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TECHNICAL MEMORANDUM

TO: Mr. Wes Pringle, P.E., LADOT
CC: Mr. Garrett Lee, Jamison Properties

FROM: Srinath Raju, P.E.
Doris Wang

SUBJECT: 730 S. Western Avenue Mixed-Use Project
Trip Generation Analysis and Transportation Assessment Screening

DATE: August 23, 2022 **REF:** RA 713

This technical memorandum documents the trip generation analysis and transportation assessment screening for the proposed Mixed-Use Project (the Project) located 730 S. Western Avenue (Council District 10) within the City of Los Angeles, California. The trip generation and transportation assessment screening include a comparison of estimated traffic generation between the proposed Project and the existing uses on the Project site located at 730 S. Western Avenue (APN 5093-007-029).

This evaluation and analysis include a description of existing site conditions, a summary of the proposed Project description, a summary of the existing site and Project trip generation estimates, and a comparison of the subject trip generation estimates with the threshold that warrants preparation of a formal transportation assessment analysis per City of Los Angeles Department of Transportation (LADOT) criteria. Details of this evaluation are presented in subsequent sections of this memorandum.

The results conclude that the Project does not meet or exceed thresholds to warrant preparation of a formal transportation assessment per LADOT screening criteria. Therefore, no further analysis is required for purposes of satisfying the requirements of the California Environmental Quality Act (CEQA). The findings are discussed in more detail in the following sections.

EXISTING SITE CONDITIONS

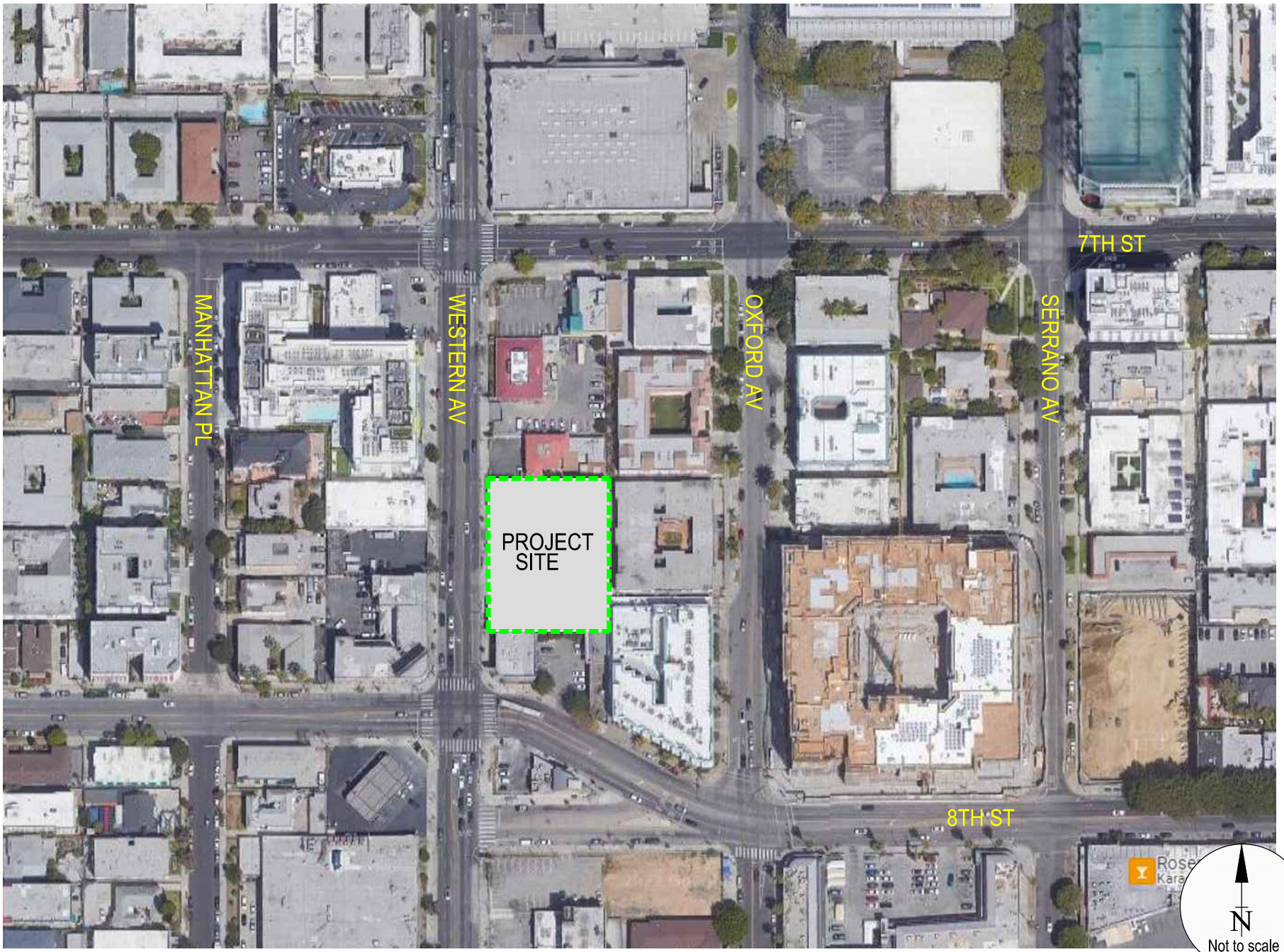
The proposed Project site is located at 730 S. Western Avenue in the Wilshire Community Plan Area of the City of Los Angeles, California. The Project site is generally bounded by several retail uses to the north, several office/retail uses to the south, Western Avenue to the west and residential uses to the east. The Project site and general vicinity are shown in Figure 1. The existing Project site is shown in Figure 2.

The existing site is currently developed with a two-story building containing a total of 28,157 square feet. The existing building has a total of 19,970 occupied square feet and includes the following uses:

- Retail Use – 8,258 square feet
- Restaurant (High-Turnover) Use – 4,783 square feet
- Office Use – 3,512 square feet
- Medical Office Use – 3,417 square feet
- The remaining 8,187 square feet is currently vacant.

Based on the guidelines set forth in LADOT's transportation assessment guidelines, an existing use trip generation credit may be applied to a project to account for the vehicle trips generated by the existing use(s) if the existing use has been occupied for at least six consecutive months within the past two years. As the existing uses on-site are currently occupied and operational, a trip generation credit for the existing uses is appropriate for purposes of forecasting the net new project trip generation.

Three bus lines including one rail line (Metro D) currently serve the vicinity of the Project site. Two bus lines (Lines 66 and 210) as well as the Metro D Line are operated by the Los Angeles County Metropolitan Transportation Authority (MTA/METRO) and the remaining line (Dash Wilshire Center / Koreatown) is operated by LADOT. Bus stops are located at the corners of the intersection of Western Avenue / 7th Street that serve Metro 207 and DASH Wilshire Center / Koreatown Line. Bus stops are located at the corners of the intersection of Western Avenue / 8th Street that serve Metro 66, 207 and DASH Wilshire Center / Koreatown Line. Bus stops are located at the corners of the intersection of Serrano Avenue / 8th Street that serve Metro 66. Also, the Project Site is located less than a quarter mile south of the Metro Wilshire / Western Station served by the Metro D Line.



Map Source: Google Maps

FIGURE 1
LOCATION OF PROJECT SITE

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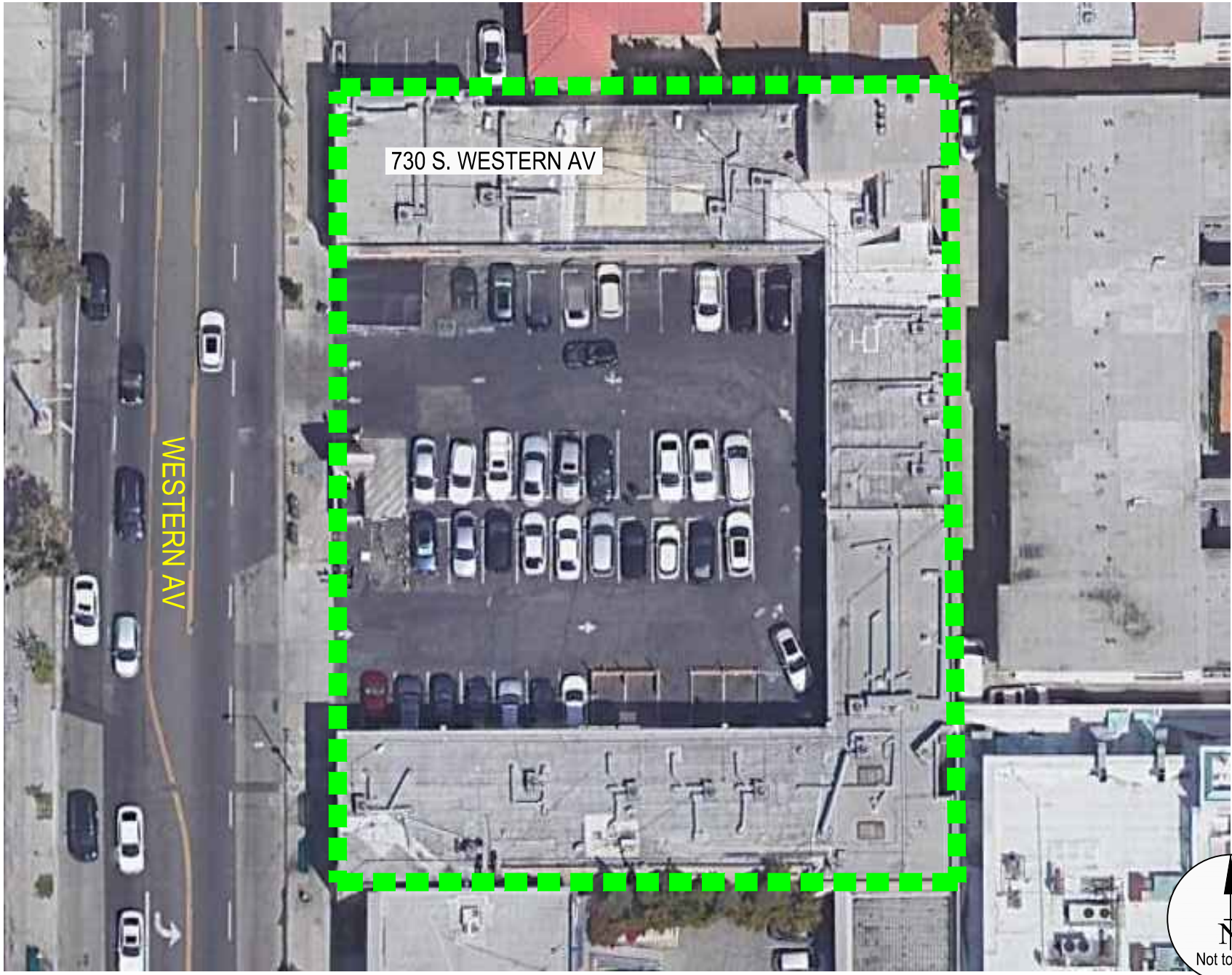

Map Source: Google Maps

FIGURE 2
EXISTING PROJECT SITE

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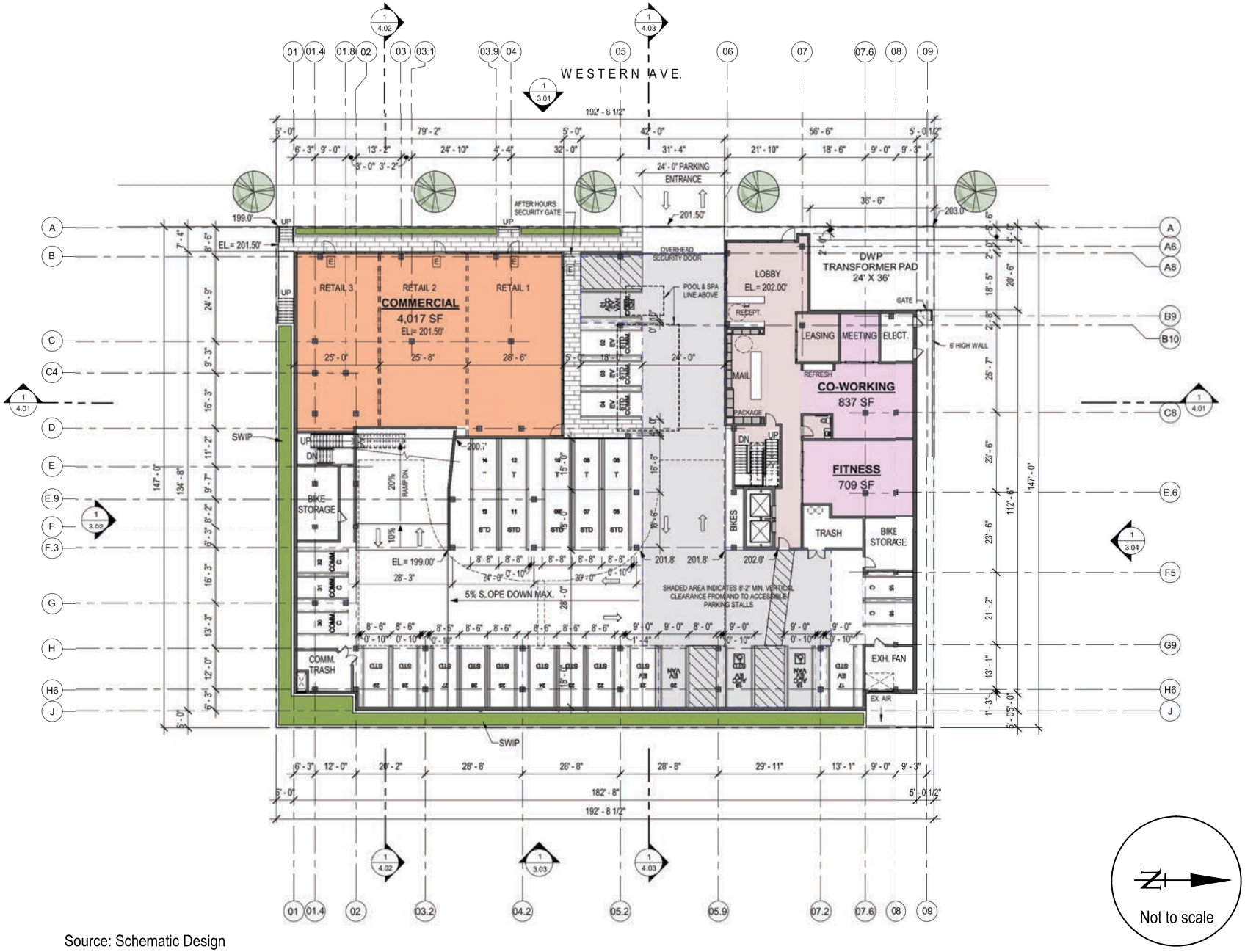
PROJECT DESCRIPTION

The Project consists of a mixed-use development with 125 mid-rise multifamily dwelling units and 4,017 square feet of retail use. The Project would provide a total of 103 vehicle parking spaces and 103 bicycle spaces (91 long-term and 12 short-term spaces). The existing buildings containing approximately 8,258 square feet of retail use, 4,783 square feet of restaurant use, 3,512 square feet of office use, and 3,417 square feet of medical office use, and 8,187 square feet of vacant space will be demolished. The Project is anticipated to be completed by the Year 2027. The Project ground floor site plan is shown in Figure 3 and the parking level site plan is shown in Figure 4.

Currently, two driveways located along the east side of Western Avenue provide access to the existing site. The existing northern driveway along Western Avenue provides inbound and outbound access to customers and employees. The existing southern driveway along Western Avenue provides inbound access only. As proposed, the two existing Western Avenue driveways would be removed, and one new full-access driveway would be provided along the east side of Western Avenue, as shown in Figure 3.

Western Avenue would provide the main pedestrian access to the Project site. Sidewalks are available on both sides of Western Avenue adjacent to and in the vicinity of the Project site. The existing sidewalk along Western Avenue adjacent to the Project Site is approximately 12 feet wide. Pedestrian crosswalks adjacent to the Project Site are available at the nearby intersection of Western Avenue / 8th Street, Western Avenue / 7th Street, and Oxford Avenue / 8th Street.

Western Avenue currently provides a curb-to-curb roadway width of 56 feet and a 12-foot sidewalk along the Project's frontage, resulting in a half right-of-way width of 40 feet. Per the City of Los Angeles' Mobility Plan 2035, a designated half right-of-way width of 43 feet is identified for Western Avenue (Avenue II). Therefore, the Project is providing a 3-foot dedication along approximately 192 feet of its Western Avenue frontage.



Source: Schematic Design

FIGURE 3
PROJECT SITE PLAN - GROUND FLOOR

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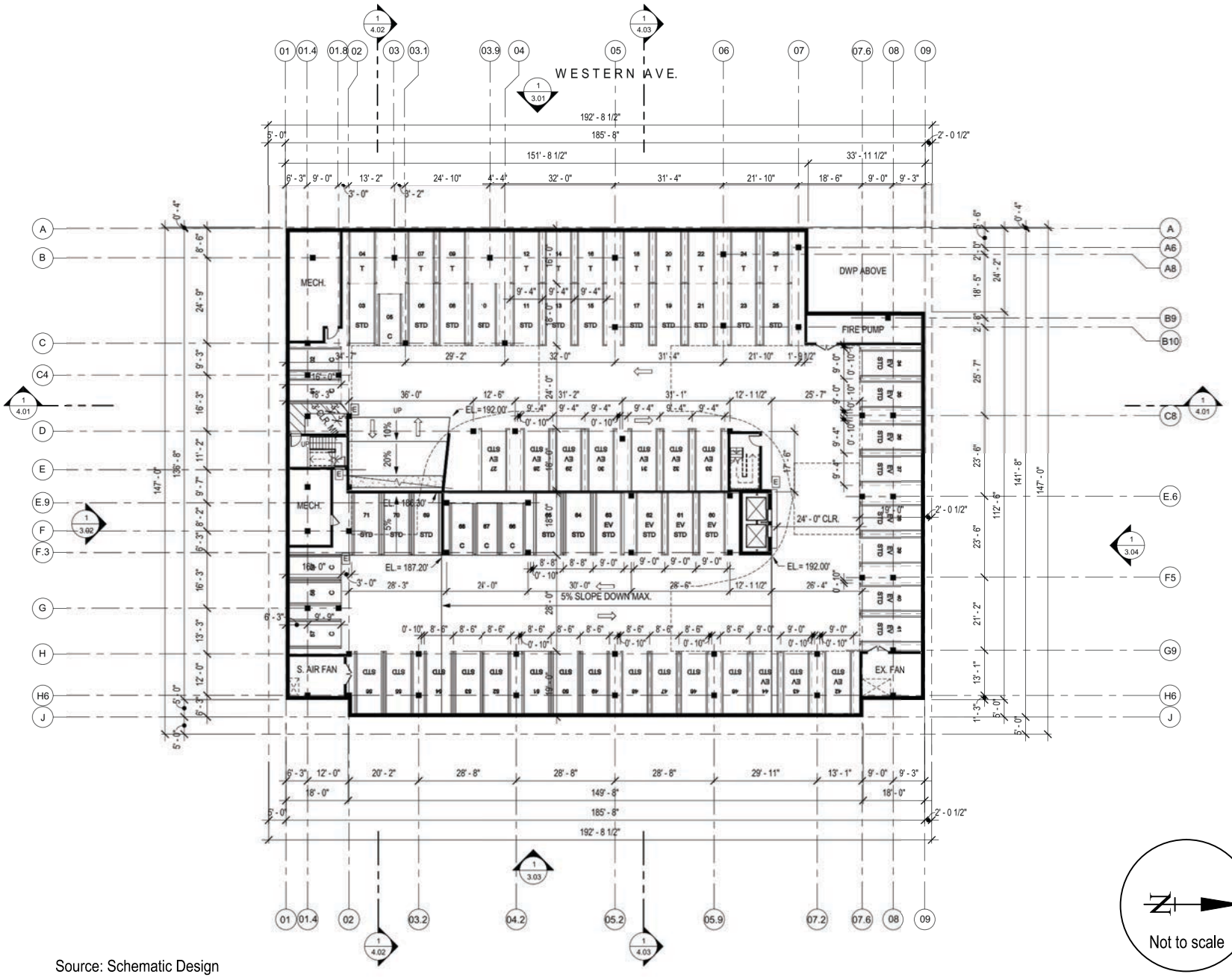

Source: Schematic Design

FIGURE 4
PROJECT SITE PLAN - PARKING LEVEL

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PROJECT TRIP GENERATION

LADOT's VMT calculator tool (version 1.3) was used to determine the Project's net daily trips, while the Project's peak hour trip generation was determined using the ITE 11th Edition trip generation rates. Utilizing the ITE's Trip Generation Manual, 11th Edition trip rates, the Project's peak hour trip generation was determined. Table 1 presents details of the Project's trip generation including type of use, size, applicable rate and trip generation estimates. Other calculations within the tables also provide for trip generation reductions from transit trips, pass-by trips, and existing use trips per LADOT's Transportation Assessment Guidelines.

From Table 1, it can be observed that the Project's trip generation would result in an additional net total of approximately -13 trips (net reduction of 13 trips) during the morning peak hour and -18 trips (net reduction of 18 trips) during the evening peak hour. Utilizing the City of Los Angeles' VMT Calculator Tool (version 1.3), included in Attachment A, the Project would have a total of -62 net daily trips (a reduction of 62 daily trips).

CITY OF LOS ANGELES TRANSPORTATION ASSESSMENT SCREENING

Per the current *Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines*, (TAG) August 2022, the City requires the preparation and submission of a transportation assessment for Development 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, a transportation assessment for a Development Project is required.
- A transportation assessment is required by City ordinance or regulation.

TABLE 1
ESTIMATED PROJECT PEAK HOUR TRIP GENERATION

	Size	AM Peak Hour			PM Peak Hour		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project							
Apartments	125 d.u.	11	35	46	30	19	49
Retail	4,017 s.f.	5	4	9	13	13	26
Project Trip Generation Total		16	39	55	43	32	75
Transit Credit (15%)		(2)	(6)	(8)	(6)	(5)	(11)
Retail - Pass-By (50%) Trips [1]		(2)	(2)	(4)	(6)	(6)	(12)
Existing Use (to be removed)							
Retail	8,258 s.f.	11	8	19	27	27	54
High-Turnover Restaurant	4,783 s.f.	25	21	46	26	17	43
Office	3,512 s.f.	8	1	9	2	8	10
Medical Office	3,417 s.f.	9	3	12	3	8	11
Existing Use Trip Generation Total		53	33	86	58	60	118
Transit Credit (15%)		(8)	(5)	(13)	(9)	(9)	(18)
Retail - Pass-By (50%) Trips [1]		(5)	(3)	(8)	(11)	(11)	(22)
Restaurant - Pass-By (20%) Trips [1]		(4)	(4)	(8)	(4)	(3)	(7)
Medical Office - Pass-By (10%) Trips [1]		(1)	0	(1)	0	(1)	(1)
Project Net Trip Generation Total		**(23)**	**10**	**(13)**	**(3)**	**(15)**	**(18)**
Trip Rates [2]							
Multifamily Mid-Rise (ITE Land Use 221)	Trips per d.u.	23%	77%	0.37	61%	39%	0.39
Retail <40ksf (ITE Land Use 822)	Trips per 1,000 s.f.	60%	40%	2.36	50%	50%	6.59
High-Turnover Restaurant (ITE Land Use 932)	Trips per 1,000 s.f.	55%	45%	9.57	61%	39%	9.05
General Office (ITE Land Use 710)	Trips per 1,000 s.f.	88%	12%	[3]	17%	83%	[3]
Medical Office (ITE Land Use 720)	Trips per 1,000 s.f.	79%	21%	[4]	30%	70%	[4]

[1] Pass-by trips determined after reduction of transit trips.

[2] *Trip Generation Manual* , 11th Edition, ITE 2021, unless otherwise noted.

As indicated in the previous section, the Project trip generation results in a total of -62 net daily trips (a net reduction of 62 daily trips). Therefore, per City's TAG, the Project's estimated trip generation does not meet or exceed the City's screening criteria for preparing a transportation assessment. Additionally, no City ordinance or regulations have been identified that require a transportation assessment for this Project. Therefore, no further analysis is needed for the proposed Project.

CONCLUSION

The daily volume threshold identified in the LADOT's TAG for requiring preparation of a transportation assessment is 250 or more trips per day. As indicated in Attachment A, the Project trip generation is estimated to result in a net reduction of 62 daily trips. Therefore, the Project does not exceed the threshold (250 or more daily trips) that require preparation of a transportation assessment per LADOT's *Transportation Assessment Guidelines*. No further transportation (CEQA and non-CEQA) analysis is necessary.

ATTACHMENT A

LADOT VMT Calculator Worksheets

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: 730 S. Western Avenue Mixed-Use Project

Scenario:

Address: 34.05868134253757, -118.30883627387634

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

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Office | Medical Office	3.417	ksf
Retail | General Retail	8.258	ksf
Retail | High-Turnover Sit-Down Restaurant	4.783	ksf
Office | General Office	3.512	ksf
Office | Medical Office	3.417	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	4.017	ksf
Housing | Multi-Family	125	DU
Retail | General Retail	4.017	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
623 Daily Vehicle Trips	561 Daily Vehicle Trips
3,584 Daily VMT	3,382 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	-62 Net Daily Trips
The net increase in daily VMT ≤ 0	-202 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	4.017 ksf

The proposed project is not required to perform VMT analysis.

Measuring the Miles

8/17/2022

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: 730 S. Western Avenue Mixed-Use Project

Scenario:

Address: 34.05868134253757, -118.30883627387634

Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	125	DU
Retail | General Retail	4.017	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

☐ Proposed Prj ☐ Mitigation

25 percent of streets within project with traffic calming improvements

25 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 Mitigation
561 Daily Vehicle Trips	**561** Daily Vehicle Trips
3,382 Daily VMT	**3,382** Daily VMT
N/A Household VMT per Capita	**N/A** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: N/A Threshold = 6.0 15% Below APC	**Household: N/A** Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	**Work: N/A** Threshold = 7.6 15% Below APC

Measuring the Miles

8/17/2022

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: August 17, 2022
Project Name: 730 S. Western Avenue Mixed-Use Proje
Project Scenario:
Project Address: 34.05868134253757, -118.3088362738

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	125	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	General Retail	4.017	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	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: August 17, 2022
Project Name: 730 S. Western Avenue Mixed-Use Proje
Project Scenario:
Project Address: 34.05868134253757, -118.3088362738[illegible]

Version 1.3

Analysis Results			
Total Employees: 8 Total Population: 282			
Proposed Project		***With Mitigation***	
561	**Daily Vehicle Trips**	**561**	**Daily Vehicle Trips**
3,382	**Daily VMT**	**3,382**	**Daily VMT**
N/A	**Household VMT per Capita**	**N/A**	**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	N/A	Household > 6.0	N/A
Work > 7.6	N/A	Work > 7.6	N/A

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$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 (%)*	*0%*	*0%*

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Parking cash-out	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Price workplace parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Residential area parking permits	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
Transit	Reduce transit headways	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Transit subsidies	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Education & Encouragement	Voluntary travel behavior change program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Commute Trip Reductions	Required commute trip reduction program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Employer sponsored vanpool or shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Ride-share program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Shared Mobility	Car-share	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
	School carpool program	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	*0.0%*	*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%*	
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 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
COMBINED TOTAL	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
MAX. TDM EFFECT	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

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

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,…). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: August 17, 2022
Project Name: 730 S. Western Avenue Mixed-Use Proje
Project Scenario:
Project Address: 34.05868134253757, -118.3088362738

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	112	-27.7%	81	7.4	829	599
Home Based Other Production	310	-58.1%	130	5.3	1,643	689
Non-Home Based Other Production	182	-7.1%	169	7.2	1,310	1,217
Home-Based Work Attraction	12	-50.0%	6	6.8	82	41
Home-Based Other Attraction	233	-53.2%	109	4.1	955	447
Non-Home Based Other Attraction	72	-8.3%	66	5.9	425	389

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%	81	599	0.0%	81	599
Home Based Other Production	0.0%	130	689	0.0%	130	689
Non-Home Based Other Production	0.0%	169	1,217	0.0%	169	1,217
Home-Based Work Attraction	0.0%	6	41	0.0%	6	41
Home-Based Other Attraction	0.0%	109	447	0.0%	109	447
Non-Home Based Other Attraction	0.0%	66	389	0.0%	66	389

MXD VMT Methodology Per Capita & Per Employee

Total Population: 282
Total Employees: 8
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**1,288**	**1,288**
Total Home Based Work Attraction VMT	**41**	**41**
Total Home Based VMT Per Capita	**N/A**	**N/A**
Total Work Based VMT Per Employee	**N/A**	**N/A**