L-3 CEQA Thresholds Alternatives Transportation Memorandum

Gibson transportation consulting, inc.

MEMORANDUM

TO: Mike Harden, ESA

FROM: Jonathan Chambers, P.E.

DATE: February 8, 2020

RE: Vehicle Miles Traveled Analysis for the
Alternatives to the 6220 Yucca Street Mixed-Use Project
Hollywood, California **Ref:** J1372

This memorandum provides an analysis of potential vehicle miles traveled (VMT) impacts for the Draft Environmental Impact Report (DEIR) project alternatives to the 6220 Yucca Street Mixed-Use Project (Project). This analysis was conducted in the same manner as the Project VMT analysis provided in *CEQA Thresholds Analysis for the 6220 Yucca Street Mixed-Use Project* (Gibson Transportation Consulting, Inc., February 7, 2020) (Project CEQA Memo).

PROJECT ALTERNATIVES

The Project is a mixed-use development including 210 multi-family residential units, 136 hotel rooms, and approximately 12,570 square feet (sf) of commercial/restaurant uses in two buildings. The Project Site is currently developed with one single-family residence, one duplex (two multi-family units), and three two-story apartment buildings (40 residential units) for a total of 43 residential units.

The DEIR analyzed four Alternatives to the Project:

- Alternative 1 – No Project/No Build: Alternative 1 would not modify the Project site from existing conditions and, therefore, would not result in any change to VMT and was not analyzed in this memorandum.

- Alternative 2 – Primarily Residential Mixed-Use: Alternative 2 would construct 271 multi-family residential units and 5,120 sf of restaurant uses.

- Alternative 3 – No Commercial Zone Change, No High Density Residential, No Density Bonus: Alternative 3 would construct 101 multi-family residential units.

- Alternative 4 – Primarily Office Mixed-Use: Alternative 4 would construct 13 residential units, 100,000 sf of office space, and 12,000 sf of commercial/restaurant uses.

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PROJECT VMT ANALYSIS

As detailed in the Project CEQA Memo, the Project VMT analysis was conducted using the VMT Calculator (version 1.2, released in November, 2019) developed by the Los Angeles Department of Transportation (LADOT). The VMT Calculator evaluates Project VMT and compares it to the VMT impact criteria. The Project VMT analysis accounted for the Project's provision of bicycle parking required by the Los Angeles Municipal Code. It also accounted for transportation demand management (TDM) strategies the Project would implement as part of a TDM mitigation measure. Specifically, the Project VMT analysis included unbundled parking and promotions and marketing as key components of the mitigation program.

The Project VMT analysis results are summarized in Table 1, before and after implementation of the Project's TDM program as mitigation. As shown, after mitigation, the Project would generate average household VMT per capita of 6.0, which is equal to the impact threshold of 6.0, and, therefore, would not result in a significant VMT impact. The Project would generate average work VMT per employee of 7.1, which is less than the impact threshold of 7.6, and, therefore, would not result in a significant VMT impact. Detailed output from the VMT Calculator is provided in the Attachment.

ALTERNATIVES VMT ANALYSIS

Alternatives 2, 3, and 4 were analyzed using the VMT Calculator. Alternatives 2 and 3, as residential projects, were assumed to implement the same TDM strategies as the Project or, where necessary and as noted, additional strategies required to reduce the Alternative VMT impact to a level of insignificance.

Detailed output from the VMT Calculator for each Alternative is provided in the Attachment.

Alternative 2

The results of the Alternative 2 VMT analysis, before and after implementation of TDM strategies as mitigation, are shown in Table 2. As shown, Alternative 2 would generate average household VMT per capita of 7.5 prior to mitigation, which exceeds the Central Area Planning Commission (APC) impact threshold of 6.0 and, therefore, would result in a significant VMT impact. Following implementation of mitigation, Alternative 2 would generate average household VMT per capita of 5.9, which is under the impact threshold and, therefore, would reduce the VMT impact below the level of significance. However, to achieve this result, it would be necessary to modify the proposed TDM program implemented by the Project by increasing the cost to residents of an unbundled parking space from a per-unit average of $150 per month (as assumed for the Project's TDM program) to $175 per month for Alternative 2.

The VMT Calculator estimates that Alternative 2 would only result in 20 employees. Based on the VMT home-based work attraction VMT shown in the table, the work VMT per employee was calculated to be 4.1, before and after implementation of mitigation. This is below the impact threshold of 7.6, and therefore the Project would result in a less-than-significant impact with respect to work VMT per employee.

Like the Project, Alternative 2 would result in less-than-significant impacts on VMT when considering both household VMT per capita and work VMT per employee.

Alternative 3

Alternative 3, which proposes to construct 101 residential units (a net increase of 58 units when considering the removal of 43 residential units currently on the Project Site), would generate fewer than 250 net new daily trips based on the VMT Calculator. As such, according to *LADOT Transportation Assessment Guidelines* (July 2019), no further VMT analysis is required and the Project is considered to have a less-than-significant impact on VMT.

Therefore, like the Project, Alternative 3 would result in less-than-significant impacts on VMT when considering both household VMT per capita and work VMT per employee.

Alternative 4

The results of the Alternative 4 VMT analysis, before and after implementation of TDM strategies as mitigation, are shown in Table 3. As shown, Alternative 4 would generate average household VMT per capita of 4.0, which is less than the Central APC impact threshold of 6.0 and, therefore, would not result in a significant VMT impact. No mitigation is necessary.

Alternative 4 would generate average work VMT per employee of 7.9 prior to mitigation, which is more than the Central APC impact threshold of 7.6 and, therefore, would result in a significant VMT impact. Following implementation of mitigation, Alternative 4 would generate average work VMT per employee of 7.5, which is less than the impact threshold and, therefore, would reduce the VMT impact below the level of significance. Because Alternative 4 is an office project rather than a residential project, the TDM program proposed for Alternative 4 would consist of a parking cash-out strategy in place of the Project's TDM program. Under a parking cash-out program, office employees would be refunded the cost their employer would pay for a parking space within the Project should the employee forego the space.

Like the Project, Alternative 4 would result in less-than-significant impacts on VMT when considering both household VMT per capita and work VMT per employee.

TABLE 1
VMT ANALYSIS SUMMARY
PROPOSED PROJECT

Land Use Information		
Multi-Family Housing	210 units	
Hotel	136 rooms	
Retail	3,450 sf	
Restaurant	9,120 sf	
VMT Analysis [a]		
Resident Population	473	
Employee Population	111	
Project Area Planning Commission	Central	
Project Travel Behavior Zone	Compact Infill (Zone 3)	
	Project before Mitigation	**Project with Mitigation**
Total Daily VMT [b]	12,607	11,929
Home-Based Production VMT [c]	3,504	2,862
Home-Based Work Attraction VMT [c]	799	796
Household VMT per Capita	7.4	6.0
Impact Threshold	6.0	6.0
Significant Impact	**YES**	NO
Work VMT per Employee	7.2	7.1
Impact Threshold	7.6	7.6
Significant Impact	NO	NO

Notes:
[a] Project Analysis is from VMT Calculator output reports provided in the Attachment.
[b] See Attachment, Project Report 1.
[c] See Attachment, Project Report 4.

TABLE 2
VMT ANALYSIS SUMMARY
ALTERNATIVE 2 - RESIDENTIAL MIXED-USE

Land Use Information		
Multi-Family Housing	271 units	
Restaurant	5,120 sf	
VMT Analysis [a]		
Resident Population	611	
Employee Population	20	
Project Area Planning Commission	Central	
Project Travel Behavior Zone	Compact Infill (Zone 3)	
	Alternative before Mitigation	**Alternative with Mitigation**
Total Daily VMT [b]	7,514	6,525
Home-Based Production VMT [c]	4,591	3,612
Home-Based Work Attraction VMT [c]	81	81
Household VMT per Capita	7.5	5.9
Impact Threshold	6.0	6.0
Significant Impact	**YES**	NO
Work VMT per Employee [d]	4.1	4.1
Impact Threshold	7.6	7.6
Significant Impact	NO	NO

Notes:

[a] Alternative Analysis is from VMT Calculator output reports provided in the Attachment.

[b] See Attachment, Alternative 2 Report 1.

[c] See Attachment, Alternative 2 Report 4.

[d] Total population or trip count below VMT Calculator screening criteria. Result was manually calculated using component VMT and population data above.

TABLE 3
VMT ANALYSIS SUMMARY
ALTERNATIVE 4 - OFFICE

Land Use Information		
Office	100,000 sf	
Multi-Family Housing	13 units	
Retail	3,000 sf	
Restaurant	9,000 sf	
VMT Analysis [a]		
Resident Population	29	
Employee Population	442	
Project Area Planning Commission	Central	
Project Travel Behavior Zone	Compact Infill (Zone 3)	
	Alternative before Mitigation	**Alternative with Mitigation**
Total Daily VMT [b]	9,591	9,458
Home-Based Production VMT [c]	118	118
Home-Based Work Attraction VMT [c]	3,455	3,322
Household VMT per Capita	4.0	4.0
Impact Threshold	6.0	6.0
Significant Impact	NO	NO
Work VMT per Employee	7.8	7.5
Impact Threshold	7.6	7.6
Significant Impact	**YES**	NO

Notes:
[a] Alternative Analysis is from VMT Calculator output reports provided in the Attachment.
[b] See Attachment, Alternative 4 Report 1.
[c] See Attachment, Alternative 4 Report 4.

Attachment

VMT Calculator Summary Sheets

Project

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 7, 2020
Project Name: 6220 W. Yucca St
Project Scenario: Project
Project Address: 6220 W YUCCA ST, 90028

Version 1.2

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	210	DU
	Townhouse	*0*	*DU*
	Hotel	136	Rooms
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	General Retail	3.450	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	9.120	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 7, 2020
Project Name: 6220 W. Yucca St
Project Scenario: Project
Project Address: 6220 W YUCCA ST, 90028

Version 1.2

Analysis Results			
Total Employees: 111 Total Population: 473			
Proposed Project		***With Mitigation***	
1,979	**Daily Vehicle Trips**	**1,869**	**Daily Vehicle Trips**
12,607	**Daily VMT**	**11,929**	**Daily VMT**
7.4	**Household VMT per Capita**	**6**	**Household VMT per Capita**
7.2	**Work VMT per Employee**	**7.1**	**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 Work > 7.6	Yes No	Household > 6.0 Work > 7.6	No No

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	Monthly cost for parking ($)	*$0*	$150
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$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)

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%*	10%

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	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*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: February 7, 2020
Project Name: 6220 W. Yucca St
Project Scenario: Project
Project Address: 6220 W YUCCA ST, 90028

Version 1.2

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%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Parking sections 1 - 5
	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%*	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Transit subsidies	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Education & Encouragement	Voluntary travel behavior change program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	*0%*	0%	*0%*	0%	*0%*	0%	*0%*	0%	*0%*	0%	*0%*	*0%*	
Commute Trip Reductions	Required commute trip reduction program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Employer sponsored vanpool or shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Ride-share program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Shared Mobility	Car-share	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
	School carpool program	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: 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	*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	*1%*	*19%*	*1%*	*1%*	*1%*	*19%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*
MAX. TDM EFFECT	*1%*	*19%*	*1%*	*1%*	*1%*	*19%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: February 7, 2020
Project Name: 6220 W. Yucca St
Project Scenario: Project
Project Address: 6220 W YUCCA ST, 90028

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	284	-36.3%	181	8.0	2,272	1,448
Home Based Other Production	762	-48.6%	392	5.3	4,039	2,078
Non-Home Based Other Production	302	-13.9%	260	7.3	2,205	1,898
Home-Based Work Attraction	162	-39.5%	98	8.2	1,328	804
Home-Based Other Attraction	1,409	-48.0%	732	6.0	8,454	4,392
Non-Home Based Other Attraction	379	-13.5%	328	6.3	2,388	2,066

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-0.6%	180	1,439	-18.8%	147	1,175
Home Based Other Production	-0.6%	390	2,065	-18.8%	318	1,687
Non-Home Based Other Production	-0.6%	258	1,886	-1.0%	257	1,879
Home-Based Work Attraction	-0.6%	97	799	-1.0%	97	796
Home-Based Other Attraction	-0.6%	728	4,365	-1.0%	725	4,347
Non-Home Based Other Attraction	-0.6%	326	2,053	-1.0%	325	2,045

MXD VMT Methodology Per Capita & Per Employee

Total Population: 473
Total Employees: 111
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**3,504**	**2,862**
Total Home Based Work Attraction VMT	**799**	**796**
Total Home Based VMT Per Capita	**7.4**	**6.0**
Total Work Based VMT Per Employee	**7.2**	**7.1**

Alternative 2

Primarily Residential Mixed-Use

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 7, 2020
Project Name: 6220 W. Yucca St
Project Scenario: Alternative 2 - Residential Mixed-Use
Project Address: 6220 W YUCCA ST, 90028

Version 1.2

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	271	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*	*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	5.120	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 7, 2020
Project Name: 6220 W. Yucca St
Project Scenario: Alternative 2 - Residential Mixed-Use
Project Address: 6220 W YUCCA ST, 90028

Version 1.2

Analysis Results			
Total Employees: 20 Total Population: 611			
Proposed Project		***With Mitigation***	
1,204	**Daily Vehicle Trips**	**1,042**	**Daily Vehicle Trips**
7,514	**Daily VMT**	**6,525**	**Daily VMT**
7.5	**Household VMT per Capita**	**5.9**	**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 Work > 7.6	Yes N/A	Household > 6.0 Work > 7.6	No N/A

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	Monthly cost for parking ($)	*$0*	$175
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	Employees and residents participating (%)	*0%*	10%

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	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*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: February 7, 2020
Project Name: 6220 W. Yucca St
Project Scenario: Alternative 2 - Residential Mixed-Use
Project Address: 6220 W YUCCA ST, 90028

Version 1.2

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%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	*0%*	21%	*0%*	*0%*	*0%*	21%	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Parking cash-out	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Price workplace parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Residential area parking permits	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
Transit	Reduce transit headways	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Transit subsidies	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Education & Encouragement	Voluntary travel behavior change program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	*0%*	0%	*0%*	0%	*0%*	0%	*0%*	0%	*0%*	0%	*0%*	*0%*	
Commute Trip Reductions	Required commute trip reduction program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Employer sponsored vanpool or shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Ride-share program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Shared Mobility	Car-share	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
	School carpool program	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: 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	*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	*1%*	*22%*	*1%*	*1%*	*1%*	*22%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*
MAX. TDM EFFECT	*1%*	*22%*	*1%*	*1%*	*1%*	*22%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: February 7, 2020
Project Name: 6220 W. Yucca St
Project Scenario: Alternative 2 - Residential Mixed-Use
Project Address: 6220 W YUCCA ST, 90028

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	367	-34.9%	239	8.0	2,936	1,912
Home Based Other Production	983	-48.0%	511	5.3	5,210	2,708
Non-Home Based Other Production	95	-14.7%	81	7.3	694	591
Home-Based Work Attraction	30	-66.7%	10	8.2	246	82
Home-Based Other Attraction	395	-48.9%	202	6.0	2,370	1,212
Non-Home Based Other Attraction	194	-13.4%	168	6.3	1,222	1,058

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-0.6%	238	1,900	-21.8%	187	1,495
Home Based Other Production	-0.6%	508	2,691	-21.8%	399	2,117
Non-Home Based Other Production	-0.6%	80	587	-1.0%	80	585
Home-Based Work Attraction	-0.6%	10	81	-1.0%	10	81
Home-Based Other Attraction	-0.6%	201	1,204	-1.0%	200	1,200
Non-Home Based Other Attraction	-0.6%	167	1,051	-1.0%	166	1,047

MXD VMT Methodology Per Capita & Per Employee

Total Population: 611
Total Employees: 20
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**4,591**	**3,612**
Total Home Based Work Attraction VMT	**81**	**81**
Total Home Based VMT Per Capita	**7.5**	**5.9**
Total Work Based VMT Per Employee	**N/A**	**N/A**

Alternative 3

No Commercial Zone Change,
No High Density Residential,
No Density Bonus

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

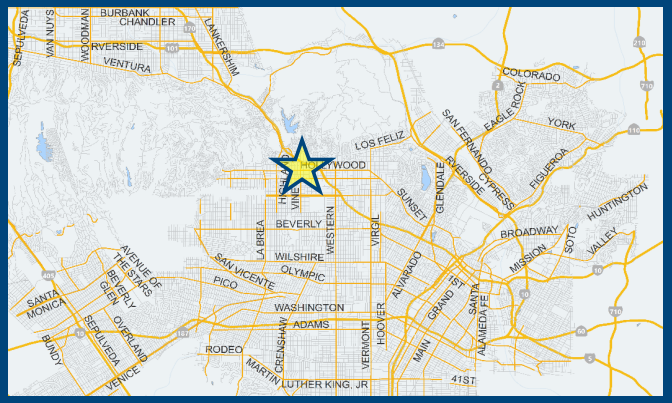
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 6220 W. Yucca St

Scenario: Alternative 3 - Code Compliant

Address: 6220 W YUCCA ST, 90028



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		DU
Housing | Single Family	1	DU
Housing | Multi-Family	42	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 | Multi-Family	101	DU
Housing | Multi-Family	101	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
150 Daily Vehicle Trips	349 Daily Vehicle Trips
927 Daily VMT	2,156 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	199 Net Daily Trips
The net increase in daily VMT ≤ 0	1,229 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is not required to perform VMT analysis.

Measuring the Miles

2/7/2020

Alternative 4

Primarily Office Mixed-Use

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 19, 2020
Project Name: 6220 W. Yucca St
Project Scenario: Alternative 4 - Office
Project Address: 6220 W YUCCA ST, 90028

Version 1.2

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	13	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	3.000	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	9.000	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	100.000	ksf
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 19, 2020
Project Name: 6220 W. Yucca St
Project Scenario: Alternative 4 - Office
Project Address: 6220 W YUCCA ST, 90028

Version 1.2

Analysis Results			
Total Employees: 442 Total Population: 29			
Proposed Project		***With Mitigation***	
1,372	**Daily Vehicle Trips**	**1,356**	**Daily Vehicle Trips**
9,591	**Daily VMT**	**9,458**	**Daily VMT**
4	**Household VMT per Capita**	**4**	**Household VMT per Capita**
7.8	**Work VMT per Employee**	**7.5**	**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 Work > 7.6	No Yes	Household > 6.0 Work > 7.6	No No

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	Employees eligible (%)	*0%*	50%
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	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*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: February 19, 2020
Project Name: 6220 W. Yucca St
Project Scenario: Alternative 4 - Office
Project Address: 6220 W YUCCA ST, 90028

Version 1.2

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

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: 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	*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	*1%*	*1%*	*1%*	*4%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*
MAX. TDM EFFECT	*1%*	*1%*	*1%*	*4%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: February 19, 2020
Project Name: 6220 W. Yucca St
Project Scenario: Alternative 4 - Office
Project Address: 6220 W YUCCA ST, 90028

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	18	-94.4%	1	8.0	144	8
Home Based Other Production	47	-55.3%	21	5.3	249	111
Non-Home Based Other Production	325	-14.5%	278	7.3	2,373	2,029
Home-Based Work Attraction	641	-33.9%	424	8.2	5,256	3,477
Home-Based Other Attraction	717	-47.8%	374	6.0	4,302	2,244
Non-Home Based Other Attraction	330	-14.2%	283	6.3	2,079	1,783

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-0.6%	1	8	-0.6%	1	8
Home Based Other Production	-0.6%	21	110	-0.6%	21	110
Non-Home Based Other Production	-0.6%	276	2,016	-0.6%	276	2,016
Home-Based Work Attraction	-0.6%	421	3,455	-4.5%	405	3,322
Home-Based Other Attraction	-0.6%	372	2,230	-0.6%	372	2,230
Non-Home Based Other Attraction	-0.6%	281	1,772	-0.6%	281	1,772

MXD VMT Methodology Per Capita & Per Employee

Total Population: 29
Total Employees: 442
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**118**	**118**
Total Home Based Work Attraction VMT	**3,455**	**3,322**
Total Home Based VMT Per Capita	**4.0**	**4.0**
Total Work Based VMT Per Employee	**7.8**	**7.5**