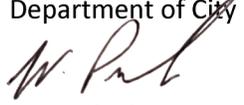


CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

4311 W. Sunset Bl
DOT Case No. CEN20-50708

Date: January 4, 2021

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

From: 
Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **UPDATED TRANSPORTATION ASSESSMENT FOR THE PROPOSED MIXED-USE PROJECT LOCATED AT 4311 WEST SUNSET BOULEVARD**

On February 7, 2018 and on April 1, 2015, the Los Angeles Department of Transportation (LADOT) issued a traffic assessment report to the Department of City Planning (City Planning) for the mixed-use projects located at 4100 and 4311 West Sunset Boulevard, which were the subject of a transportation analysis prepared by AECOM. However, since the report was released, a supplemental transportation analysis dated October 20, 2020 was prepared and submitted by Gibson Transportation Consulting. The supplemental analyses addresses the freeway off-ramp evaluation and includes a vehicle miles traveled (VMT) analysis pursuant to the City of Los Angeles adoption of VMT as the criteria by which to determine transportation impacts under CEQA Senate Bill (SB) 743 and due to the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines. Please replace the previous LADOT assessment reports dated February 7, 2018 and April 1, 2015, with this report, which addresses the totality of the transportation analysis.

The LADOT has reviewed the transportation analysis prepared by Gibson Transportation Consulting, dated October 20, 2020, for the proposed mixed-use office development at 4311 West Sunset Boulevard. In compliance with SB 743 and the CEQA guidelines, a 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 LADOT's July 2020 Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to construct 108 apartment units, which includes 10 very low-income units, and 5,499 square-feet of commercial space. The commercial space is anticipated as being comprised of a 4,500 square-foot fitness center, 999 square-feet of restaurant use, and an 850 square-foot community room. The site is currently occupied by a single-family and two unit multi-family residential use. The existing uses will be demolished. The project proposes to provide a total of 158 vehicle parking spaces. Short-term and long-term bicycle parking will be provided. The number of bicycle spaces was not included in the study. Access to parking will be provided by a full service driveway on Bates Avenue, as illustrated **Attachment 1**.

B. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, a trip generation analysis was conducted to determine if the project would exceed 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 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 impact 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 2**.

C. Transportation Impacts

On July 30, 2019, pursuant to SB 743 and the recent changes to Section 15064.3 of the State's CEQA Guidelines, the City of Los Angeles adopted VMT as criteria in determining transportation impacts under CEQA. The new LADOT TAG provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

The LADOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. LADOT 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: 7.2
- Work VMT per Employee: 12.7

As cited in the VMT Analysis report, the project proposes to incorporate the TDM strategies of including reduced parking supply, unbundled parking, promotions and marketing, car-share, bicycle parking per Los Angeles Municipal Code (LAMC) and pedestrian network improvements as project design features. The proposed project is projected to have a Household VMT of 6.3 and no Work VMT. Therefore, it is concluded that implementation of the project would not result in a significant Household VMT impact. A copy of the VMT Calculator summary report is provided as **Attachment 2**.

D. Access and Circulation

During the preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to

address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the LAMC. Therefore, LADOT 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 completed a circulation analysis using a "level of service" screening methodology. LADOT has reviewed this analysis and determined that it adequately discloses operational concerns. The recommended improvements that resulted from this analysis appear below.

PROJECT REQUIREMENTS

A. Project Design Features

Per the transportation analysis, the applicant shall implement the following TDM strategies as project design features:

- Reduce Parking Supply – Reducing the parking supply encourages alternative transportation choices by project residents and employees.
- Unbundle Parking – Unbundling parking costs from property costs would require those who wish to purchase parking spaces to do so at an additional cost from the property cost. This removes the burden from those who do not wish to utilize a parking space. An assumption is made that the parking costs are passed through to the vehicle owners/drivers utilizing the parking spaces.
- Include Bike Parking per LAMC – Providing bicycle parking per the LAMC supports safe and comfortable bicycle travel to the project.
- Pedestrian Network Improvements- Improving the pedestrian network throughout the surrounding project site and connections to transit to encourage people to walk. This includes replacing the sidewalk on Manzanita Street along the project frontage where the sidewalk has collapsed.
- Car-share – The Project would provide parking spaces in the garage for car-share use.
- Promotions and marketing - The promotions and marketing strategy educates and informs travelers about site-specific transportation options and the effects of their travel choice.
- Include Bike Parking per LAMC - Providing bicycle parking per the LAMC supports safe and comfortable bicycle travel to the project.

B. Site Plan Review Related Requirements and Considerations

As required by the TAG and pursuant to the City's Site Plan Review authority, the analysis included a review of current deficiencies and potential future deficiencies that may result from the project. To comply with transportation and mobility goals and provisions of adopted City plans and ordinances, DOT requires that the applicant implement the following corrective measures:

1. Transportation Demand Management (TDM)

TDM measures are designed to reduce the use of single occupant vehicles (SOV) by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. The design of the development should contribute to minimizing traffic impacts by emphasizing non-auto modes of transportation. Also, a pedestrian-friendly project with safe and walkable sidewalks should be included in the overall design of this mixed-use project. The traffic study identified the following TDM measures to encourage the use of active transportation and transit to assist in reducing vehicular traffic and parking generated in the area:

- Provide bulletin boards with transit and rideshare information at all three sites;
- Provide information about transit options to all new tenants and employees;
- Offer one-month subsidized transit pass for new tenants with move-in package;
- Provide signage showing the number of available public parking spaces;
- Bike parking and repair station for tenants and employees;
- Provide a designated parking area for employee carpools and vanpools with spaces signed and striped to meet the employee demand at all three sites and clearly identify the carpool/vanpool parking area at the driveway;
- Provide clearly identified parking spaces in the carpool/vanpool parking area at any time during the buildings' occupancy sufficient to meet employee demand for such spaces;
- Provide information on the bulletin boards about the availability of preferential carpool/vanpool spaces and a description of the method for obtaining permission to use such spaces;

In addition to the above TDM measures, the project will also repair all damaged curb and sidewalk along the project frontage.

2. Traffic Signal Warrant Analyses

This traffic study included traffic signal warrant analyses for three intersections in the project area: Bates Avenue and Sunset Boulevard, Manzanita Street and Sunset Boulevard, and Manzanita Street/Gateway Avenue and Santa Monica Boulevard. According to the analyses, the installation of a traffic signal at **Manzanita Street and Sunset Boulevard** is warranted as it satisfied two of the warrants for a signal. The installation of this traffic signal will correct an existing deficiency in the access, safety and circulation of the project.

DOT's Hollywood-Wilshire District Office issued a Traffic Control Report dated December 12, 2012 authorizing the installation of the traffic signal at Manzanita Street and Sunset Boulevard. The applicant is required to plan, design, and construct the new signal through the Bureau of Engineering (BOE) B-permit process. DOT recommends that the applicant also implement the following complimentary measures:

- Install left-turn phasing for westbound Sunset Boulevard at Manzanita Street
- Modify the signal timing at Sanborn Avenue/Santa Monica Boulevard and Sunset

Boulevard, as needed, due to the close proximity of this intersection with Manzanita Street and Sunset Boulevard.

Bicycle detection with the new traffic signal at Manzanita Street and Sunset Boulevard will be included.

All improvements, enhancements, and associated traffic signal work within the City of Los Angeles must be **guaranteed** through Bureau of Engineering's (BOE) B-Permit process, prior to the issuance of any building permits and **completed** prior to the issuance of any certificates of occupancy. Temporary certificates of occupancy may be granted in the event of any delay through no fault of the applicant, provided that, in each case, the applicant has demonstrated reasonable efforts and due diligence to the satisfaction of LADOT. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor email LADOT's B-Permit Coordinator at ladot.planprocessing@lacity.org to arrange a pre-design meeting to finalize the proposed design needed for the project.

It should be noted that the design and installation of the new traffic signal will be shared with the project at 4100 West Sunset Boulevard which is being developed in tandem with this project.

3. Parking Requirements

The project would provide 158 vehicle parking spaces on-site. The applicant should check with the Departments of Building on the number of parking spaces required for this project.

4. Highway Dedication and Street Widening Requirements

Per the Mobility Element of the General Plan, **Sunset Boulevard** has been designated an Avenue I which would require a 35-foot half-width roadway within a 50-foot half-width right-of-way. **Effie Street** has been designated a Collector Street which would require a 20-foot half-width roadway within a 33-foot half-width right-of-way. **Bates Avenue** has been designated a Local Street which would require an 18-foot half-width roadway within a 30-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

5. Project Access and Circulation

The conceptual site plans for the development (see Attachment 1) are acceptable to DOT. However, the review of this study does not constitute approval of the driveway dimensions, access and circulation schemes. Those require separate review and approval and should be coordinated as soon as possible with DOT's Citywide Planning Coordination Section (201 N. 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 so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans to avoid any unnecessary time delays and potential costs associated with late design changes. All driveways should be Case 2 driveways and 30 feet and 16 feet wide for two-way and one-way operations, respectively, and any

security gates should be a minimum 20 feet from the property line. All delivery truck loading and unloading should take place on site with no vehicles having to back into the project via any of the project driveways.

6. Worksite Traffic Control Requirements

LADOT recommends that a construction work site traffic control plan be submitted to LADOT'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. LADOT also recommends that all construction related truck traffic be restricted to off-peak hours to the extent feasible.

7. 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.

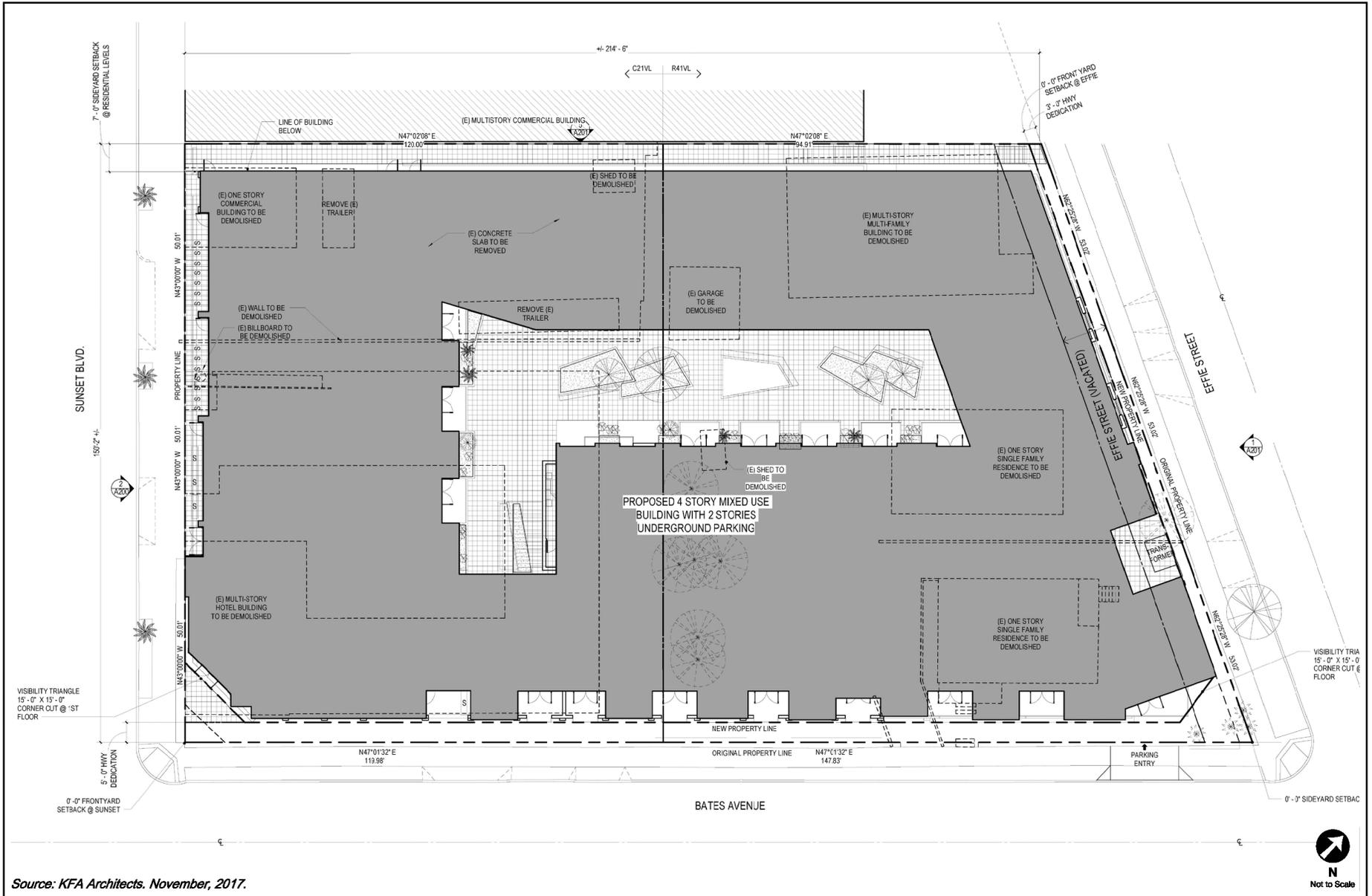
If you have any questions, please contact me at (213) 972-8482.

Attachments

J:\Letters\2020\CEN20-50708_4311 Sunset BI_vmt update_ltr.docx

c: Craig Bullock, Council District 13
William Lamborn, City Planning
Matthew Masuda, Central District, BOE
Bhuvan Bajaj, Hollywood-Wilshire District, LADOT
Taimour Tanavoli, Case Management, LADOT
Sarah Drobis, Gibson Transportation Consulting

Attachment 1
4311 W. Sunset Bl



Source: KFA Architects. November, 2017.

PROJECT SITE PLAN

FIGURE
1

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



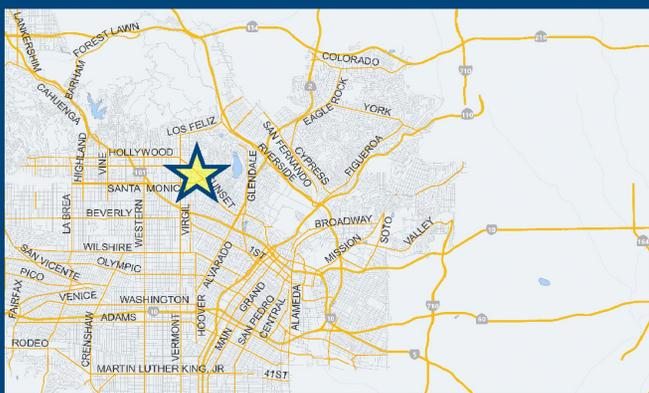
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario:

Address:



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
Housing Multi-Family	2	DU
Housing Single Family	1	DU
Housing Multi-Family	2	DU

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 Health Club		ksf
Housing Multi-Family	98	DU
Housing Affordable Housing - Family	10	DU
Retail High-Turnover Sit-Down Restaurant	0.999	ksf
Retail Health Club	4.5	ksf

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

Project Screening Summary

Existing Land Use	Proposed Project
19 Daily Vehicle Trips	765 Daily Vehicle Trips
123 Daily VMT	4,909 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. <input type="checkbox"/>	
Tier 2 Screening Criteria	
The net increase in daily trips < 250 trips	746 Net Daily Trips
The net increase in daily VMT ≤ 0	4,786 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	5,499 ksf
The proposed project is required to perform VMT analysis.	



CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

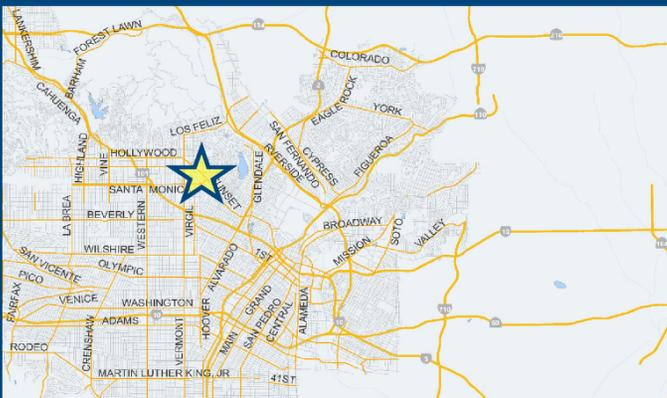


Project Information

Project:

Scenario:

Address:



Proposed Project Land Use Type	Value	Unit
Housing Multi-Family	98	DU
Housing Affordable Housing - Family	10	DU
Retail High-Turnover Sit-Down Restaurant	0.999	ksf
Retail Health Club	4.5	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		
Implement/Improve On-street Bicycle Facility	Select Proposed Prj or Mitigation to include this strategy	
	<input type="checkbox"/> Proposed Prj	<input type="checkbox"/> Mitigation
Include Bike Parking Per LAMC	Select Proposed Prj or Mitigation to include this strategy	
	<input checked="" type="checkbox"/> Proposed Prj	<input type="checkbox"/> Mitigation
Include Secure Bike Parking and Showers	Select Proposed Prj or Mitigation to include this strategy	
	<input type="checkbox"/> Proposed Prj	<input type="checkbox"/> Mitigation
G Neighborhood Enhancement		

Analysis Results

Proposed Project	With Mitigation
655 Daily Vehicle Trips	655 Daily Vehicle Trips
4,206 Daily VMT	4,206 Daily VMT
6.3 Household VMT per Capita	6.3 Household VMT per Capita
N/A Work VMT per Employee	N/A Work VMT per Employee
Significant VMT Impact?	
Household: No Threshold = 7.2 15% Below APC	Household: No Threshold = 7.2 15% Below APC
Work: N/A Threshold = 12.7 15% Below APC	Work: N/A Threshold = 12.7 15% Below APC



CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: October 19, 2020

Project Name: J1782 - 4301 Sunset

Project Scenario:

Project Address: 4311 W SUNSET BLVD, 90029



Version 1.3

Project Information				
Land Use Type		Value	Units	
Housing	Single Family	0	DU	
	Multi Family	98	DU	
	Townhouse	0	DU	
	Hotel	0	Rooms	
	Motel	0	Rooms	
Affordable Housing	Family	10	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	4.500	ksf	
	High-Turnover Sit-Down Restaurant	0.999	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	

Analysis Results			
Total Employees: 8			
Total Population: 252			
Proposed Project		With Mitigation	
655	Daily Vehicle Trips	655	Daily Vehicle Trips
4,206	Daily VMT	4,206	Daily VMT
6.3	Household VMT per Capita	6.3	Household VMT per Capita
N/A	Work VMT per Employee	N/A	Work VMT per Employee
Significant VMT Impact?			
APC: East Los Angeles			
Impact Threshold: 15% Below APC Average			
Household = 7.2			
Work = 12.7			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 7.2	No	Household > 7.2	No
Work > 12.7	N/A	Work > 12.7	N/A



TDM Strategy Inputs				
Strategy Type	Description	Proposed Project	Mitigations	
Parking	Reduce parking supply	City code parking provision (spaces)	181	181
		Actual parking provision (spaces)	158	158
	Unbundle parking	Monthly cost for parking (\$) -	\$25	\$25
	Parking cash-out	Employees eligible (%)	0%	0%
		Daily parking charge (\$)	\$0.00	\$0.00
	Price workplace parking	Employees subject to priced parking (%)	0%	0%
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0
(cont. on following page)				
TDM Strategy Inputs, Cont.				
Strategy Type	Description	Proposed Project	Mitigations	
Transit	Reduce transit headways	Reduction in headways (increases in frequency) (%)	0%	0%
		Existing transit mode share (as a percent of total daily trips) (%)	0%	0%
		Lines within project site improved (<50% to >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	
Commuter Trip Reductions	Required commute trip reduction program	Employees participating (%)	0%	0%
	Alternative Work Schedules and Telecommute	Employees participating (%)	0%	0%
		Type of program	0	0
		Degree of implementation (low, medium, high)	0	0
	Employer sponsored vanpool or shuttle	Employees eligible (%)	0%	0%
		Employer size (small, medium, large)	0	0
	Ride share program	Employees eligible (%)	0%	0%
Shared Mobility	Car share	Car share project setting (Urban, Suburban, All Other)	Urban + Comprehensive Transit	Urban + Comprehensive Transit
	Bike share	Within 500 feet of existing bike share station - CR 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 ILMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	Includes indoor bike parking/lockers, showers, & repair station (Yes/No)	0	0
Neighborhood Enhancement	Traffic calming improvements	Streets with traffic calming improvements (%)	0%	0%
		Interactions with traffic calming improvements (%)	0%	0%
	Pedestrian network improvements	Included (within project and connecting off-site/within project only)	within project and connecting off-site	within project and connecting off-site

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	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	3%	3%	0%	0%	3%	3%	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%	0%	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	0.00%	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: 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	0.0%	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	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	

Final Combined & Maximum TDM Effect													
	Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
COMBINED TOTAL	16%	16%	13%	13%	16%	16%	13%	13%	13%	13%	13%	13%	10%
MAX. TDM EFFECT	16%	16%	13%	13%	16%	16%	13%	13%	13%	13%	13%	13%	13%

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

where X% =

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

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



MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	96	-18.8%	78	8.4	806	655
Home Based Other Production	267	-16.5%	223	5.6	1,495	1,249
Non-Home Based Other Production	176	-1.7%	173	7.6	1,338	1,315
Home-Based Work Attraction	12	-50.0%	6	8.4	101	50
Home-Based Other Attraction	245	-16.3%	205	5.5	1,348	1,128
Non-Home Based Other Attraction	82	-2.4%	80	6.4	525	512

MXD Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-15.9%	66	551	-15.9%	66	551
Home Based Other Production	-15.9%	187	1,050	-15.9%	187	1,050
Non-Home Based Other Production	-13.3%	150	1,140	-13.3%	150	1,140
Home-Based Work Attraction	-13.3%	5	43	-13.3%	5	43
Home-Based Other Attraction	-13.3%	178	978	-13.3%	178	978
Non-Home Based Other Attraction	-13.3%	69	444	-13.3%	69	444

MXD VMT Methodology Per Capita & Per Employee

Total Population: 252

Total Employees: 8

APC: East Los Angeles

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
Total Home Based Production VMT	1,601	1,601
Total Home Based Work Attraction VMT	43	43
Total Home Based VMT Per Capita	6.3	6.3
Total Work Based VMT Per Employee	N/A	N/A