

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

1911 W Sunset Bl
DOT Case No. CEN 19-48428

Date: February 19, 2020

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

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION ASSESSMENT FOR THE PROPOSED MIXED-USE PROJECT LOCATED AT 1911 WEST SUNSET BOULEVARD**

The Department of Transportation (DOT) has reviewed the transportation assessments prepared by Crain & Associates, dated September 10, 2019 and January 30, 2020, for the proposed mixed-use project located at 1911 West Sunset Boulevard in the East Los Angeles Area Planning Commission. In compliance with Senate Bill (SB) 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, the access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to construct a mixed-use development on the north side of Sunset Boulevard at 1911-1931 West Sunset Boulevard and 1910-2018 West Reservoir Street as illustrated in **Attachment A**. The development will include up to 170 residential dwelling units and up to 13,000 square feet of ground-floor commercial retail space. The project will remove the existing medical office and TAIX restaurant. However, features of TAIX will be preserved and installed into a smaller version of the restaurant in the new development. The project will provide 132 (16 short-term and 116 long-term) bicycle parking spaces and 220 (7 spaces on the ground floor for commercial retail uses and 193 spaces within two subterranean levels for residential uses) vehicle parking spaces. The existing driveway on Sunset Boulevard, which functions as the north leg of the signalized intersection of Park Avenue and Sunset Boulevard, will continue to provide access to the site. The project is expected to be completed by 2023.

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 trip generation estimates based on formulas published by in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, 2017, it was determined that the net daily vehicle trips generated by the project **does** exceed the net 250 daily vehicle trips threshold. A copy of the project trip generation table can be found in **Attachment B**.

C. Transportation Impacts

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

The DOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. DOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the East Los Angeles 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, prepared by the Crain and Associates, the project proposes to incorporate a TDM strategy of providing bicycle parking per the Los Angeles Municipal Code (LAMC) as a project feature. The proposed project is projected to have a Household VMT per capita of 8.8 and a Work VMT per employee of 7.3. Therefore, it is concluded that implementation of the Project would result in a significant Household VMT impact.

To mitigate this impact, the project proposes to implement the TDM strategies of reducing the parking supply and unbundling parking. By implementing these strategies, the Household VMT project is forecasted to be reduced to 6.3. A copy of the VMT Calculator summary report is provided as **Attachment C** to this report.

D. Access and Circulation

During preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the LAMC. Therefore, DOT continues to require and review a project's site access, circulation, and operational plan to determine if any access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the project has completed a circulation analysis using a "level of service" screening methodology that indicates that the trips generated by the proposed development will not likely result in adverse circulation conditions at several locations. The Sunset Boulevard driveway, which is signalized, will continue to serve as the primary access to the project site. DOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment D** to this report.

PROJECT REQUIREMENTS

A. CEQA Related Mitigation

To off-set the expected significant impacts identified in the project's transportation assessment study, DOT recommends that the applicant be required to implement the TDM strategies of reducing the parking supply and unbundling parking as mitigation measures.

Reducing the parking supply encourages alternative transportation choices by project residents and employees. 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.

B. Non-CEQA-Related Requirements and Considerations

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

1. Parking Requirements
Parking for vehicles and long-term parking for 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.
2. Highway Dedication and Street Widening Requirements
Per the new Mobility Element of the General Plan, **Sunset Boulevard**, an Avenue I, would require a 35-foot half-width roadway within a 50-foot half-width right-of-way and **Reservoir Street**, Local Street, would require an 18-foot half-width roadway within a 30-foot half-width right-of-way. The applicant should check with the Bureau of Engineering's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.
3. Project Access and Circulation
The conceptual site plan for the project (see **Attachment A**) is acceptable to DOT. The driveway on Sunset Boulevard would continue to serve the project site. Review of this study does not constitute approval of the dimensions for any new proposed driveway. Review and approval of the driveway should be coordinated with DOT's Citywide Planning Coordination Section (201 North Figueroa Street, 5th Floor, Room 550, at 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design.
4. Worksite Traffic Control Requirements
DOT recommends that a construction work site traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to <http://ladot.lacity.org/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.
5. TDM Ordinance Requirements
The TDM Ordinance (LAMC 12.26 J) is currently being updated. The updated ordinance, which is currently progressing through the City's approval process, will:

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

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

6. Development Review Fees

Section 19.15 of the 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 Eileen Hunt of my staff at (213) 972-8481.

Attachments

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c: Craig Bullock, Council District 13
Matthew Masuda, Central District, BOE
Bhuvan Bajaj, Hollywood-Wilshire District, DOT
Taimour Tanavoli, Case Management Office, DOT
Ryan Kelly, Crain & Associates

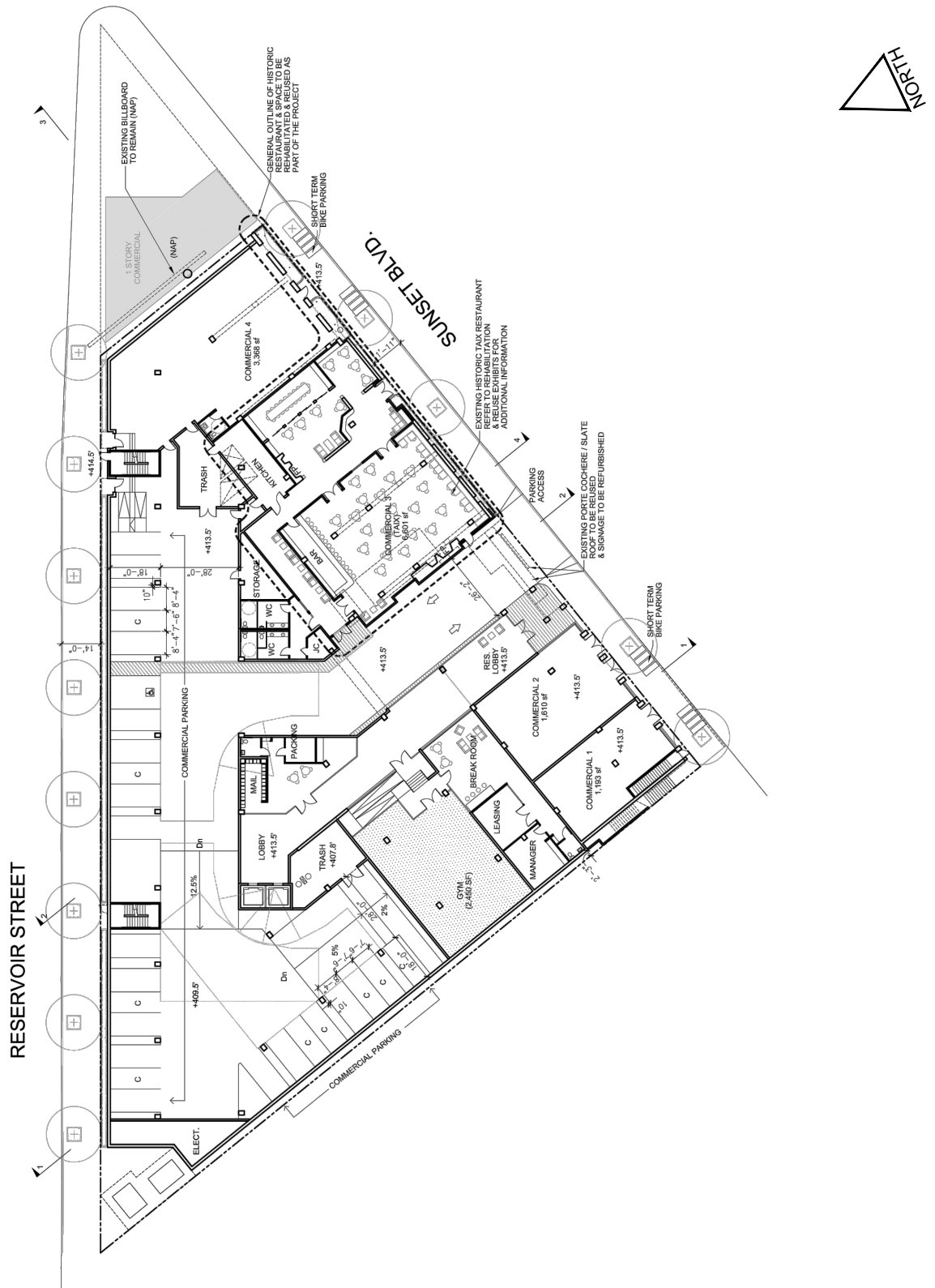


FIGURE 2

8/7/2019

Sunset(1911)MixedUse/SITE PLAN

CONCEPTUAL PROJECT SITE PLAN



Transportation Planning
Traffic Engineering
300 Corporate Pointe, Suite 470
Culver City, California 90230
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Project Trip Generation Summary¹

Land Use	ITE Code	Intensity ²	Average Weekday	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Generation Rates									
Multifamily Housing (Mid-Rise)	221	1 du	5.44	26%	74%	0.36	61%	39%	0.44
Medical-Dental Office Building	720	1 ksf	34.80	78%	22%	2.78	28%	72%	3.46
Shopping Center	820	1 ksf	37.75	62%	38%	0.94	48%	52%	3.81
Quality Restaurant	931	1 ksf	83.84	80%	20%	0.73	67%	33%	7.80
Trip Generation Summary									
Description	Size	Average Weekday	AM Peak Hour			PM Peak Hour			
			In	Out	Total	In	Out	Total	
PROPOSED USES									
Residential									
Multifamily Housing	170 du	925	16	45	61	46	29	75	
10% Internal Capture Adjustment ³		(49)	0	(1)	(1)	(3)	(2)	(5)	
Multifamily Housing With Internal Capture Adjustment Subtotal		876	16	44	60	43	27	70	
15% Transit/Walk Adjustment ⁴		(131)	(2)	(7)	(9)	(6)	(4)	(10)	
Multifamily Housing Total		745	14	37	51	37	23	60	
Commercial									
Shopping Center	13,000 ksf	491	7	5	12	24	26	50	
10% Internal Capture Adjustment ³		(49)	(1)	0	(1)	(2)	(3)	(5)	
Shopping Center With Internal Capture Adjustment Subtotal		442	6	5	11	22	23	45	
15% Transit/Walk Adjustment ⁴		(66)	(1)	(1)	(2)	(3)	(4)	(7)	
Shopping Center With Transit/Walk Adjustment Subtotal		376	5	4	9	19	19	38	
50% Pass-By Adjustment ⁵		(188)	(2)	(2)	(4)	(10)	(9)	(19)	
Shopping Center Total		188	3	2	5	9	10	19	
Proposed Project Driveway Trips (including Pass-By Trips)		1,121	19	41	60	56	42	98	
Proposed Project Trips		933	17	39	56	46	33	79	
EXISTING USES									
Commercial									
Quality Restaurant ⁶	18,000 ksf	256	2	1	3	13	10	23	
10% Pass-By Adjustment ⁵		(26)	0	0	0	(1)	(1)	(2)	
Quality Restaurant Total		230	2	1	3	12	9	21	
Medical Office Building ⁶	4,085 ksf	33	2	1	3	1	2	3	
Existing Project Driveway Trips (including Pass-By Trips)		289	4	2	6	14	12	26	
Existing Project Trips		263	4	2	6	13	11	24	
Net Project Driveway Trips (including Pass-By Trips)		832	15	39	54	42	30	72	
Net Project Trips		670	13	37	50	33	22	55	

Notes:

- 1) ITE *Trip Generation Manual* (10th Edition, 2017) trip generation rates and equations applied for Land Use Codes 221 (Multifamily Housing [Mid-Rise]) and 820 (Shopping Center). Trip generation rates for the General Urban/Suburban setting were utilized due to the robust number of studies the trip rates are based on (versus limited data for the Dense Multi-Use Urban setting trip rates).
- 2) du = Dwelling units; ksf = Thousands of square feet of gross floor area.
- 3) 10 percent internal capture adjustment assumed. The internal capture adjustment is applied to the lower trip-generating component of the uses sharing trips with each other. For the proposed land uses, the shopping center is the lower-generating use; therefore, the internally captured trips are based on the baseline shopping center trip estimates and then balanced with the higher trip-generating residential use.
- 4) Consistent with current LADOT *Transportation Impact Study Guidelines*, a 15 percent transit/walk adjustment has been assumed for the proposed land uses (given that the Project is located within an approximate one-quarter mile walking distance of Metro rapid bus service, and such an adjustment is not already accounted for in the General Urban/Suburban setting baseline trip rates).
- 5) Based on Attachment D of the current LADOT *Transportation Impact Study Guidelines*, appropriate pass-by trip adjustments have been applied for the proposed commercial retail (Shopping Center) and existing quality restaurant land use categories.
- 6) Peak-hour trips were determined from the inbound and outbound turning movements observed for the site driveway north leg at the intersection of Park Avenue & Sunset Boulevard during the June 4, 2019 traffic counts. These trips were distributed proportionally between the two existing land uses, based on their relative ITE rate-based peak-hour trip generations. Daily traffic volumes were calculated by applying a daily-to-peak hour (AM + PM) trip-rate factor, based on the ITE rates above, to the combined AM + PM peak-hour volumes observed during the traffic counts.

CITY OF LOS ANGELES VMT CALCULATOR Version 1.1



Project Information

Project: 1911 Sunset Boulevard Mixed-Use
Scenario: With Project (with mitigation) [www](#)
Address: 1911 W SUNSET BLVD, 90026 [Q](#)



Land Use Type	Value	Unit
Retail General Retail	13.000	ksf
Housing Multi-Family	170	D
Retail General Retail	13	ks

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

TDM Strategies

Select each section to show individual strategies
Use ☒ to denote if the TDM strategy is proposed part of the project or is a mitigation strategy

A

Parking

Reduce Parking Supply city code parking provision for the project site
☐ Proposed Prj ☒ Mitigation actual parking provision for the project site

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

Parking Cash-Out percent of employees eligible
☐ Proposed Prj ☐ Mitigation

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

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

B

Transit

C

Education & Encouragement

D

Commute Trip Reductions

E

Shared Mobility

F

Bicycle Infrastructure

G

Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
1,126 Daily Vehicle Trips	894 Daily Vehicle Trips
6,472 Daily VMT	5,130 Daily VMT
8.8 Household VMT per Capita	6.3 Household VMT per Capita
7.3 Work VMT per Employee	6.4 Work VMT per Employee

Significant VMT Impact?

Household: Yes Threshold = 7.2 15% Below APC	Household: No Threshold = 7.2 15% Below APC
Work: No Threshold = 12.7 15% Below APC	Work: No Threshold = 12.7 15% Below APC



CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 29, 2020

Project Name: 1911 Sunset Boulevard Mixed-Use

Project Scenario: With Project (with mitigation)

Project Address: 1911 W SUNSET BLVD, 90026



Version 1.0

Project Information			
	Land Use Type	Value	Units
Housing	Single Family	0	DU
	Multi Family	170	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	13.000	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	0.000	ksf
	Restaurant	0.000	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement Superstore	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
Office	General Office	0	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
Other		0	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 29, 2020

Project Name: 1911 Sunset Boulevard Mixed-Use

Project Scenario: With Project (with mitigation)

Project Address: 1911 W SUNSET BLVD, 90026



Version 1.0

Analysis Results			
Total Employees: 26			
Total Population: 383			
Proposed Project		With Mitigation	
1,126	Daily Vehicle Trips	894	Daily Vehicle Trips
6,472	Daily VMT	5,130	Daily VMT
8.8	Household VMT per Capita	6.3	Household VMT per Capita
7.3	Work VMT per Employee	6.4	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	Yes	Household > 7.2	No
Work > 12.7	No	Work > 12.7	No

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: January 29, 2020

Project Name: 1911 Sunset Boulevard Mixed-Use

Project Scenario: With Project (with mitigation)

Project Address: 1911 W SUNSET BLVD, 90026



Version 1.0

TDM Strategy Inputs				
Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	0	300
		Actual parking provision (spaces)	0	220
	Unbundle parking	Monthly cost for parking (\$)	\$0	\$150
	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)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: January 29, 2020

Project Name: 1911 Sunset Boulevard Mixed-Use

Project Scenario: With Project (with mitigation)

Project Address: 1911 W SUNSET BLVD, 90026



Version 1.0

TDM Strategy Inputs, Cont.			
Strategy Type	Description	Proposed Project	Mitigations
Transit	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
	Degree of implementation (low, medium, high)	0	0
	Implement neighborhood shuttle		
	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%
	Promotions and marketing	Employees and residents participating (%)	0%
(cont. on following page)			

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: January 29, 2020

Project Name: 1911 Sunset Boulevard Mixed-Use

Project Scenario: With Project (with mitigation)

Project Address: 1911 W SUNSET BLVD, 90026



Version 1.0

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	Required commute trip reduction program	Employees participating (%)	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)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: January 29, 2020

Project Name: 1911 Sunset Boulevard Mixed-Use

Project Scenario: With Project (with mitigation)

Project Address: 1911 W SUNSET BLVD, 90026



Version 1.0

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
	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)	0	0
Neighborhood Enhancement	Traffic calming improvements	Streets with traffic calming	0%	0%
		improvements (%) Intersections with traffic calming improvements (%)	0%	0%
	Pedestrian network improvements	Included (within project and connecting off-site/within project only)	0	0

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: January 29, 2020
 Project Name: 1911 Sunset Boulevard Mixed-Use
 Project Scenario: With Project (with mitigation)
 Project Address: 1911 W SUNSET BLVD, 90026



Version 1.0

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%	13%	0%	13%	0%	13%	0%	13%	0%	13%	0%	13%	Appendix B, Parking sections 1 - 6
	Unbundle parking	0%	18%	0%	0%	0%	18%	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%	Appendix B, 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%	Appendix B, 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%	Appendix B, Commute Trip Reductions sections 1 - 4
	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%	Appendix B, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: January 29, 2020
 Project Name: 1911 Sunset Boulevard Mixed-Use
 Project Scenario: With Project (with mitigation)
 Project Address: 1911 W SUNSET BLVD, 90026



Version 1.0

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		<i>Home Based Work Production</i>		<i>Home Based Work Attraction</i>		<i>Home Based Other Production</i>		<i>Home Based Other Attraction</i>		<i>Non-Home Based Other Production</i>		<i>Non-Home Based Other Attraction</i>		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%	Appendix B, Bicycle Infrastructure sections 1 - 3
	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%	Appendix B, 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

		<i>Home Based Work Production</i>		<i>Home Based Work Attraction</i>		<i>Home Based Other Production</i>		<i>Home Based Other Attraction</i>		<i>Non-Home Based Other Production</i>		<i>Non-Home Based Other Attraction</i>	
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL		1%	29%	1%	13%	1%	29%	1%	13%	1%	13%	1%	13%
MAX. TDM EFFECT		1%	29%	1%	13%	1%	29%	1%	13%	1%	13%	1%	13%

$$= \text{Minimum}(X\%, 1 - (1-[a]) * (1-[b]))$$

where: X%=

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: January 29, 2020

Project Name: 1911 Sunset Boulevard Mixed-Use

Project Scenario: With Project (with mitigation)

Project Address: 1911 W SUNSET BLVD, 90026



Version 1.0

MXD Methodology - Existing Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	230	-24.4%	174	7.6	1,743	1,320
Home Based Other Production	616	-33.4%	411	5.1	3,123	2,082
Non-Home Based Other Production	120	-10.7%	108	6.7	804	717
Home-Based Work Attraction	38	-43.8%	21	8.9	336	191
Home-Based Other Attraction	388	-33.9%	256	4.3	1,670	1,105
Non-Home Based Other Attraction	182	-10.5%	163	6.7	1,225	1,096

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	-0.6%	173	1,311	-28.7%	124	941
Home Based Other Production	-0.6%	408	2,069	-28.7%	293	1,485
Non-Home Based Other Production	-0.6%	107	713	-13.0%	93	624
Home-Based Work Attraction	-0.6%	21	190	-13.0%	18	167
Home-Based Other Attraction	-0.6%	255	1,098	-13.0%	223	961
Non-Home Based Other Attraction	-0.6%	162	1,090	-13.0%	142	953

MXD VMT Methodology Per Capita & Per Employee

Total Population: 383

Total Employees: 26

APC: East Los Angeles

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	3,380	2,425
<i>Total Home Based Work Attraction VMT</i>	190	167
<i>Total Home Based VMT Per Capita</i>	8.8	6.3
<i>Total Work Based VMT Per Employee</i>	7.3	6.4

**Critical Movement Analysis (CMA) & Level of Service (LOS) Summary
Existing (2019) and Future (2023) Traffic Conditions**

No.	Intersection	Peak Hour	Existing (2019) Conditions					Future (2023) Conditions					Adverse Queuing
			Existing		Plus Project			Without Project		With Project			
			V/C	LOS	V/C	LOS	V/C Diff.	V/C	LOS	V/C	LOS	V/C Diff.	
1	Alvarado Street & Reservoir Street	AM	0.369	A	0.371	A	0.002	0.397	A	0.399	A	0.002	No
		PM	0.373	A	0.381	A	0.008	0.407	A	0.415	A	0.008	No
2	Alvarado Street & Sunset Boulevard	AM	0.598	A	0.600	A	0.002	0.652	B	0.654	B	0.002	No
		PM	0.654	B	0.661	B	0.007	0.708	C	0.715	C	0.007	No
3	Park Avenue & Sunset Boulevard	AM	0.373	A	0.398	A	0.025	0.408	A	0.433	A	0.025	No
		PM	0.528	A	0.545	A	0.017	0.575	A	0.592	A	0.017	No
4	Glendale Boulevard & Park Avenue	AM	0.435	A	0.439	A	0.004	0.458	A	0.462	A	0.004	No
		PM	0.558	A	0.561	A	0.003	0.586	A	0.589	A	0.003	No
5	Echo Park Avenue & Sunset Boulevard	AM	0.629	B	0.629	B	0.000	0.678	B	0.678	B	0.000	No
		PM	0.617	B	0.618	B	0.001	0.671	B	0.671	B	0.000	No