of-way; **Venice Boulevard**, a Modified Avenue II, would require a 29.5-foot half-width roadway within a 40.5-foot half-width right-of-way east of Pembroke Lane and 33-foot half-width roadway within a 45-foot half-width right-of-way west of Pembroke Lane; and **Hope Street**, a Collector Street south of Venice Boulevard, would require a 20-foot half-width roadway within a 33-foor half-width right-of-way and **Hope Street**, Avenue II north of Venice Boulevard, would require a 28-foot half-width roadway within a 43-foot half-width right-of-way. The applicant proposes to widen Venice Boulevard by 13 feet and dedicate 15 feet. The applicant should check with BOE's Land Development Group to determine if other applicable highway dedication, street widening and/or sidewalk requirements for this project.

D. Parking Requirements

Parking for vehicles and bicycles will be provided onsite. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for this project.

E. Construction Impacts

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.

F. Driveway Access and Circulation

As illustrated in **Attachment 5**, the project proposes to provide a loading zone along the project frontage on Venice Boulevard and a driveway on Hope Street. The review of this study does not constitute approval of the loading zone or dimensions for any new proposed driveway. Prior to commencing design work on this loading zone, the applicant should work with DOT's B-Permit Group and the Meter Planning and Maintenance group. The new driveway and loading zone 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.

G. Development Review Fees

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

If you have any questions, please contact Eduardo Hermoso of my staff at (213) 482-7024.

Attachments

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c: Shawn Kuk/Shaylee Papadakis, Council District 14
Matthew Masuda, Central District, BOE
Mehrdad Moshksar, Central District, DOT
Taimour Tanavoli, Case Management, DOT
Michael Bates, The Mobility Group

Attachment 1

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: South Park Towers

Scenario: Proposed Project

Address: 1600 S FLOWER ST, 90015

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

• Yes • No

Existing Land Use

Land Use Type	Value	Unit
Office | General Office	1.779	ksf
Retail | General Retail	87.731	ksf
Office | General Office	1.779	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
Office | Medical Office	10.0	ksf
Housing | Multi-Family	250	DU
Housing | Hotel	300	Rooms
Retail | High-Turnover Sit-Down Restaurant	3.12	ksf
Office | Medical Office	10	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
2,592 Daily Vehicle Trips	2,840 Daily Vehicle Trips
16,960 Daily VMT	17,060 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	248 Net Daily Trips
The net increase in daily VMT ≤ 0	100 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	3.120 ksf

The proposed project is not required to perform VMT analysis.

Measuring the Miles

Attachment 2

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

Project Information

Project: South Park Towers

Scenario: Proposed Project - PDF + Mitigation

Address: 1600 S FLOWER ST, 90015

Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	250	DU
Housing | Hotel	300	Rooms
Retail | High-Turnover Sit-Down Restaurant	3.12	ksf
Office | Medical Office	10	ksf

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

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

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

Traffic Calming Improvements

25 percent of streets within project with traffic calming improvements

100 percent of intersections within project with traffic calming improvements

☐ Proposed Prj ☐ Mitigation

Pedestrian Network Improvements

within project only

☑ Proposed Prj ☐ Mitigation

Analysis Results

Proposed Project	With Mitigation
2,633 Daily Vehicle Trips	2,458 Daily Vehicle Trips
15,812 Daily VMT	14,865 Daily VMT
6.2 Household VMT per Capita	4.7 Household VMT per Capita
7.8 Work VMT per Employee	7.2 Work VMT per Employee

Significant VMT Impact?

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

Measuring the Miles

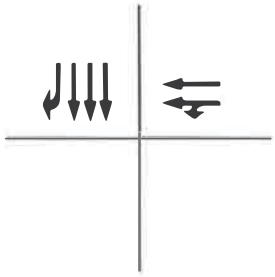
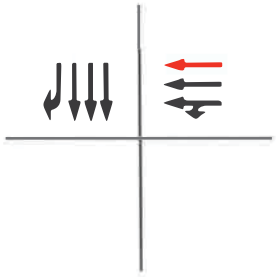
Table 6.1 Future With Project - Intersection Level of Service
AM Peak Hour

No.	Intersection	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS		
1	La Live Way & Pico Boulevard	0.968	E	0.969	E	0.001	No
2	SR-110 NB off-ramp/LA Live Way & Bond Street	0.493	A	0.495	A	0.002	No
3	Convention Center Dr & Venice Boulevard	0.231	A	0.233	A	0.002	No
4	Figueroa Street & Pico Boulevard	0.898	D	0.901	E	0.003	No
5	Figueroa Street & Venice Boulevard	0.907	E	0.909	E	0.002	No
6	Figueroa Street & 18th Street	0.755	C	0.757	C	0.002	No
7	Figueroa Street & Washington Boulevard	1.214	F	1.217	F	0.003	No
8	Flower Street & Pico Boulevard	0.679	B	0.682	B	0.003	No
9	Flower Street & Venice Boulevard	0.624	B	0.635	B	0.011	No
10	Flower Street & 18th Street	0.381	A	0.384	A	0.003	No
11	Flower Street & Washington Boulevard	0.574	A	0.576	A	0.002	No
12	Hope Street & Pico Boulevard	0.613	B	0.625	B	0.012	No
13	Hope Street & Venice Boulevard	0.390	A	0.439	A	0.049	No
14	Grand Avenue & Pico Boulevard	0.767	C	0.769	C	0.002	No
15	Grand Avenue & Venice Boulevard	0.417	A	0.437	A	0.020	No
16	Grand Avenue & 17th Street	0.831	D	0.863	D	0.032	Yes
17	Grand Avenue & 18th Street	0.557	A	0.561	A	0.004	No
18	Grand Avenue & Washington Boulevard	0.821	D	0.822	D	0.001	No
19	Olive Street & Pico Boulevard	0.825	D	0.828	D	0.003	No
20	Olive Street & 16th Street	0.501	A	0.507	A	0.006	No
21	Olive Street & 17th Street	0.837	D	0.845	D	0.008	No
22	Olive Street & 18th Street	0.591	A	0.594	A	0.003	No
23	Olive Street & Washington Boulevard	0.646	B	0.649	B	0.003	No
24	Hill Street & Venice Boulevard	0.411	A	0.418	A	0.007	No
25	Hill Street & 17th Street	0.823	D	0.829	D	0.006	No
26	Hill Street & 18th Street	0.627	B	0.628	B	0.001	No
27	Broadway & 17th Street	0.651	B	0.655	B	0.004	No

Table 6.2 Future With Project - Intersection Level of Service
PM Peak Hour

No.	Intersection	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS		
1	La Live Way & Pico Boulevard	0.977	E	0.977	E	0.000	No
2	SR-110 NB off-ramp/LA Live Way & Bond Street	0.515	A	0.516	A	0.001	No
3	Convention Center Dr & Venice Boulevard	0.263	A	0.265	A	0.002	No
4	Figueroa Street & Pico Boulevard	1.047	F	1.049	F	0.002	No
5	Figueroa Street & Venice Boulevard	1.249	F	1.251	F	0.002	No
6	Figueroa Street & 18th Street	1.011	F	1.011	F	0.000	No
7	Figueroa Street & Washington Boulevard	1.329	F	1.332	F	0.003	No
8	Flower Street & Pico Boulevard	1.122	F	1.125	F	0.003	No
9	Flower Street & Venice Boulevard	0.861	D	0.866	D	0.005	No
10	Flower Street & 18th Street	0.682	B	0.683	B	0.001	No
11	Flower Street & Washington Boulevard	0.993	E	0.993	E	0.000	No
12	Hope street & Pico Boulevard	0.782	C	0.785	C	0.003	No
13	Hope street & Venice Boulevard	0.371	A	0.391	A	0.020	No
14	Grand Avenue & Pico Boulevard	1.351	F	1.353	F	0.002	No
15	Grand Avenue & Venice Boulevard	0.655	B	0.663	B	0.008	No
16	Grand Avenue & 17th Street	1.177	F	1.195	F	0.018	Yes
17	Grand Avenue & 18th Street	0.776	C	0.779	C	0.003	No
18	Grand Avenue & Washington Boulevard	1.080	F	1.080	F	0.000	No
19	Olive Street & Pico Boulevard	1.096	F	1.097	F	0.001	No
20	Olive Street & 16th Street	0.618	B	0.620	B	0.002	No
21	Olive Street & 17th Street	0.939	E	0.945	E	0.006	No
22	Olive Street & 18th Street	0.667	B	0.669	B	0.002	No
23	Olive Street & Washington Boulevard	0.738	C	0.741	C	0.003	No
24	Hill Street & Venice Boulevard	0.522	A	0.525	A	0.003	No
25	Hill Street & 17th Street	0.939	E	0.943	E	0.004	No
26	Hill Street & 18th Street	0.775	C	0.776	C	0.001	No
27	Broadway & 17th Street	0.809	D	0.813	D	0.004	No

Attachment 4

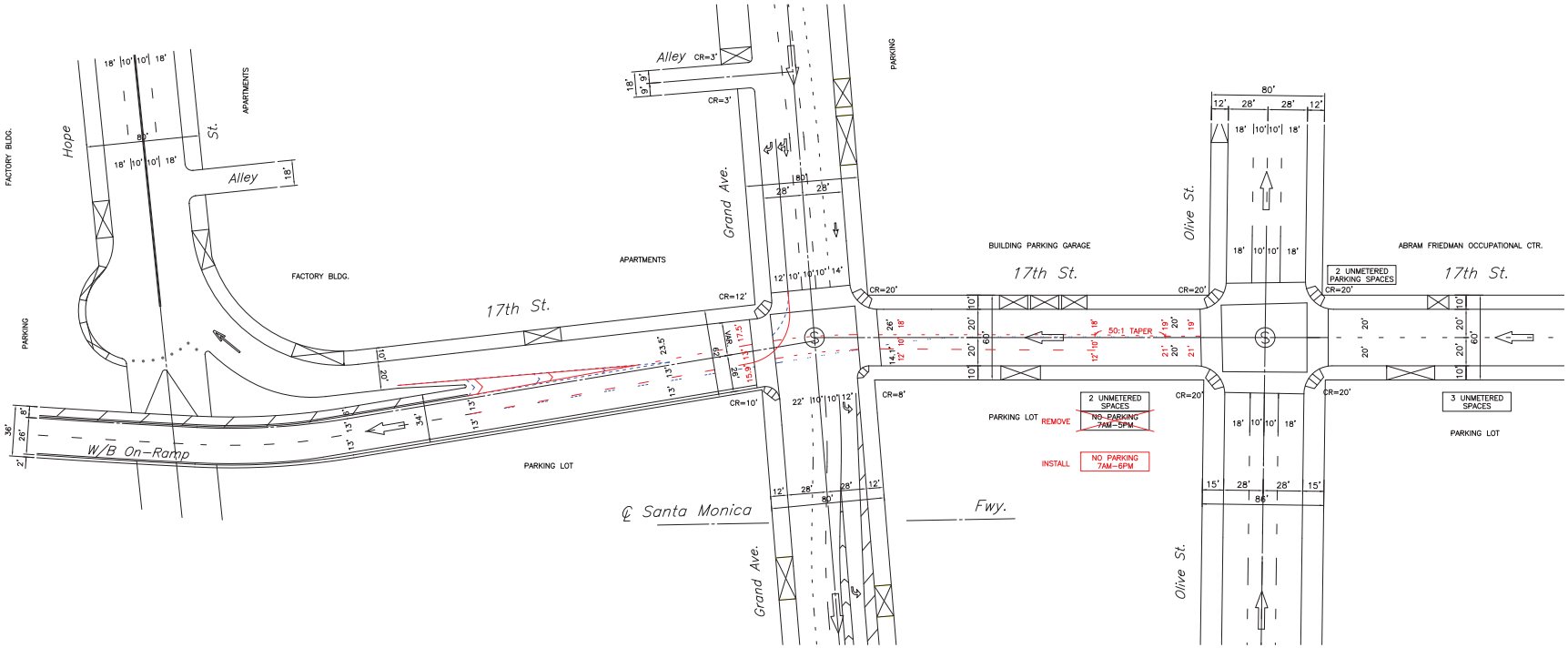
Intersection Name		Existing	Mitigation
16	GrandAve & 17th St.		

11/27/18

Figure D.1
Intersection Lane Configuration - Mitigation

South Park Towers Project

The **Mobility** Group
Transportation Strategies & Solutions



LEGEND:

REMOVAL
- LANE LINE
- CURB
- PROPERTY LINE

EXISTING
- LANE LINE
- CURB
- PROPERTY LINE
- CENTER LINE

PROPOSED
- LANE LINE
- CURB
- PROPERTY LINE
- CENTER LINE

SOUTH PARK TOWER
17th Street & Grand Avenue

DATE REVISED: 02.04.19

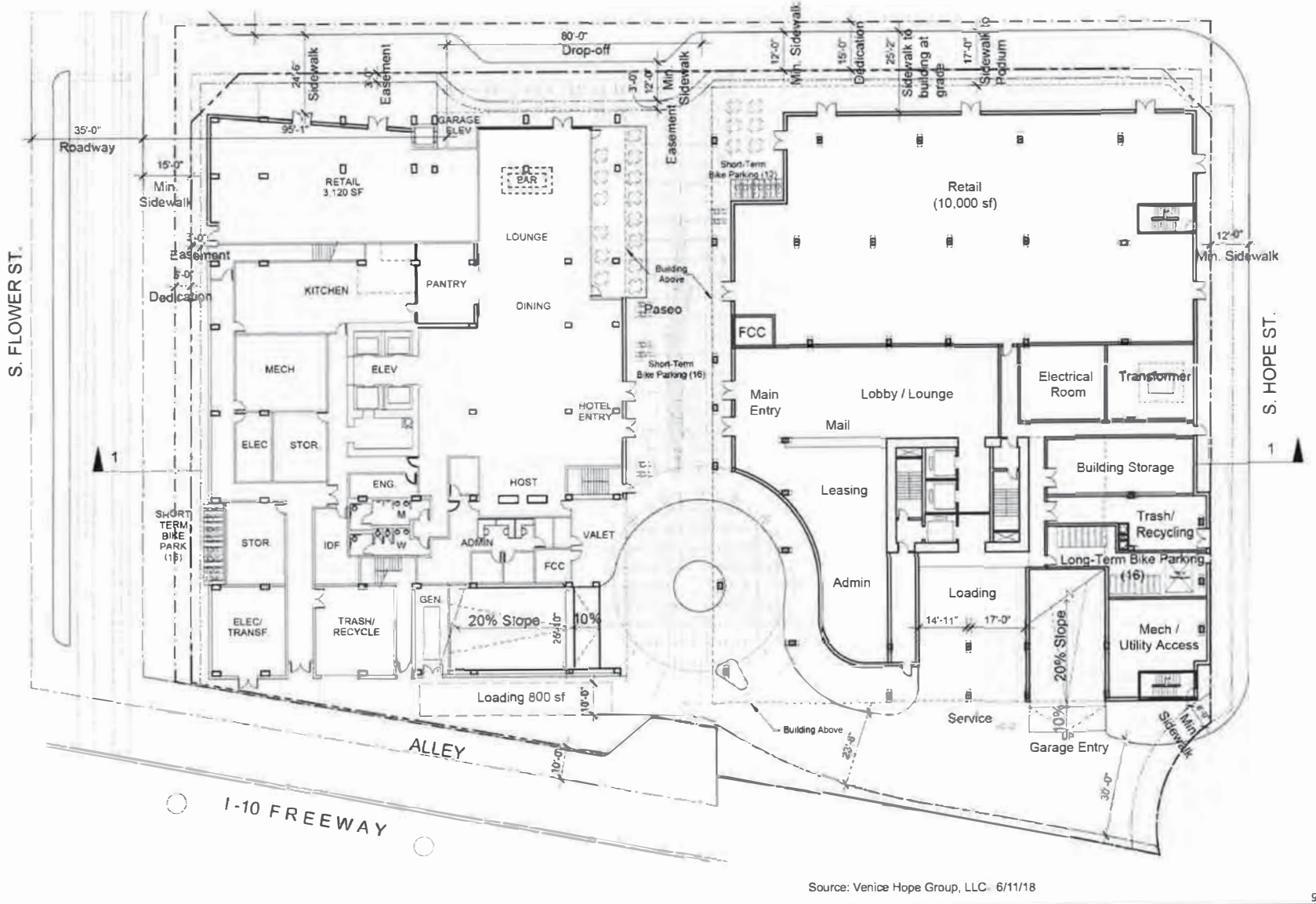
The **Mobility** Group
Transportation Strategies & Solutions

FPL FPL and Associates, Inc.
Traffic • Transportation • Civil

SCALE 1"=40'

40 0 40 80
1" = 40' GRAPHIC SCALE

Figure D.2
17th Street & Grand Avenue
Improvement Concept Plan



Source: Venice Hope Group, LLC 6/11/18

9/15/18

Figure 1.2
Project Site Plan

South Park Towers Project

The **Mobility** Group
Transportation Strategies & Solutions

The Mobility Group
Transportation Strategies & Solutions

Memorandum

To: Wes Pringle, LADOT

From: Michael Bates

Subject: South Park Towers (1600 S. Flower Street) – VMT Analysis

Date: December 9, 2019

Please find attached the VMT analysis for this Project. Note that the screening analysis indicated a net trips total only very slightly below the threshold requiring a VMT analysis. The applicant has therefore decided, in the interest of a conservative approach, to proceed with submitting a VMT analysis.

Please do not hesitate to call if you have any questions.

South Park Towers Project

VMT Analysis 12-9-19

Introduction

This is an analysis of vehicle-miles traveled (VMT) for the South Park Towers Project using the City of Los Angeles VMT Calculator (Version 1.2). The analysis shows that with applying the VMT impact criteria established by LADOT, the Proposed Project with Project Design Features would have a significant Household VMT per Capita impact, and would have a significant Work VMT per Capita impact. Project mitigation measures would reduce the VMT values below the thresholds for significance, and with mitigation there would be no significant VMT impacts.

Background to VMT Analysis

State of California Senate Bill 743[1], requires the Governor's Office of Planning and Research (OPR) to change the California Environmental Quality Act (CEQA) guidelines regarding transportation impact analysis. Under SB 743, the focus of transportation analysis will shift from driver delay – typically measured by traffic level of service (LOS) – to a new measurement that better addresses the state's goals on reduction of greenhouse gas emissions (GHG), creation of multimodal transportation and promotion of mixed-use developments. Since 2014, the Governor's Office of Planning and Research has been developing guidelines and has recommended that vehicle-miles traveled (VMT) replace LOS as the primary measure of transportation impacts. Fully implemented guidelines were originally scheduled to be in place by January 1, 2016. However, an extension has allowed cities more time to establish an analysis methodology. The City of Los Angeles (City) has updated its travel demand model, and has developed and calibrated to local conditions an impact evaluation methodology and transportation impact thresholds based on VMT. This is called the VMT Calculator. The City of Los Angeles has adopted the new CEQA methodology and thresholds as of July 30, 2019.

Project Background

The Proposed Project is located at 1600 South Flower Street in the City of Los Angeles, and will replace existing uses of 87,731 sq. ft. of retail and 1,779 sq. ft. of office, with 250 multi-family dwelling units (DU's), a 300 room hotel, 10,000 sq. ft. of medical office, and 3,120 sq. ft. of retail – assumed to be high turnover restaurant for purposes of analysis.

[1] SB 743(Steinberg, 2013).

VMT Analysis

VMT Screening

In accordance with LADOT Transportation Assessment Guidelines, July 2019 (LADOT Guidelines), an initial assessment of the development project is conducted to determine if a VMT transportation assessment is required. A Development Project is defined as any proposed land use project that changes the use within an existing structure, creates an addition to an existing structure, or new construction, which includes any occupied floor area.

With respect to VMT, a VMT transportation assessment is required for Development Projects or Transportation Projects that meet the following criteria:

- If the Development Project is estimated to generate a net increase of 250 or more daily vehicle trips and requires discretionary action.

For the purpose of screening for daily vehicle trips, a proposed project's daily vehicle trips should be estimated using the VMT Calculator tool or the most recent edition of the ITE Trip Generation Manual. TDM strategies should not be considered for the purpose of screening. If existing land uses are present on the project site or there were previously terminated land uses that meet the criteria for trip credits, the daily vehicle trips generated by the existing or qualified terminated land uses can be estimated using the VMT Calculator tool and subtracted from the Project's daily vehicle trips to determine the increase in daily vehicle trips.

The Project Site is currently developed with retail and office uses. A screening analysis was conducted to determine the number of additional daily trips generated by the Project. The results are shown in Table 1. The additional daily trips are marginally below the threshold requiring VMT analysis. Nevertheless, in the interests of a conservative approach, a VMT analysis was conducted. The VMT Calculator results for project trips are shown on Appendix A.

VMT Thresholds

The LADOT VMT Calculator analyses in terms of Household VMT per Capita, and Work VMT per Employee. Other types of trips generated by the Project including Non-Home-Based Other Production (trips to a non-residential destination originating from a non-residential use at the Project Site), Home- Based Other Attraction (trips to a non-workplace destination at the Project Site originating from a residential use), and Non-Home-Based Other Attraction (trips to a non-residential destination at the Project Site originating from a non-residential use), are not factored into the VMT per capita and VMT per employee thresholds as those trips are typically localized and are assumed to have a negligible effect on the VMT impact assessment. However, those trips are factored into the calculation of total Project VMT for LADOT screening purposes when determining if further VMT analysis for a project would be required.

Table 1. Trip Generation – Project Screening

	Land Use	*Scale*	*Daily Trips*
Proposed	Multi-Family	250 DU	
	Hotel	300 rooms	
	Medical Office	10,000 sf	
	High Turnover Restaurant	3,120 sf	
	Sub-total		2,840
Existing	Retail	87,731 sf	
	Office	1,779 sf	
	Sub-total		2,592
Net Difference [Proposed – Existing]			248
Analysis Required (Net Difference > 250)			No[1]

1. Additional daily trips very close to threshold so VMT analysis conducted for conservative purposes.

LADOT has identified thresholds for significant VMT impacts by sub-area of the City, by Area Planning Commission (APC) area. OPR has found that a VMT per capita or per employee that is 15% or more below that of existing development is a reasonable and achievable threshold in determining significant transportation impacts under CEQA. CEQA allows lead agencies to set or apply their own significance thresholds. LADOT set its significance thresholds as follows: a residential project would result in a significant VMT impact if it would generate household VMT per capita more than 15% below the existing average household VMT per capita for the APC area in which it is located. Similarly, an office project would result in a significant VMT impact if it would generate work VMT per employee more than 15% below the existing average work VMT per employee for the APC area in which it's located. (LADOT Guidelines, page 17.)

The Project is located in the Central APC. For this area of the City the following specific thresholds have been identified:

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

VMT with Project

The VMT results are summarized in Table 2. The results show that with the Proposed Project, the Household VMT per Capita would be 6.2 compared to the threshold of 6.0, and the Work VMT per Capita would be 7.8 compared to the threshold of 7.6 . Therefore, it is concluded that the Project would cause significant VMT impacts for both Household VMT and Work VMT. Appendix A provides the analysis results shown in the LADOT VMT Calculator. The detailed application of the VMT calculator is described below.

Mitigation measures were added to the calculator, which would reduce the Household VMT per Capita to 4.7 compared to the threshold of 6.0, and the Work VMT per Capita to 7.2 compared to the threshold of 7.6 . Therefore, it is concluded that the Project with mitigation would not cause significant VMT impacts for either Household VMT and Work VMT.

Table 2 Summary of VMT Results

Category	*Household*			*Work*		
Scenario	*Household VMT Threshold*	*Household VMT Per Capita*	*Impact*	*Work VMT Threshold*	*Work VMT per Employee*	*Impact*
VMT With Proposed Project	6.0	6.2	Yes	7.6	7.8	Yes
VMT With Proposed Project and Mitigation	6.0	4.7	No	7.6	7.2	No

Notes: 1. VMT calculations excludes 3,120 sq. ft. of restaurant as local serving retail, per LADOT guidelines.

Application of the LADOT VMT Calculator

Input on Project Land Use Information

This part of the VMT Calculator includes entering the Project location address by its latitude and longitude (to identify the specific location of the Project for the correct application of the VMT Calculator localized data), and the type and quantity of proposed land uses.

Table 3 shows the land use quantities in the Project description for the South Park Project that were entered into the Calculator.

Table 3. Project Land Uses

Land Use	*Quantity*
Existing Land Uses	
Retail	87,731 SF
Office	1,779 SF
Proposed Land Uses	
Multi-Family	250 DU
Hotel	300 SF
Medical Office	10,000 SF
High Turnover Restaurant	3,120 SF

According to Section 2.2.2[2] (Screening Criteria) of the new LADOT Transportation Assessment Guidelines, a portion of, or entirety of a project that contains small-scale or local serving retail land uses are assumed to have less than significant VMT impacts and can be excluded from the VMT analysis if less than 50,000 sq. ft. Local serving retail land uses include restaurants. Therefore, the Project's retail commercial land uses were input to the VMT Calculator as required, but do not contribute to work VMT against the threshold.

Input on Project Design Features and Mitigation Measures

The VMT Calculator provides for inputs relating to trip reduction measures (TDM strategies), either as project design features or as project mitigations.

The following measures were included as Project Design Features:

- Trip Reduction Promotion & Marketing
- Car Share
- Bike Share
- LAMC Bicycle Parking
- Secure Bike Parking & Showers
- Pedestrian Network Improvements (On-Site)

[2] LADOT Guidelines, Section 2.2, page 16.

The following measures were included as mitigation:

- Unbundle Parking
- Rideshare Program

With these Project Design Features and Mitigation Measures, the Project would have no significant VMT impacts.

Appendix A

VMT Analysis Results

VMT Calculator Inputs and Outputs

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: South Park Towers

Scenario: Proposed Project

Address: 1600 S FLOWER ST, 90015

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

• Yes • No

Existing Land Use

Land Use Type	Value	Unit
Office | General Office	1.779	ksf
Retail | General Retail	87.731	ksf
Office | General Office	1.779	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
Office | Medical Office	10.0	ksf
Housing | Multi-Family	250	DU
Housing | Hotel	300	Rooms
Retail | High-Turnover Sit-Down Restaurant	3.12	ksf
Office | Medical Office	10	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
2,592 Daily Vehicle Trips	2,840 Daily Vehicle Trips
16,960 Daily VMT	17,060 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	248 Net Daily Trips
The net increase in daily VMT ≤ 0	100 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	3.120 ksf

The proposed project is not required to perform VMT analysis.

Measuring the Miles

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: South Park Towers

Scenario: Proposed Project - PDF + Mitigation

Address: 1600 S FLOWER ST, 90015

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

• Yes • No

Existing Land Use

Land Use Type	Value	Unit
Office | General Office	1.779	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
Office | Medical Office	10.0	ksf
Housing | Multi-Family	250	DU
Housing | Hotel	300	Rooms
Retail | High-Turnover Sit-Down Restaurant	3.12	ksf
Office | Medical Office	10	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
0 Daily Vehicle Trips	2,840 Daily Vehicle Trips
0 Daily VMT	17,060 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	2,840 Net Daily Trips
The net increase in daily VMT ≤ 0	17,060 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	3.120 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

12/9/2019

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

Project Information

Project: South Park Towers

Scenario: Proposed Project - PDF + Mitigation

Address: 1600 S FLOWER ST, 90015

Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	250	DU
Housing | Hotel	300	Rooms
Retail | High-Turnover Sit-Down Restaurant	3.12	ksf
Office | Medical Office	10	ksf

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

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

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

Traffic Calming Improvements

25 — percent of streets within project with traffic calming improvements

100 — percent of intersections within project with traffic calming improvements

☐ Proposed Prj ☐ Mitigation

Pedestrian Network Improvements

within project only

☑ Proposed Prj ☐ Mitigation

Analysis Results

Proposed Project	With Mitigation
2,633 Daily Vehicle Trips	2,458 Daily Vehicle Trips
15,812 Daily VMT	14,865 Daily VMT
6.2 Household VMT per Capita	4.7 Household VMT per Capita
7.8 Work VMT per Employee	7.2 Work VMT per Employee

Significant VMT Impact?

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

Measuring the Miles

12/9/2019

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 9, 2019
Project Name: South Park Towers
Project Scenario: Proposed Project - PDF + Mitigation
Project Address: 1600 S FLOWER ST, 90015

Version 1.2

Project Information

Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	250	DU
	Townhouse	0	DU
	Hotel	300	Rooms
	Motel	0	Rooms
Affordable Housing	Family	0	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	0.000	ksf
	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.000	ksf
	Supermarket	0.000	ksf
	Bank	0.000	ksf
	Health Club	0.000	ksf
	High-Turnover Sit-Down Restaurant	3.120	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
Office	General Office	0.000	ksf
	Medical Office	10.000	ksf
Industrial	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
School	University	0	Students
	High School	0	Students
	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students

Other	*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 9, 2019
Project Name: South Park Towers
Project Scenario: Proposed Project - PDF + Mitigation
Project Address: 1600 S FLOWER ST, 90015

Version 1.2

Analysis Results			
Total Employees: 192 Total Population: 563			
Proposed Project		***With Mitigation***	
2,633	**Daily Vehicle Trips**	**2,458**	**Daily Vehicle Trips**
15,812	**Daily VMT**	**14,865**	**Daily VMT**
6.2	**Household VMT per Capita**	**4.7**	**Household VMT per Capita**
7.8	**Work VMT per Employee**	**7.2**	**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	Yes	Household > 6.0	No
Work > 7.6	Yes	Work > 7.6	No

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	0	0
		Actual parking provision (spaces)	0	0
	Unbundle parking	Monthly cost for parking ($)	$0	$200
	Parking cash-out	Employees eligible (%)	0%	0%
	Price workplace parking	Daily parking charge ($)	$0.00	$0.00
		Employees subject to priced parking (%)	0%	0%
	Residential area parking permits	Cost of annual permit ($)	$0	$0

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	**Employees and residents participating (%)**	**100%**	**100%**

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	**Employees eligible (%)**	*0%*	**50%**
Shared Mobility	**Car share**	**Car share project setting (Urban, Suburban, All Other)**	**Urban + Comprehensive Transit**	**Urban + Comprehensive Transit**
	Bike share	**Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)**	**Yes**	**Yes**
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	**Meets City Bike Parking Code (Yes/No)**	**Yes**	**Yes**
	Include secure bike parking and showers	**Includes indoor bike parking/lockers, showers, & repair station (Yes/No)**	**Yes**	**Yes**
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 only**	**within project only**

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: December 9, 2019
Project Name: South Park Towers
Project Scenario: Proposed Project - PDF + Mitigation
Project Address: 1600 S FLOWER ST, 90015

Version 1.2

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	**24%**	0%	0%	0%	**24%**	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	**4%**	**4%**	**4%**	**4%**	**4%**	**4%**	**4%**	**4%**	**4%**	**4%**	**4%**	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%	**8%**	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	**Car-share**	**1.0%**	**1.0%**	**1.0%**	**1.0%**	**1.0%**	**1.0%**	**1.0%**	**1.0%**	**1.0%**	**1.0%**	**1.0%**	**1.0%**	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	**0.25%**	**0.25%**	**0.25%**	**0.25%**	**0.25%**	**0.25%**	**0.25%**	**0.25%**	**0.25%**	**0.25%**	**0.25%**	**0.25%**	
	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: 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	
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	**0.6%**	**0.6%**	**0.6%**	**0.6%**	**0.6%**	**0.6%**	**0.6%**	**0.6%**	**0.6%**	**0.6%**	**0.6%**	**0.6%**	
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	**1.0%**	**1.0%**	**1.0%**	**1.0%**	**1.0%**	**1.0%**	**1.0%**	**1.0%**	**1.0%**	**1.0%**	**1.0%**	**1.0%**	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*7%*	*30%*	*7%*	*14%*	*7%*	*30%*	*7%*	*7%*	*7%*	*7%*	*7%*	*3%*
MAX. TDM EFFECT	*7%*	*30%*	*7%*	*14%*	*7%*	*30%*	*7%*	*7%*	*7%*	*7%*	*7%*	*7%*

= Minimum (X%, 1-[(1-A)*(1-B)…])
where X%=

PLACE TYPE:	*urban*	*75%*
	compact infill	*40%*
MAX:	*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: December 9, 2019
Project Name: South Park Towers
Project Scenario: Proposed Project - PDF + Mitigation
Project Address: 1600 S FLOWER ST, 90015

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	338	-33.4%	225	6.7	2,265	1,508
Home Based Other Production	907	-45.1%	498	4.5	4,082	2,241
Non-Home Based Other Production	347	-15.0%	295	7.4	2,568	2,183
Home-Based Work Attraction	279	-34.1%	184	8.8	2,455	1,619
Home-Based Other Attraction	2,270	-44.3%	1,264	5.6	12,712	7,078
Non-Home Based Other Attraction	438	-14.6%	374	6.5	2,847	2,431

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	-7.3%	209	1,398	-29.6%	158	1,062
Home Based Other Production	-7.3%	462	2,077	-29.6%	351	1,579
Non-Home Based Other Production	-7.3%	273	2,023	-7.3%	273	2,023
Home-Based Work Attraction	-7.3%	171	1,501	-14.3%	158	1,388
Home-Based Other Attraction	-7.3%	1,171	6,560	-7.3%	1,171	6,560
Non-Home Based Other Attraction	-7.3%	347	2,253	-7.3%	347	2,253

MXD VMT Methodology Per Capita & Per Employee

Total Population: 563
Total Employees: 192
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**3,475**	**2,641**
Total Home Based Work Attraction VMT	**1,501**	**1,388**
Total Home Based VMT Per Capita	**6.2**	**4.7**
Total Work Based VMT Per Employee	**7.8**	**7.2**