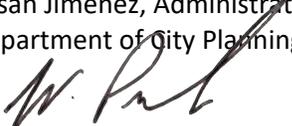


CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

1050 S La Cienega Bl
DOT Case No. CEN22-53109

Date: July 5, 2022

To: Susan Jimenez, Administrative Clerk
Department of City Planning

From: 
Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION ASSESSMENT FOR THE PROPOSED MIXED-USE DEVELOPMENT
LOCATED AT 1050 SOUTH LA CIENEGA BOULEVARD (ENV-2022-2280-EAF/DIR-2022-
2279-TOC-SPR-VHCA/PAR-2022-1142-TOC)**

The Los Angeles Department of Transportation (LADOT) has reviewed the transportation assessment prepared by Gibson Transportation Consulting, Inc. (Gibson), dated June 2022, for the proposed 1050 La Cienega Boulevard mixed-use project at 1022 – 1066 South La Cienega Boulevard within the Central Area Planning Commission (APC) and a Transit Oriented Community (TOC) Tier 3. In compliance with Senate Bill (SB) 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, the access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in LADOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to construct a mixed-use development consisting of 290 (261 apartment and 29 affordable) dwelling units and 7,500 square feet of commercial uses on a vacant lot on the east side of La Cienega Boulevard north of Whitworth Drive. Parking for the project will be provided onsite with a total of 426 vehicle parking spaces. Parking and the onsite loading area will be accessed via a one-way ingress at the southern driveway and a one-way egress at the north driveway as illustrated in **Attachment A**. The project will also provide 184 (164 long-term and 20 short-term) bicycle parking spaces. Bicycle and pedestrian access to the project would be provided separately from the vehicle driveways via commercial and residential entrances along La Cienega Boulevard. The project is expected to be completed by 2026.

B. Freeway Safety Analysis

Per the Interim Guidance for Freeway Safety Analysis memorandum issued by LADOT on May 1, 2020 to address Caltrans safety concerns on freeways, the study addresses the project's effects on vehicle queuing on freeway off-ramps. Such an evaluation measures the project's potential to lengthen a forecasted off-ramp queue and create speed differentials between vehicles exiting the freeway off-ramps and vehicles operating on the freeway mainline. The evaluation identified the number of project trips expected to be added to nearby freeway off-ramps serving the project site. It was determined that project traffic at any freeway off-ramp will not exceed 25 peak hour trips. Therefore, a freeway ramp analysis is not required.

C. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, a trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project **does** exceed the net 250 daily vehicle trips threshold.

Additionally, the analysis included further discussion of the transportation impact thresholds:

- T-1 Conflicting with plans, programs, ordinances, or policies
- T-2.1 Causing substantial vehicle miles traveled
- T-3 Substantially increasing hazards due to a geometric design feature or incompatible use.

The assessment determined that the project would **not** have a significant transportation impact under Thresholds T-1 and T-3. A project's impacts per Threshold T-2.1 is determined by using the VMT calculator and is discussed further below. A copy of the VMT Calculator summary report is provided as **Attachment B** to this report.

D. Transportation Impacts

On July 30, 2019, pursuant to SB 743 and the recent changes to Section 15064.03 of the State's CEQA Guidelines, the City of Los Angeles adopted VMT as criteria in determining transportation impacts under CEQA. The 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: 6.0
- Work VMT per Employee: 7.6

As cited in the VMT Analysis report prepared by GTC, the project proposes to incorporate the TDM strategies of reducing the parking supply, unbundling parking, and including bike parking per Los Angeles Municipal Code (LAMC) as a project design feature. With the application of these TDM strategies, the proposed project is projected to have a Household VMT per capita of 4.7 and no Work VMT. Therefore, it is concluded that implementation of the project would result in no significant VMT impact. A copy of the VMT Calculator summary report is provided as **Attachment B**.

E. Access and Circulation

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

address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the LAMC. Therefore, 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 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. Vehicular ingress and egress access to the project will be provided along La Cienega Boulevard. LADOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment C** to this report.

PROJECT REQUIREMENTS

Non-CEQA-Related Requirements and Considerations

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

1. Parking Requirements

The project would provide parking for 426 vehicles and 184 bicycles. The applicant should check with the Departments of Building and Safety and City Planning on the number of parking spaces required for this project within a TOC Tier 3.

2. Highway Dedication and Street Widening Requirements

Per the new Mobility Element of the General Plan, **La Cienega Boulevard**, an Avenue I, would require a 35-foot half-width roadway within a 50-foot half-width right-of-way. The applicant should coordinate with the Bureau of Engineering's Land Development Group who will 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 LADOT. The project would be accessed via ingress and egress driveways along La Cienega Boulevard. Review of this study does not constitute approval of the dimensions for any new proposed driveway. Review and approval of new driveways should be coordinated with LADOT'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 LADOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design. The applicant should check with City Planning regarding the project's vehicular access and design.

4. 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.

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. The updated ordinance is expected to be completed prior to the anticipated construction of this project, if approved.

6. Development Review Fees

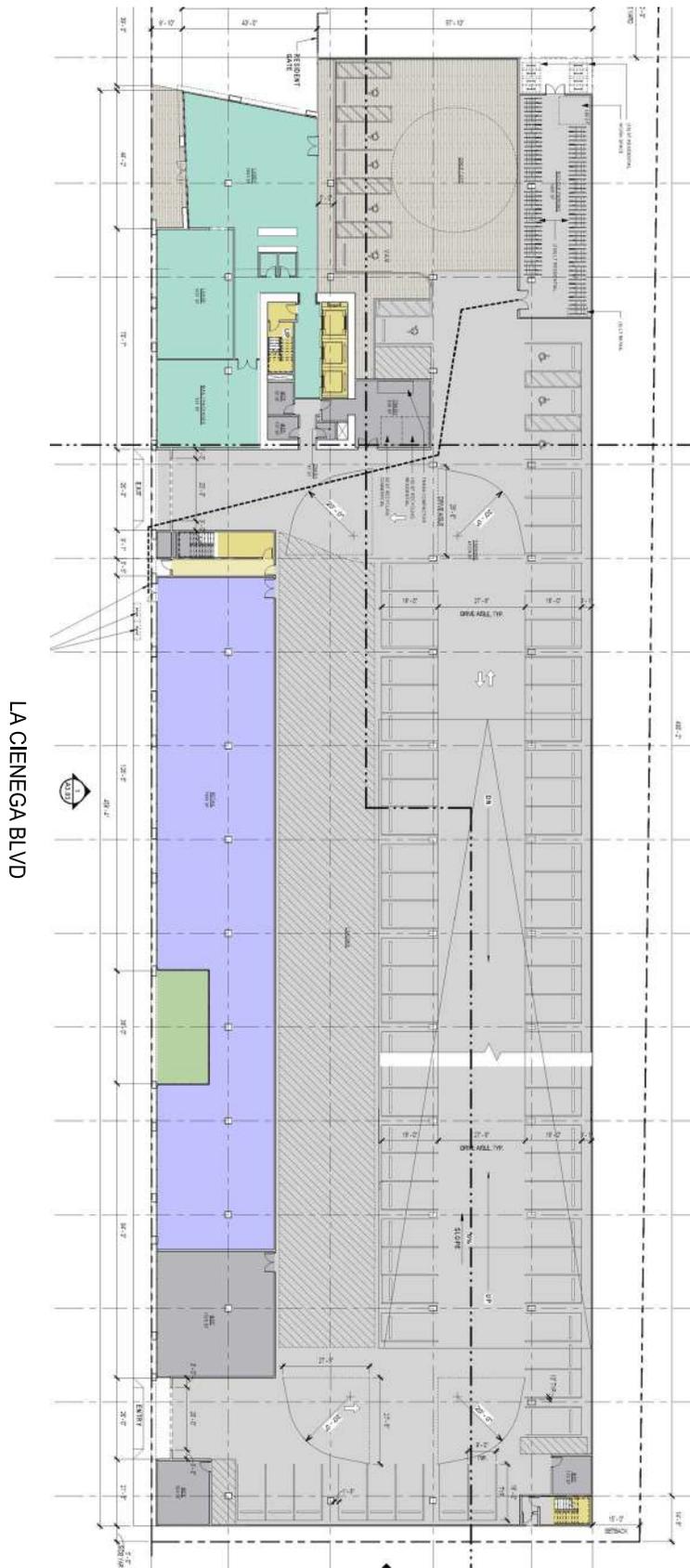
Section 19.15 of the LAMC identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Eileen Hunt of my staff at (213) 972-8481.

Attachments

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c: Dylan Sittig, Council District 5
Oliver Netburn, City Planning
Hokchi Chiu, Central District, BOE
Rudy Guevera, Western District, DOT
Taimour Tanavoli, Case Management Office, DOT
Lauren Mullarkey-Williams/Emily Wong, GTC



Source: RIOS, May, 2022.



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:



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

Yes No

Existing Land Use

Land Use Type	Value	Unit
Housing Single Family		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
Housing Affordable Housing - Family	29	DU
Retail High-Turnover Sit-Down Restaurant	7.5	ksf
Housing Multi-Family	261	DU
Housing Affordable Housing - Family	29	DU

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

Project Screening Summary

Existing Land Use	Proposed
0 Daily Vehicle Trips	2,101 Daily Vehicle Trips
0 Daily VMT	13,340 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	2,101 Net Daily Trips
The net increase in daily VMT ≤ 0	13,340 Net Daily VMT
The proposed project consists of only retail land uses 50,000 square feet total.	7,500 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
Retail High- Housing Mt		

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
1,852 Daily Vehicle Trips	1,852 Daily Vehicle Trips
11,780 Daily VMT	11,780 Daily VMT
4.7 Household VMT per Capita	4.7 Household VMT
N/A Work VMT per Employee	N/A Work VMT per Employee

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



Project Information				
Land Use Type	Value	Units		
Housing	Single Family	0	DU	
	Multi Family	261	DU	
	Townhouse	0	DU	
	Hotel	0	Rooms	
	Motel	0	Rooms	
Affordable Housing	Family	29	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	7.500	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: 30			
Total Population: 679			
Proposed Project		With Mitigation	
1,852	Daily Vehicle Trips	1,852	Daily Vehicle Trips
11,780	Daily VMT	11,780	Daily VMT
4.7	Household VMT per Capita	4.7	Household VMT per Capita
N/A	Work VMT per Employee	N/A	Work VMT per Employee
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 7.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	No	Household > 6.0	No
Work > 7.6	N/A	Work > 7.6	N/A



TDM Strategy Inputs				
Strategy Type	Description	Proposed Project	Mitigations	
Parking	Reduce parking supply	City code parking provision (spaces)	538	538
		Actual parking provision (spaces)	426	426
	Unbundle parking	Monthly cost for parking (\$) <i>Employees eligible (%)</i>	\$25	\$25
	Parking cash-out	Daily parking charge (\$) <i>Employees subject to priced parking (%)</i>	0%	0%
	Price workplace parking	Cost of annual permit (\$) <i>Employees subject to priced parking (%)</i>	\$0.00	\$0.00
			0%	0%
	Residential area parking permits		\$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) (\$) <i>Employees and residents participating (%)</i>	\$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	
Commuter Trip Reductions	Required commute trip reduction program	Employees participating (%)	0%	0%
	Alternative Work Schedules and Telecommute Program	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)	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)	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%
		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: Suburban Center														
		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	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	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%	
Transit	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%	TDM Strategy Appendix, Transit sections 1 - 3
	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	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%	
	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%		

TDM Adjustments by Trip Purpose & Strategy, Cont.														
Place type: Suburban Center														
		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
	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	14%	14%	11%	11%	14%	14%	11%	11%	11%	11%	11%	11%	
MAX. TDM EFFECT	14%	14%	11%	11%	14%	14%	11%	11%	11%	11%	11%	11%	

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

where X%=

PLACE	urban	75%
TYPE	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: May 9, 2022

Project Name: 1050 La Cienega Boulevard

Project Scenario:

Project Address: 1050 S LA CIENEGA BLVD, 90035



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	258	-15.9%	217	6.3	1,625	1,367
Home Based Other Production	716	-34.1%	472	4.9	3,508	2,313
Non-Home Based Other Production	546	-3.1%	529	7.0	3,822	3,703
Home-Based Work Attraction	44	-31.8%	30	8.0	352	240
Home-Based Other Attraction	827	-31.0%	571	6.9	5,706	3,940
Non-Home Based Other Attraction	293	-3.8%	282	6.3	1,846	1,777

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	-13.6%	187	1,181	-13.6%	187	1,181
Home Based Other Production	-13.6%	408	1,998	-13.6%	408	1,998
Non-Home Based Other Production	-11.0%	471	3,297	-11.0%	471	3,297
Home-Based Work Attraction	-11.0%	27	214	-11.0%	27	214
Home-Based Other Attraction	-11.0%	508	3,508	-11.0%	508	3,508
Non-Home Based Other Attraction	-11.0%	251	1,582	-11.0%	251	1,582

MXD VMT Methodology Per Capita & Per Employee

Total Population: 679

Total Employees: 30

APC: Central

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	3,179	3,179
<i>Total Home Based Work Attraction VMT</i>	214	214
<i>Total Home Based VMT Per Capita</i>	4.7	4.7
<i>Total Work Based VMT Per Employee</i>	N/A	N/A

**TABLE 13
FUTURE CONDITIONS (YEAR 2026)
INTERSECTION LEVELS OF SERVICE**

No	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions	
			Delay [a]	LOS	Delay [a]	LOS
1.	La Cienega Boulevard & Olympic Boulevard	AM	70.0	E	71.6	E
		PM	106.5	F	112.2	F
2.	La Cienega Boulevard & Whitworth Drive	AM	8.0	A	8.1	A
		PM	10.3	B	10.6	B
3.	La Cienega Boulevard & Pico Boulevard	AM	64.3	E	67.1	E
		PM	76.9	E	79.8	E

Notes:

Delay is measured in seconds per vehicle. LOS = Level of Service.

[a] Intersection analysis based on HCM 6th Edition Signalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through the intersection. The resulting average delay represents the measure of effectiveness of the traffic signal.