

Email Transmittal

May 29, 2020

Mr. Wes Pringle
Transportation Engineering Associate III
Metro Development Review
City of Los Angeles Department of Transportation
100 S. Main Street, 9th Floor
Los Angeles, CA 90012

Re: The Parks at LA (3433 W. 8th Street) Mixed-Use Project Supplemental Vehicle Miles
Traveled Analysis, City of Los Angeles

Dear Wes,

In September 2019, Crain & Associates prepared a transportation impact study for the Parks at LA Mixed-Use project. The Project is proposing to develop 223 apartments, 28 affordable residential units, 15,500 square feet of office and 25,000 square feet of shopping center uses (the "Project") at 3433 W. 8th Street in the Wilshire Community in the City of Los Angeles (the "City"). Currently, the Project site contains one single-family home and 22,000 square feet of shopping center uses, which will be removed to accommodate the Project. The results of the transportation analysis determined that the addition of Project-related traffic would not result in significant impacts at any of the seven study intersections, any Congestion Management Program (CMP) monitoring locations, public transit, or residential street facilities. The transportation impact study was conducted based on the procedures outlined in the City of Los Angeles Department of Transportation (LADOT) Transportation Impact Study Guidelines (December 2016), which determined impact significance based on intersection level of service (LOS) and Project-related change in intersection volume-to-capacity (V/C) ratio. LADOT prepared an assessment letter in July 2019 agreeing with the findings of the transportation impact study.

Following the passage of Senate Bill 743 (SB 743), the State of California's Governor's Office of Planning and Research (OPR) was tasked with developing new guidelines for evaluating transportation impacts under the California Environmental Quality Act (CEQA). These guidelines are intended to promote the reduction of greenhouse gas emissions and develop multimodal and diverse transportation networks by shifting the transportation performance metric from automobile delay and LOS to vehicle miles traveled (VMT).

In response to the updates to the CEQA guidelines, LADOT updated the City's Transportation Assessment Guidelines (TAG) in July 2019 to conform to the requirements of SB 743. The TAG replaced the Transportation Impact Study Guidelines (December 2016) and shifted the performance metric for evaluating

transportation impacts under CEQA from LOS to VMT for studies completed within the City. The TAG establishes thresholds to identify development projects that would cause substantial VMT.

While the transportation impact study for the Project has been approved by LADOT, a supplemental VMT analysis has been performed per the July 2019 TAG in the event that the Project does not receive entitlements prior to July 1, 2020 (the State's official deadline for required VMT compliance for all development projects). This technical letter presents the supplemental VMT analysis for the proposed Project.

PROJECT DESCRIPTION

The Project is located at the north side of 8th Street, between Hobart Boulevard and Harvard Boulevard at 3433 W. 8th Street. Located within the Wilshire Community Plan Area, the area surrounding the Project site is primarily developed with commercial and medium- to high-density residential uses. The Project is proposing to develop 223 apartments, 28 affordable residential units, 15,500 square feet of office, and 25,000 square feet of shopping center uses in a multi-story building. The existing on-site land uses that include a 22,000 square foot shopping center and one single-family home will be removed in conjunction with construction of the Project. The Project per the City Municipal Code (the "Code") is required to provide a total of 413 vehicle parking spaces. Per Code Section 12.21.A(4), projects are allowed to reduce the number of vehicle parking spaces by replacement with additional bicycle parking. The Project will be incorporating the replacement of bicycle parking to reduce the total number of vehicle parking spaces to a total of 340 vehicle parking spaces and will be providing a total of 324 bicycle parking (296 long-term and 28 short-term).

VMT IMPACT CRITERIA AND VMT CALCULATOR

The City has updated the TAG to ensure compliance with Section 15064.3, subdivision (b)(1) of the CEQA Guidelines, which asks if a development project would result in a substantial increase in VMT. The TAG sets the following criteria for determining significant transportation impacts based on VMT:

For a land use project, would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(1)?

To assist in determining which development projects would conflict with CEQA Guidelines section 15064.3, subdivision (b)(1), the TAG establishes two screening criteria to evaluate whether further analysis of a land use project's impact based on VMT is required. Both of the following criteria must be met in order to require further analysis of a land use project's VMT contribution:

1. The land use project would generate a net increase of 250 or more daily vehicle trips.

2. The project would generate a net increase in daily VMT.

In addition, the TAG provides specific instructions for evaluating the VMT contribution of retail and restaurant uses. Should a land use project contain retail or restaurant components that are small-scale or local-serving in nature, the retail/restaurant portion of the land use project can be assumed not to result in a significant VMT impact. The retail/restaurant component of a land use project can be considered small-scale or local-serving if the total retail and restaurant square footage does not exceed 50,000 square feet. For a mixed-use development, if the retail/restaurant component does not exceed 50,000 square feet in size, the retail/restaurant portion of the land use project can be considered to have a less-than-significant VMT impact; however, the remaining portions of the land use project are subject to further VMT analysis if the above two screening criteria are met.

After the initial screening, the TAG provides guidance for further analysis of the VMT contribution of a land use project. Under the updated TAG, two forms of VMT are analyzed: (1) household VMT per capita and (2) work VMT per employee. The household VMT per capita is the home-based VMT produced by the residential component of a land use project divided by the number of residents within the development. The work VMT per employee is the home-based work VMT attracted by the non-residential uses of a land use project divided by the number of employees within the development. As outlined in the updated TAG, in order for a proposed land use project to have a less-than-significant VMT impact, two criteria must be met: (1) the land use project's household VMT per capita must not exceed 15 percent below the average household VMT per capita, and (2) the land use project's work VMT per employee must not exceed 15 percent below the average work VMT per employee. The thresholds corresponding to 15 percent below the average household VMT per capita and average work VMT per capita were individually determined for each of the seven Area Planning Commission (APC) areas within the City and are shown in Table 1. The Area Planning Commission area in which a land use project is located determines the appropriate significance thresholds to be applied.

Table 1
VMT Significant Impact Thresholds

| <u>Area Planning Commission</u> | <u>Daily Household VMT per Capita</u> | <u>Daily Work VMT per Employee</u> |
|--|--|---|
| Central | 6.0 | 7.6 |
| East LA | 7.2 | 12.7 |
| Harbor | 9.2 | 12.3 |
| North Valley | 9.2 | 15.0 |
| South LA | 6.0 | 11.6 |
| South Valley | 9.4 | 11.6 |
| West LA | 7.4 | 11.1 |

To screen and calculate VMT impacts of a project, LADOT developed the City of Los Angeles VMT Calculator Version 1.2 (the “VMT Calculator”), which calculates the daily vehicle trips, daily VMT, daily household VMT per capita, and daily work VMT per employee for land use projects. The VMT Calculator utilizes average daily trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (9th Edition, 2012) and empirical trip generation data to determine the base daily trips associated with a land use project. The number of daily trips is further refined using data from the Environmental Protection Agency’s (EPA’s) Mixed-Use (MXD) Model and the City’s Travel Demand Forecasting (TDF) Model.

The VMT Calculator also determines population and employment estimates for a land use project based on rates developed from U.S. Census data for the City of Los Angeles and employment data from a variety of sources, including the Los Angeles Unified School District and the San Diego Association of Governments (SANDAG). The VMT Calculator then uses trip length information from the TDF Model, in combination with the daily trips and population/employment estimates, to calculate the land use project’s daily VMT, household VMT per capita, and work VMT per capita. The VMT Calculator also provides a menu of Transportation Demand Management (TDM) strategies that can be implemented for a land use project, either as project features or mitigation measures, to reduce the project’s daily vehicle trips and VMT. Further detail on the VMT Calculator can be found in the *City of Los Angeles VMT Calculator Documentation* (November 2019).

PROJECT VMT CALCULATIONS

To determine whether the Project requires further VMT analysis, the Project’s existing and proposed land uses were inputted into the VMT Calculator. As shown in Attachment 1, the Housing (Multi-Family and Affordable Housing-Family), Office (General Office), and Retail (General Retail) land use rates were applied to the corresponding proposed Project uses. For screening purposes, the Housing (Single Family) and Retail (General Retail) land use rates were applied to the existing land uses. As shown, based on the VMT Calculator, the Project would generate 959 net daily trips and 5,816 net daily VMT (proposed minus existing). As the Project would generate more than 250 net daily trips, would result in a net increase in daily VMT, and is not exclusively a small-scale/local-serving retail/restaurant use (50,000 square feet or less), the Project would meet screening criteria and further VMT analysis is required.

The VMT Calculator was then utilized to determine household VMT per capita and the work VMT per employee. The Project proposes to incorporate TDM strategies (such as reducing the Project parking supply from the standard amount required per the Code by replacing vehicle parking spaces with bicycle parking spaces [413 parking spaces required by the Code, actual parking provision is 340 parking spaces], providing short- and long-term bicycle parking supplies, and providing secure bike parking and showers) as Project features. Additional TDM strategies that will be implemented as mitigation include unbundled parking at \$200 per month and the implementation/improvement of on-street bicycle facility with the contribution of

a one-time fixed fee of \$50,000 that will be deposited into the City's Bicycle Plan Trust fund to implement bicycle improvements in the vicinity of the Project. The VMT Calculator determined that the residential portion of the Project would generate a household VMT per capita of 5.6 and with additional mitigation would generate a household VMT of 4.2 per capita, as shown in Attachment 1. Since the Project is located within the Central Area Planning Commission area, the appropriate threshold of significance with which to compare the Project's household VMT estimate is 6.0 daily household VMT per capita, as shown in Table 1. Therefore, the Project is expected to have a less-than-significant VMT impact based on the residential component. As for the Project's retail and office commercial components, the VMT Calculator determined that the commercial portion of the Project would generate a work VMT per employee of 5.8 under both the proposed Project and with mitigation scenarios, refer to Attachment 1. The threshold of significance with which to compare the Project's household VMT estimate is 7.6 daily work VMT per employee, as shown in Table 1. Thus, the residential and retail components of the proposed Project would result in less-than-significant VMT impacts.

CONCLUSIONS

Per the updated TAG, a project is required to perform a VMT analysis when a project would generate more than 250 net daily trips, would result in a net increase in daily VMT, and is not exclusively a small scale-/local-serving retail/restaurant use (50,000 square feet or less). The Project met all the screening criteria and conducted additional analysis that included evaluating TDM strategies. With consideration of TDM strategies that incorporate the proposed Project's features and additional mitigation, the Project is not expected to result in a significant VMT impact to the transportation system.

Please contact me if you have any questions.

Sincerely,



George Rhyner, T.E.
Senior Transportation Engineer
TR 2143, CE 47763

GR:hm
C22682
attachment

ATTACHMENT 1

VMT CALCULATOR OUTPUT REPORTS

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2



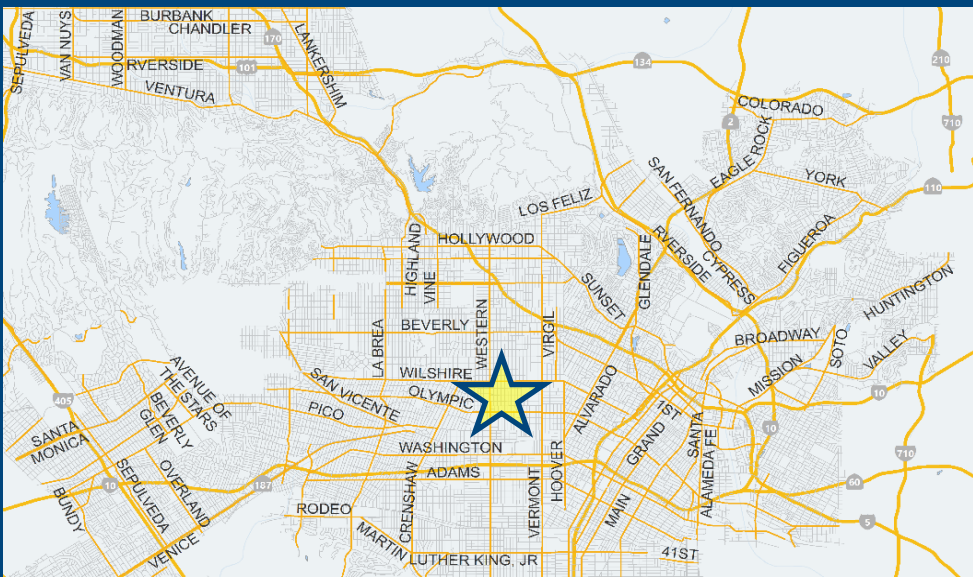
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 3433 8th Street Mixed-Use

Scenario: With Project

Address: 3433 W 8TH ST, 90005



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 |
|-------------------------|--------|------|
| Retail General Retail | 20 | ksf |
| Housing Single Family | 1 | DU |
| Retail General Retail | 22.000 | ksf |

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

Proposed Project Land Use

| Land Use Type | Value | Unit |
|---------------------------------------|-------|------|
| Office General Office | 15.5 | ksf |
| Housing Multi-Family | 223 | DU |
| Retail General Retail | 25 | ksf |
| Office General Office | 15.5 | ksf |
| Housing Affordable Housing - Family | 28 | 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 Project |
|----------------------------|------------------------------|
| 580 Daily Vehicle Trips | 1,539 Daily Vehicle Trips |
| 3,810 Daily VMT | 9,626 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 | 959 Net Daily Trips |
| The net increase in daily VMT ≤ 0 | 5,816 Net Daily VMT |
| The proposed project consists of only retail land uses ≤ 50,000 square feet total. | 25.000 ksf |

The proposed project is required to perform VMT analysis.

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2



Project Information

Project:

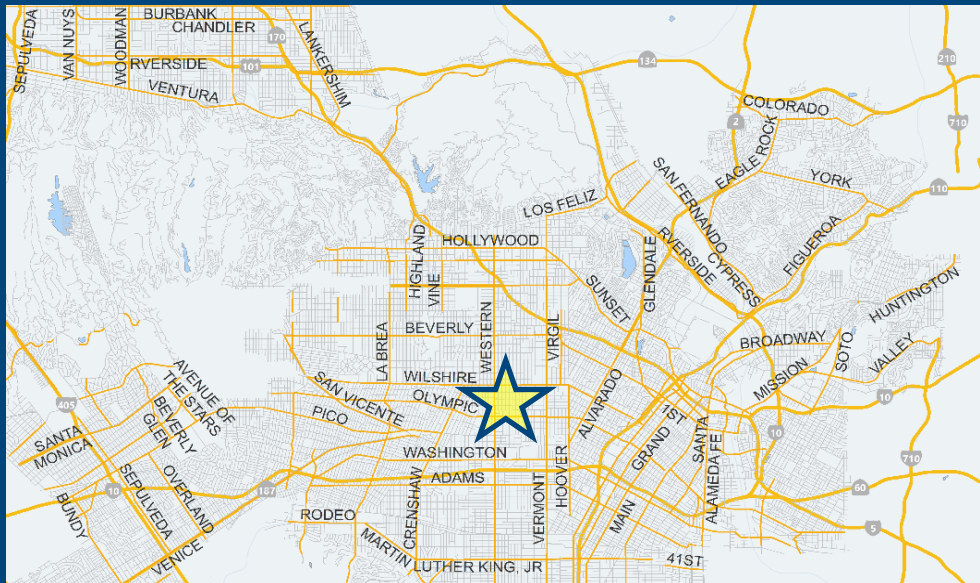
3433 8th Street Mixed-Use

Scenario:

With Project

Address:

3433 W 8TH ST, 90005



| Proposed Project Land Use Type | Value | Unit |
|---------------------------------------|-------|------|
| Housing Multi-Family | 223 | DU |
| Retail General Retail | 25 | ksf |
| Office General Office | 15.5 | ksf |
| Housing Affordable Housing - Family | 28 | DU |

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

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

A

Parking

Reduce Parking Supply

413

city code parking provision for the project site

340

actual parking provision for the project site

☒ Proposed Prj ☐ Mitigation

Unbundle Parking

200

monthly parking cost (dollar) for the project site

☐ Proposed Prj ☒ Mitigation

Parking Cash-Out

50

percent of employees eligible

☐ Proposed Prj ☐ Mitigation

Price Workplace Parking

6.00

daily parking charge (dollar)

25

percent of employees subject to priced parking

☐ Proposed Prj ☐ Mitigation

Residential Area Parking Permits

200

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 |
|--|--|
| 1,385 Daily Vehicle Trips | 1,243 Daily Vehicle Trips |
| 8,665 Daily VMT | 7,823 Daily VMT |
| 5.6 Household VMT per Capita | 4.2 Household VMT per Capita |
| 5.8 Work VMT per Employee | 5.8 Work VMT per Employee |

| Significant VMT Impact? | |
|--|--|
| Household: No Threshold = 6.0 15% Below APC | Household: No Threshold = 6.0 15% Below APC |
| Work: No Threshold = 7.6 15% Below APC | Work: No Threshold = 7.6 15% Below APC |



CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: May 9, 2020

Project Name: 3433 8th Street Mixed-Use

Project Scenario: With Project

Project Address: 3433 W 8TH ST, 90005



Version 1.2

| Project Information | | | |
|---------------------|--------------------------|--------|----------|
| Land Use Type | | Value | Units |
| Housing | Single Family | 0 | DU |
| | Multi Family | 223 | DU |
| | Townhouse | 0 | DU |
| | Hotel | 0 | Rooms |
| | Motel | 0 | Rooms |
| Affordable Housing | Family | 28 | DU |
| | Senior | 0 | DU |
| | Special Needs | 0 | DU |
| | Permanent Supportive | 0 | DU |
| Retail | General Retail | 25.000 | 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 | 0.000 | ksf |
| | Free-Standing Discount | 0.000 | ksf |
| | Movie Theater | 0 | Seats |
| Office | General Office | 15.500 | 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 |

Project and Analysis Overview

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: May 9, 2020

Project Name: 3433 8th Street Mixed-Use

Project Scenario: With Project

Project Address: 3433 W 8TH ST, 90005



Version 1.2

| Analysis Results | | | |
|---|--------------------------|-----------------|--------------------------|
| Total Employees: 112 | | | |
| Total Population: 590 | | | |
| Proposed Project | | With Mitigation | |
| 1,385 | Daily Vehicle Trips | 1,243 | Daily Vehicle Trips |
| 8,665 | Daily VMT | 7,823 | Daily VMT |
| 5.6 | Household VMT per Capita | 4.2 | Household VMT per Capita |
| 5.8 | Work VMT per Employee | 5.8 | 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 | No | Work > 7.6 | No |

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: May 9, 2020

Project Name: 3433 8th Street Mixed-Use

Project Scenario: With Project

Project Address: 3433 W 8TH ST, 90005



Version 1.2

| TDM Strategy Inputs | | | | |
|---------------------------|----------------------------------|---|------------------|-------------|
| Strategy Type | | Description | Proposed Project | Mitigations |
| Parking | Reduce parking supply | City code parking provision (spaces) | 413 | 413 |
| | | Actual parking provision (spaces) | 340 | 340 |
| | Unbundle parking | Monthly cost for parking (\$) | \$0 | \$200 |
| | Parking cash-out | Employees eligible (%) | 0% | 0% |
| | Price workplace parking | Daily parking charge (\$) | \$0.00 | \$0.00 |
| | | Employees subject to priced parking (%) | 0% | 0% |
| | Residential area parking permits | Cost of annual permit (\$) | \$0 | \$0 |
| (cont. on following page) | | | | |

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: May 9, 2020

Project Name: 3433 8th Street Mixed-Use

Project Scenario: With Project

Project Address: 3433 W 8TH ST, 90005



Version 1.2

| 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) | | | | |

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: May 9, 2020

Project Name: 3433 8th Street Mixed-Use

Project Scenario: With Project

Project Address: 3433 W 8TH ST, 90005



Version 1.2

| 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) | | | | |

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: May 9, 2020

Project Name: 3433 8th Street Mixed-Use

Project Scenario: With Project

Project Address: 3433 W 8TH ST, 90005



Version 1.2

| 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 | Yes |
| | Include Bike parking per LAMC | Meets City Bike Parking Code (Yes/No) | Yes | Yes |
| | Include secure bike parking and showers | Includes indoor bike parking/lockers, showers, & repair station (Yes/No) | Yes | Yes |
| Neighborhood Enhancement | Traffic calming improvements | Streets with traffic calming improvements (%) | 0% | 0% |
| | | Intersections with traffic calming improvements (%) | 0% | 0% |
| | Pedestrian network improvements | Included (within project and connecting off-site/within project only) | 0 | 0 |

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: May 9, 2020
 Project Name: 3433 8th Street Mixed-Use
 Project Scenario: With Project
 Project Address: 3433 W 8TH ST, 90005



Version 1.2

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 | 9% | 9% | 9% | 9% | 9% | 9% | 9% | 9% | 9% | 9% | 9% | 9% | TDM Strategy Appendix, Parking sections 1 - 5 |
| | Unbundle parking | 0% | 24% | 0% | 0% | 0% | 24% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | Parking cash-out | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | Price workplace parking | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | Residential area parking permits | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | |
| Transit | Reduce transit headways | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | TDM Strategy Appendix, Transit sections 1 - 3 |
| | Implement neighborhood shuttle | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | Transit subsidies | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| Education & Encouragement | Voluntary travel behavior change program | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | TDM Strategy Appendix, Education & Encouragement sections 1 - 2 |
| | Promotions and marketing | 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% | |

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: May 9, 2020
 Project Name: 3433 8th Street Mixed-Use
 Project Scenario: With Project
 Project Address: 3433 W 8TH ST, 90005



Version 1.2

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

| | | <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> | | <i>Source</i> |
|---------------------------------|---|-----------------------------------|-----------|-----------------------------------|-----------|------------------------------------|-----------|------------------------------------|-----------|--|-----------|--|-----------|--|
| | | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | Proposed | Mitigated | |
| Bicycle Infrastructure | Implement/ Improve on-street bicycle facility | 0.0% | 0.6% | 0.0% | 0.6% | 0.0% | 0.6% | 0.0% | 0.6% | 0.0% | 0.6% | 0.0% | 0.6% | TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3 |
| | Include Bike parking per LAMC | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | |
| | Include secure bike parking and showers | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | 0.6% | |
| Neighborhood Enhancement | Traffic calming improvements | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | TDM Strategy Appendix, Neighborhood Enhancement 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 | | 10% | 32% | 10% | 11% | 10% | 32% | 10% | 11% | 10% | 11% | 10% | 11% |
| MAX. TDM EFFECT | | 10% | 32% | 10% | 11% | 10% | 32% | 10% | 11% | 10% | 11% | 10% | 11% |

= 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, 2020

Project Name: 3433 8th Street Mixed-Use

Project Scenario: With Project

Project Address: 3433 W 8TH ST, 90005



Version 1.2

MXD Methodology - Project Without TDM

| | Unadjusted Trips | MXD Adjustment | MXD Trips | Average Trip Length | Unadjusted VMT | MXD VMT |
|---------------------------------|------------------|----------------|-----------|---------------------|----------------|---------|
| Home Based Work Production | 338 | -30.2% | 236 | 7.5 | 2,535 | 1,770 |
| Home Based Other Production | 904 | -58.0% | 380 | 5.0 | 4,520 | 1,900 |
| Non-Home Based Other Production | 252 | -14.7% | 215 | 8.3 | 2,092 | 1,785 |
| Home-Based Work Attraction | 162 | -34.6% | 106 | 6.8 | 1,102 | 721 |
| Home-Based Other Attraction | 736 | -58.0% | 309 | 5.0 | 3,680 | 1,545 |
| Non-Home Based Other Attraction | 343 | -14.6% | 293 | 6.5 | 2,230 | 1,905 |

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 | -10.0% | 212 | 1,593 | -32.0% | 160 | 1,203 |
| Home Based Other Production | -10.0% | 342 | 1,710 | -32.0% | 258 | 1,292 |
| Non-Home Based Other Production | -10.0% | 194 | 1,607 | -10.5% | 192 | 1,597 |
| Home-Based Work Attraction | -10.0% | 95 | 649 | -10.5% | 95 | 645 |
| Home-Based Other Attraction | -10.0% | 278 | 1,391 | -10.5% | 276 | 1,382 |
| Non-Home Based Other Attraction | -10.0% | 264 | 1,715 | -10.5% | 262 | 1,704 |

MXD VMT Methodology Per Capita & Per Employee

Total Population: 590

Total Employees: 112

APC: Central

| | <i>Proposed Project</i> | <i>Project with Mitigation Measures</i> |
|---|-------------------------|---|
| <i>Total Home Based Production VMT</i> | 3,303 | 2,495 |
| <i>Total Home Based Work Attraction VMT</i> | 649 | 645 |
| <i>Total Home Based VMT Per Capita</i> | 5.6 | 4.2 |
| <i>Total Work Based VMT Per Employee</i> | 5.8 | 5.8 |