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TECHNICAL MEMORANDUM

TO: Mr. Robert Sanchez, P.E., LADOT
CC: Ms. Cherry Miao, Public Storage

FROM: Srinath Raju, P.E.
Christopher Muñoz

SUBJECT: Public Storage Expansion Project - 12681 W. Jefferson Boulevard
Updated Trip Generation Analysis and Transportation Assessment Screening

DATE: January 31, 2024 **REF:** RA 691

This technical memorandum provides an update to the trip generation analysis and transportation assessment screening for the proposed Public Storage Expansion Project (the Project) located at 12681 W. Jefferson Boulevard (APN 4211-005-017, 4211-009-025, 4211-009-028) within the City of Los Angeles, California. The original Trip Generation Analysis and Transportation Screening Memo dated December 6, 2022, with a subsequent revision submitted January 18, 2023, was approved by the City of Los Angeles Department of Transportation (LADOT), see Attachment A – *Traffic Assessment for the Proposed Public Storage Building Expansion Project Located at 12681 West Jefferson Boulevard*. Due to recent changes to the Project description, the trip generation analysis and transportation assessment screening has been updated and is included below.

This evaluation and analysis include a description of existing site conditions, a summary of the proposed Project description, a summary of the existing site and Project trip generation estimates, and a comparison of the subject trip generation estimates with the threshold that warrants preparation of a formal transportation assessment analysis per LADOT screening criteria. Details of this evaluation are presented in subsequent sections of this memorandum.

The results conclude that the Project does not meet or exceed thresholds to warrant preparation of a formal transportation assessment per LADOT screening criteria. Therefore, no further analysis is required for purposes of satisfying the requirements of the California Environmental Quality Act (CEQA).

The findings are discussed in more detail in the following sections.

EXISTING SITE CONDITIONS

The Project Site is located at 12681 W. Jefferson Boulevard on the north side of Jefferson Boulevard between Village Drive and Westlawn Avenue. The Project Site is generally bounded by light manufacturing to the north, Jefferson Boulevard to the south, office uses to the west, and light manufacturing / office uses to the east. The Project site and general vicinity are shown in Figure 1. The existing Project Site is shown in Figure 2.

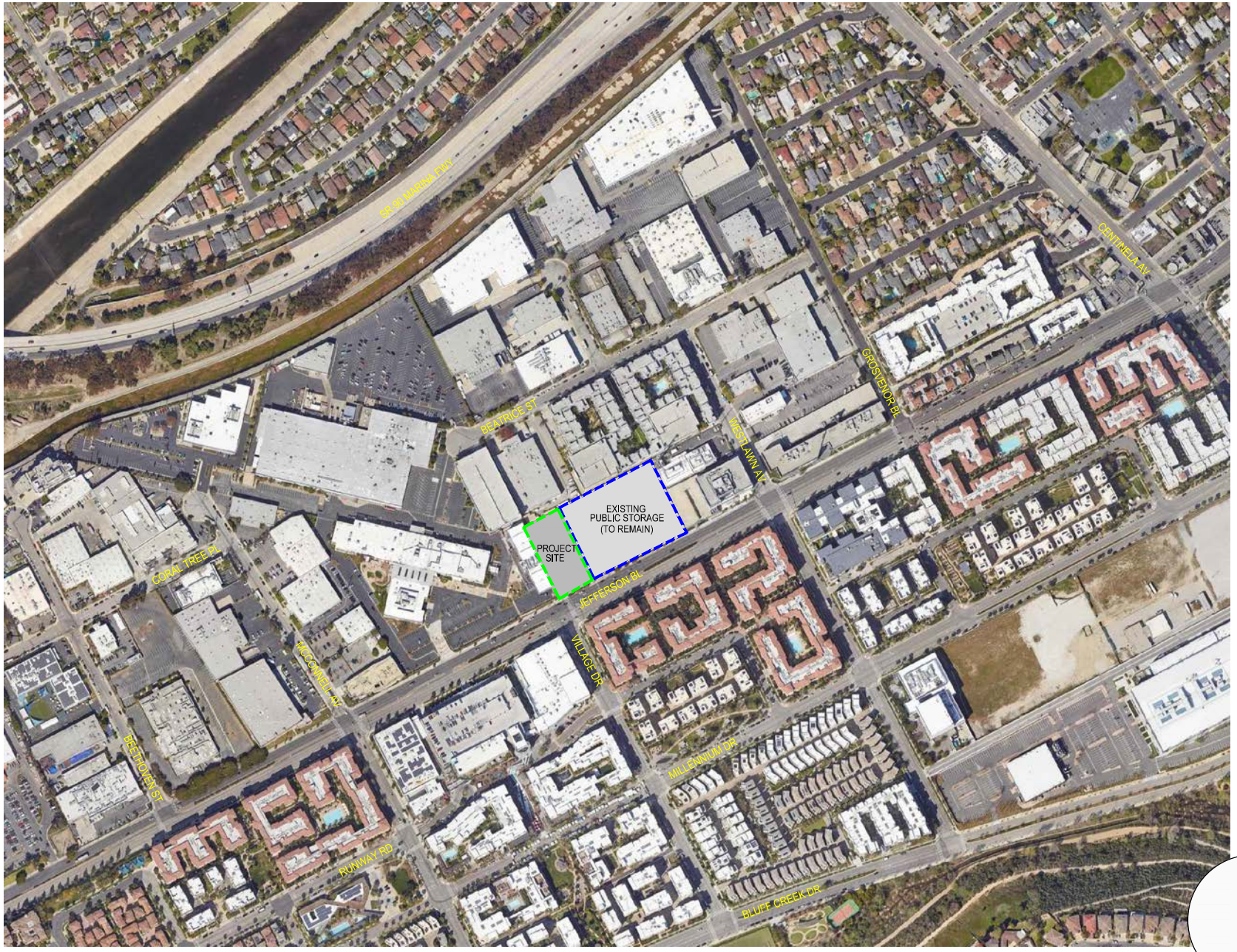
The Project Site is located within the Palms - Mar Vista - Del Rey Community Plan Area of Council District 11 and the Coastal Transportation Corridor Specific Plan (CTCSP). Regional vehicular access to the Project Site is provided by the I-405 San Diego Freeway and the SR-90 Marina Freeway. Major arterials serving the Project Site include Jefferson Boulevard and Centinela Avenue. Local-serving streets surrounding the Project Site include Campus Center Drive, McConnell Avenue, Village Drive and Westlawn Avenue.

The existing site is currently developed with a four-story, mini-warehouse building (Public Storage) containing a total of 216,584 square feet. A driveway located along Jefferson Boulevard currently provides vehicular access (inbound and outbound) to the existing Public Storage building.

Existing Transit Serving Project Site

Four bus lines currently serve the vicinity of the Project site. One bus line (Line 110) is operated by the Los Angeles County Metropolitan Transportation Authority (MTA/METRO), one bus line (Commuter Express 437B) is operated by the Los Angeles Department of Transportation (LADOT), one bus line (Line 4) is operated by the Culver City Bus (CC), and one bus line (Daily Shuttle) is operated by Playa Vista (PV). Bus stops are located at the corners of the intersection of McConnell Avenue / Jefferson Boulevard that serve Metro 110, LADOT CE437B, and CC Line 4.

Bus stops are located at the corners of the intersection of Westlawn Avenue / Jefferson Boulevard that serve Metro 110, LADOT CE437B, and CC Line 4. Bus stops are also located at the corners of the intersection of Village Drive / Millennium Drive that serve PV Daily Shuttle.



Map Source: Google Maps

FIGURE 1
LOCATION OF PROJECT SITE

RAJU Associates, Inc.

Map Source: Google Maps

N
Not to scale

FIGURE 2
EXISTING PROJECT SITE

RAJU Associates, Inc.

PROJECT DESCRIPTION

The existing site contains a four-story, mini-warehouse building with approximately 216,584 square feet. The proposed Project consists of constructing a new 84,752 gross square-foot mini-warehouse building with approximately 80,614 square feet of storage use (for an overall site total of 297,198 gross square feet of storage use) and 4,138 square feet of ground-floor retail use. The Project would provide a total of 76 vehicle parking spaces and 64 bicycle spaces (32 long-term and 32 short-term spaces). The Project is anticipated to be completed by the Year 2028. The Project ground floor site plan is shown in Figure 3.

Vehicular Access

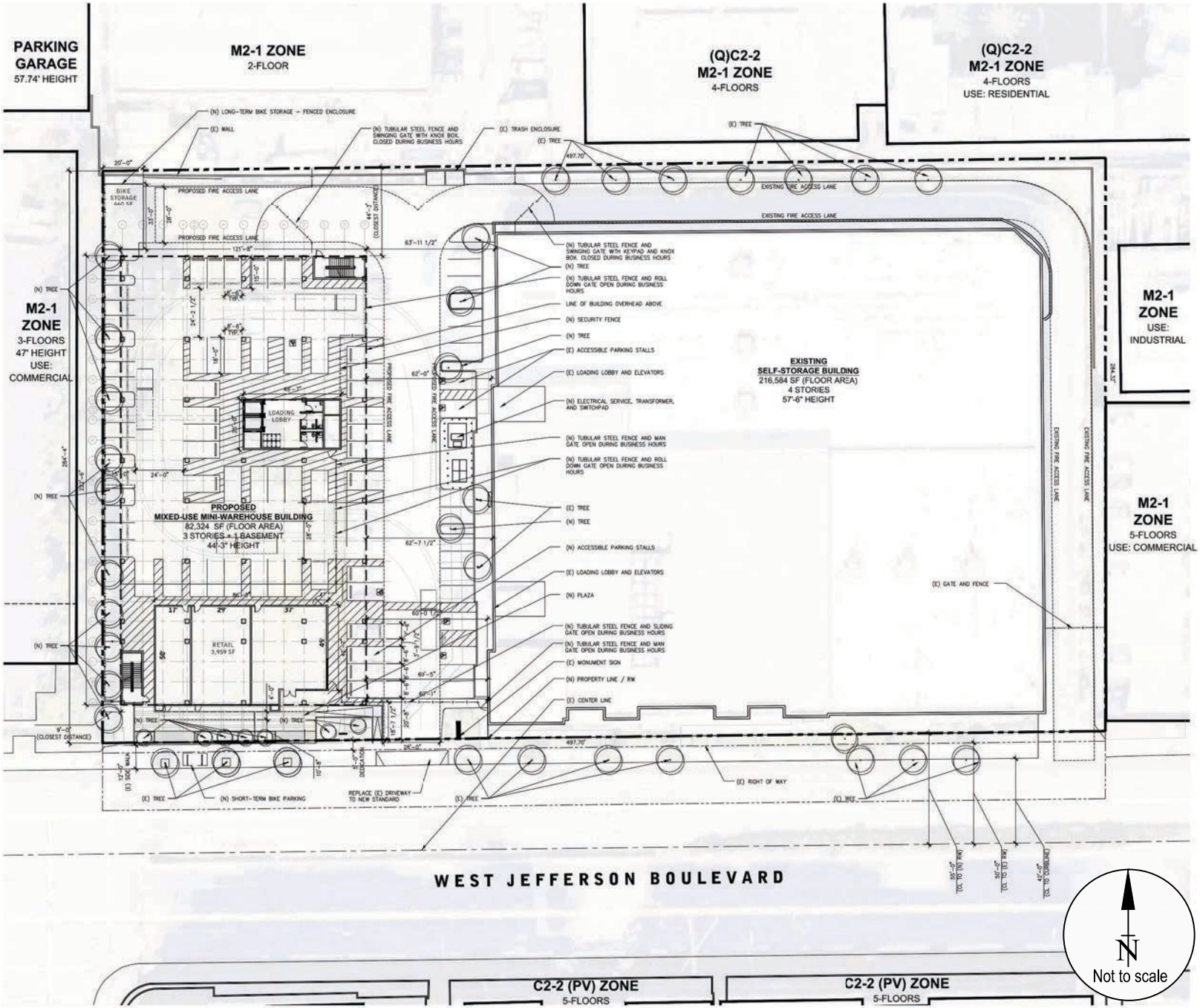
A driveway located along north side of Jefferson Boulevard currently provides access (inbound and outbound) to the existing Public Storage building. The same driveway would also provide access to the proposed Project, as shown in Figure 3.

Pedestrian Access

Jefferson Boulevard would provide the main pedestrian access to the Project site. Sidewalks are available on both sides of Jefferson Boulevard adjacent to and in the vicinity of the Project site. The existing sidewalk/parkway along Jefferson Boulevard adjacent to the Project Site is approximately 12 feet wide. Pedestrian crosswalks adjacent to the Project Site are available at the nearby intersection of Village Drive / Jefferson Boulevard and Westlawn Avenue / Jefferson Boulevard.

Dedication

As indicated in Figure 3, Jefferson Boulevard currently provides a half right-of-way width (north side of street) of 50 feet along the Project's frontage. Per the City of Los Angeles's Bureau of Engineering, the Project is required to provide a 5-foot dedication along the Project's frontage, resulting in a half right-of-way width of 55 feet (for Boulevard II), consistent with the City of Los Angeles' Mobility Plan 2035.



Source: Ware Malcomb

FIGURE 3
PROJECT SITE PLAN - GROUND FLOOR LEVEL

RAJU Associates, Inc.

PROJECT TRIP GENERATION

Per the current *Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines*, (TAG) August 2022, "*For the purpose of screening for daily vehicle trips, a proposed project's daily vehicle trips should be estimated using the VMT Calculator tool or the most recent edition of the ITE Trip Generation Manual*".

Implementation of the Project consists of constructing a new 84,752 gross square-foot mini-warehouse building with approximately 80,614 square feet of storage use (for an overall site total of 297,198 gross square feet of storage use) and 4,138 square feet of ground-floor retail use. The existing site contains a four-story, mini-warehouse building with approximately 216,584 square feet which will remain.

The Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition (ITE, 2021) was utilized to determine the Project's net daily trips and peak hour trip generation using the ITE's trip generation rates. Table 1 presents details of the Project's trip generation including type of use, size, applicable rate and trip generation estimates. Other calculations within the tables also provide for trip generation reductions from transit trips, pass-by trips, and existing use trips per LADOT's Transportation Assessment Guidelines.

From Table 1, it can be observed that the proposed Project's trip generation would result in an additional net total of approximately 218 daily trips of which 12 trips would occur during the morning peak hour and 25 trips during the evening peak hour.

Project Trip Generation for Screening Purposes

Per LADOT's TAG, *"For mixed-use projects, daily trips associated with local serving retail use of the project can be removed in determining if the project's daily vehicle trips are calculated for screening purposes".* Retail projects that are under 50,000 square feet are considered local serving (i.e., vehicle trips originate from the project area). As stated above, the Project consists of constructing a new 84,752 square-foot mini-warehouse building with approximately 80,614 square feet of storage use (for an overall site total of 297,198 square feet of storage use) and 4,138 square feet of ground-floor retail use. The Project's retail component is under 50,000 square feet

TABLE 1
ESTIMATED PROJECT TRIP GENERATION

	Size	Daily	AM Peak Hour			PM Peak Hour		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project (Existing + Proposed)								
Mini-Warehouse	297,198 s.f.	431	16	11	27	21	24	45
Retail	4,138 s.f.	225	6	4	10	14	13	27
Retail - Transit Trip Credit (10%)		(23)	(1)	0	(1)	(1)	(1)	(2)
Retail - Pass-By Trip Credit (50%)		(101)	(3)	(2)	(5)	(7)	(6)	(13)
Existing Uses (to remain) [1]								
Mini-Warehouse	(216,584) s.f.	(314)	(11)	(8)	(19)	(15)	(17)	(32)
Project Net Trip Generation Total		**218**	**7**	**5**	**12**	**12**	**13**	**25**
Trip Rates [2]								
Mini-Warehouse (ITE Land Use 151)	Trips per 1,000 s.f.	1.45	59%	41%	0.09	47%	53%	0.15
Retail <40 ksf (ITE Land Use 822)	Trips per 1,000 s.f.	54.45	60%	40%	2.36	50%	50%	6.59

* Pass-by trips determined after reduction of transit trips.

[1] Based on the guidelines set forth in LADOT's transportation assessment guidelines, an existing use trip generation credit may be applied to a project to account for the vehicle trips generated by the existing use(s) if the existing use has been occupied for at least six consecutive months within the past two years. As the existing use on-site is currently occupied and operational, a trip generation credit for the existing use is appropriate for purposes of forecasting the net new project trip generation.

[2] Trip Generation Manual, 11th Edition, ITE 2021.

and therefore, considered local serving. Table 2 includes a summary of the Project's estimated daily trip generation with the removal of the local serving retail use. As indicated in Table 2, for screening purposes, the Project would result in an additional net total of approximately 117 daily trips based on ITE's Trip Generation Manual, 11th Edition trip generation rates.

Since the LADOT VMT Calculator Tool (v1.4) is based on ITE 9th Edition trip generation rates, the resulting daily trips (based on ITE 11th Edition trip generation rates) for the existing use and proposed use shown in Table 2 were utilized in the LADOT VMT Calculator Tool using the custom land use feature. As indicated in the LADOT VMT Screening Criteria section (included in Attachment B), the Project would result in a net total of approximately 101 daily trips.

CITY OF LOS ANGELES TRANSPORTATION ASSESSMENT SCREENING

Per the current LADOT TAG, the City requires the preparation and submission of a transportation assessment for Development Projects that meet the following criteria:

- If the Development Project is estimated to generate a net increase of 250 or more daily vehicle trips and requires discretionary action, a transportation assessment for a Development Project is required.
- A transportation assessment is required by City ordinance or regulation.

The Project is estimated to result in total trip generation of 101 net daily trips. Therefore, per City's TAG, the Project's estimated trip generation does not meet or exceed the City's screening criteria for preparing a transportation assessment. Additionally, no City ordinance or regulations have been identified that require a transportation assessment for this Project. Therefore, no further analysis is needed for the proposed Project.

TABLE 2
ESTIMATED PROJECT TRIP GENERATION - FOR SCREENING PURPOSES

	Size	Daily [2]
Proposed Project (Existing + Proposed)		
Mini-Warehouse	297,198 s.f.	431
Existing Uses (to remain)		
Mini-Warehouse	(216,584) s.f.	(314)
Project Net Total	**80,614 s.f.**	**117**
Project Net Total (from LADOT VMT Calculator v1.4)		**101**
Trip Rates [1]		
Mini-Warehouse (ITE Land Use 151)	Trips per 1,000 s.f.	1.45

[1] Trip Generation Manual, 11th Edition, ITE 2021.

[2] Per LADOT's Transportation Assessment Guidelines, "*For mixed-use projects, daily trips associated with local serving retail use of the project can be removed in determining if the project's daily vehicle trips are calculated for screening purposes*". Accordingly, trips associated with local-serving retail use are not included in this calculation.

*The Project is estimated to generate a net total of 101 daily trips based on LADOT's VMT Calculator Tool (v1.4).

CONCLUSION

The daily volume threshold identified in the LADOT's TAG for requiring preparation of a transportation assessment is 250 or more trips per day. As indicated in Table 2, the Project trip generation is estimated to result in an addition of 101 net daily trips. Therefore, the Project does not exceed the threshold (250 or more daily trips) that require preparation of a transportation assessment per LADOT's *Transportation Assessment Guidelines*. No further transportation (CEQA and non-CEQA) analysis is necessary.

ATTACHMENT A

Da FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

12681 West Jefferson Boulevard
DOT Case No. CTC18-107520

Date: February 1, 2023

To: Brenda Kahinju, Senior Administrative Clerk
Department of City Planning

From: Eduardo Hermoso, Transportation Engineering
Department of Transportation

Subject: **TRAFFIC ASSESSMENT FOR THE PROPOSED PUBLIC STORAGE BUILDING EXPANSION PROJECT LOCATED AT 12681 WEST JEFFERSON BOULEVARD**

The Department of Transportation (LADOT) has completed its review of the technical memorandum, and impact analysis report prepared by Raju Associates, Inc. dated December 6, 2022 with a subsequent revision submitted in January 18, 2023 for the proposed Public Storage expansion project located at 12681 West Jefferson Boulevard. After a review of the pertinent data, DOT has determined that the analysis conducted adequately describes the project-related impact of the proposed development.

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).

PROJECT DESCRIPTION

The project proposes the construction of a new, 88,688 sq. ft. mini-warehouse building in a vacant lot adjacent to an existing approximately 216,584 sq. ft., four story, Public Storage building. The mini-warehouse space will include 84,729 sq. ft. of storage use (for an overall site total of 303,313 sq. ft. of storage use) and 3,959 sq. ft. of ground-floor retail use. The project is anticipated to be completed in 2026.

The site is located on the north side of Jefferson Boulevard between Westlawn Avenue and Village Drive in the Playa Vista area and is currently occupied by the Public Storage facility and the adjacent vacant lot. Access to the project site is proposed from an existing driveway on the north side of Jefferson Boulevard. The existing driveway already provides right-in and right-out access to the existing Public Storage facility and is intended to keep the same operation after the project is completed.

A total of 75 vehicle parking spaces and 64 bicycle spaces would be provided per the Los Angeles Municipal Code (LAMC) including 32 short-term and 32 long-term bicycle parking spaces.

DISCUSSION AND FINDINGS

Trip Generation

The applicant conducted a conservative trip generation analysis by utilizing both LADOT's VMT

Calculator Tool and the Institute of Transportation Engineers (ITE) Trip Generation 11th Edition, 2021 to determine if the project would exceed the net 250 daily vehicle trips threshold requiring further transportation analysis. Since the LADOT VMT Calculator Tool (v1.3) is based on ITE 9th Edition trip generation rates, the resulting daily trips (based on ITE 11th Edition trip generation rates) for the existing use and proposed use were utilized in the LADOT VMT Calculator Tool using the custom land use feature. As indicated the LADOT VMT Screening Criteria section (included in **Attachment A**), the Project would result in a net total of approximately 105 daily trips. The project is estimated to generate a net increase of 123 daily trips, using the rates published in the ITE 11th Edition. A copy of the trip generation table (Table 2) can be found in **Attachment "B"**.

Traffic Impact

LADOT concurs with the conclusion of the transportation analysis that the project trip generation does not meet the trip threshold to require a traffic impact analysis. Therefore, LADOT will not require the preparation of a traffic impact analysis for this project.

PROJECT REQUIREMENTS

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. **Transportation Impact Assessment (TIA) Fee:**

   Pursuant to Section 1.D.2 of the Fee Ordinance No. 186105 as authorized by the Coastal Transportation Corridor Specific Plan (CTC SP) an applicant for a project within the Specific Plan area, except as exempted, shall pay, or guarantee payment of a TIA Fee prior to issuance of any building permit. Applicable fee rates are identified in the TIA Fee Table of the Fee Ordinance. The applicable fee for the proposed project has been determined as follows:

   Land Uses/ TIA fee Rates:
   Industrial Land Use + Retail & Service Land Use

   Proposed Uses:
   Mini-Warehouse: (84,729 sq. ft.) * ($4,028/1,000 sq. ft.) = **$341,288.41**
   Retail: (3,959 sq. ft.) * ($16,016/1,000 sq. ft.) = **$63,407.34**

   TOTAL TIA fee = $404,695.75

   Pursuant to Section 1.C.4 of the Fee Ordinance No. 186105 as authorized by the CTC SP, the Transportation Cost Factor shall be increased (or decreased) as of January 1 of each year by the amount of the percentage increase (or decrease) in the most recently available City Building Code Index, as determined by DOT. Therefore, the actual TIA Fee may vary depending upon when payment is made to DOT.

2. **Highway Dedication and Street Widening Requirements**

   The applicant for the project shall consult the Bureau of Engineering (BOE) for any highway dedication or street widening requirements. These requirements must be guaranteed before the issuance of any building permit through the B-permit process of the BOE. They must be constructed and completed prior to the issuance of any certificate of occupancy to the

satisfaction of DOT and BOE.

3. **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

4. **Project Access and Circulation**

   The proposed site plan illustrated in **Attachment C** is acceptable to DOT; however, review of the study does not constitute approval of the driveway dimensions and internal circulation schemes. Those will require separate review and approval and should be coordinated with DOT's West LA/Coastal Development Review Section (7166 W Manchester Ave, @ 213-485-1062). In order to minimize potential building design changes, the applicant should contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. All truck loading and unloading should take place on site with no vehicles backing into the project from public streets via any of the project driveways.

If you have any questions, please contact Joshua Jones at (213) 485-1062.

Attachments

c: Jeff Khau, Council District No. 11
Milena Zasadzien, William Lamborn, DCP
Tim Fremaux, Rudy Guevara, DOT
Mike Patonai, Oscar Gutierrez BOE
Srinath Raju, Raju Associates, Inc.

Attachment A

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: Public Storage Expansion Project (12681 W. Jefferson)

Scenario:

Address: 33.97896091660473, -118.41571240479549

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 station?

● Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Industrial | Warehousing/Self-Storage	216.584	ksf
(custom) Mini-Warehouse (ITE 11th Ed) | Daily	314	Trips
(custom) Mini-Warehouse (ITE 11th Ed) | HBW	19	Percent
(custom) Mini-Warehouse (ITE 11th Ed) | HBO	41	Percent
(custom) Mini-Warehouse (ITE 11th Ed) | NHB	20	Percent
(custom) Mini-Warehouse (ITE 11th Ed) | HBW	0	Percent
(custom) Mini-Warehouse (ITE 11th Ed) | HBO	0	Percent
(custom) Mini-Warehouse (ITE 11th Ed) | NHB	20	Percent
(custom) Mini-Warehouse (ITE 11th Ed) | Daily	0	Residents
(custom) Mini-Warehouse (ITE 11th Ed) | Daily	71	Employees
(custom) Mini-Warehouse (ITE 11th Ed) | Daily	Non-Retai	Retail/Non-R

☑ 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
Industrial | Warehousing/Self-Storage	303.313	ksf
(custom) Mini-Warehouse (11th Ed) | Retail/No	Non-Retai	LU type
(custom) Mini-Warehouse (11th Ed) | Residen	0	Person
(custom) Mini-Warehouse (11th Ed) | Employe	99	Person
(custom) Mini-Warehouse (11th Ed) | Daily	437	Trips
(custom) Mini-Warehouse (11th Ed) | HBW-Att	19	Percent
(custom) Mini-Warehouse (11th Ed) | HBO-Att	41	Percent
(custom) Mini-Warehouse (11th Ed) | NHB-Attr	20	Percent
(custom) Mini-Warehouse (11th Ed) | HBW-Pro	0	Percent
(custom) Mini-Warehouse (11th Ed) | HBO-Pro	0	Percent
(custom) Mini-Warehouse (11th Ed) | NHB-Pro	20	Percent

☑ 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
281 Daily Vehicle Trips	386 Daily Vehicle Trips
2,216 Daily VMT	3,042 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	105 Net Daily Trips
The net increase in daily VMT ≤ 0	826 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

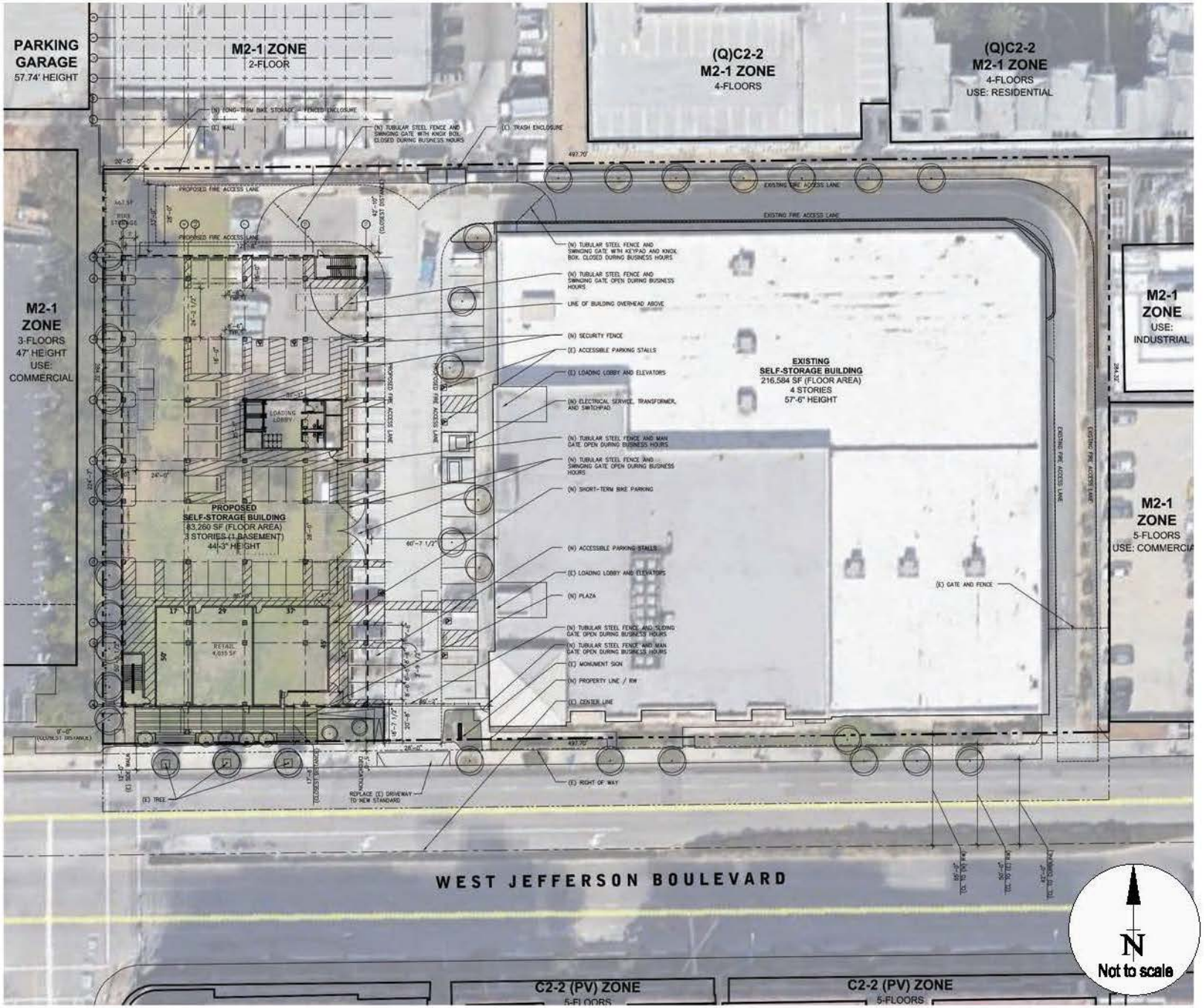
TABLE 2
ESTIMATED PROJECT TRIP GENERATION - FOR SCREENING PURPOSES

	Size	Daily [2]
Proposed Project (Existing + Proposed)		
Mini-Warehouse	301,313 s.f.	437
Existing Uses (to be remain)		
Mini-Warehouse	(216,584) s.f.	(314)
Project Net Total	**84,729 s.f.**	**123**
Trip Rates [1]		
Mini-Warehouse (ITE Land Use 151)	Trips per 1,000 s.f.	1.45

[1] Trip Generation Manual, 11th Edition, ITE 2021.

[2] Per LADOT's Transportation Assessment Guidelines, "*For mixed-use projects, daily trips associated with local serving retail use of the project can be removed in determining if the project's daily vehicle trips are calculated for screening purposes*". Accordingly, trips associated with local-serving retail use are not included in this calculation.

*The Project is estimated to generate a net total of 105 daily trips based on LADOT's VMT Calculator Tool (v1.3).



Source: Ware Malcomb

FIGURE 3
PROJECT SITE PLAN - GROUND FLOOR LEVEL

RAJU Associates, Inc.

ATTACHMENT B

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

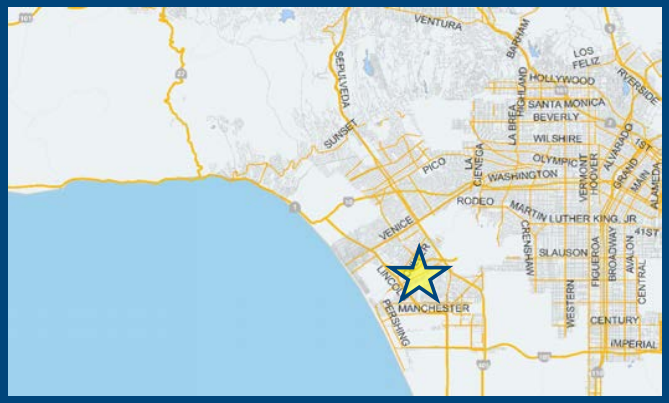
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: Public Storage Expansion Project (12681 W.Jefferson)

Scenario:

Address: 12681 W JEFFERSON BLVD, 90066



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 station?

○ Yes ◉ No

Existing Land Use

Land Use Type	Value	Unit
Industrial | Warehousing/Self-Storage	216.584	ksf
(custom) Mini-Warehouse (ITE 11th Ed) | Daily	314	Trips
(custom) Mini-Warehouse (ITE 11th Ed) | HBW	19	Percent
(custom) Mini-Warehouse (ITE 11th Ed) | HBO	41	Percent
(custom) Mini-Warehouse (ITE 11th Ed) | NHB	20	Percent
(custom) Mini-Warehouse (ITE 11th Ed) | HBW	0	Percent
(custom) Mini-Warehouse (ITE 11th Ed) | HBO	0	Percent
(custom) Mini-Warehouse (ITE 11th Ed) | NHB	20	Percent
(custom) Mini-Warehouse (ITE 11th Ed) | Daily	0	Residents
(custom) Mini-Warehouse (ITE 11th Ed) | Daily	71	Employees
(custom) Mini-Warehouse (ITE 11th Ed) | Daily	Non-Retai	Retail/Non-R

☑ 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
Industrial | Warehousing/Self-Storage	297.198	ksf
(custom) Mini-Warehouse (ITE 11th Ed) | Daily	431	Trips
(custom) Mini-Warehouse (ITE 11th Ed) | HBW	19	Percent
(custom) Mini-Warehouse (ITE 11th Ed) | HBO	41	Percent
(custom) Mini-Warehouse (ITE 11th Ed) | NHB	20	Percent
(custom) Mini-Warehouse (ITE 11th Ed) | HBW	0	Percent
(custom) Mini-Warehouse (ITE 11th Ed) | HBO	0	Percent
(custom) Mini-Warehouse (ITE 11th Ed) | NHB	20	Percent
(custom) Mini-Warehouse (ITE 11th Ed) | Daily	0	Residents
(custom) Mini-Warehouse (ITE 11th Ed) | Daily	98	Employees
(custom) Mini-Warehouse (ITE 11th Ed) | Daily	Non-Retai	Retail/Non-R

☑ 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
281 Daily Vehicle Trips	382 Daily Vehicle Trips
2,216 Daily VMT	3,012 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	101 Net Daily Trips
The net increase in daily VMT ≤ 0	796 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

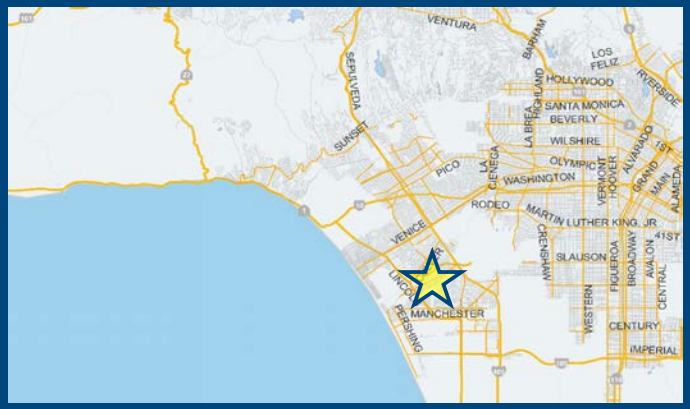
CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

Project Information

Project: Public Storage Expansion Project (12681 W.Jefferson)

Scenario:

Address: 12681 W JEFFERSON BLVD, 90066



Proposed Project Land Use Type	Value	Unit
(custom) Mini-Warehouse (ITE 11th Ed) | Daily	431	Trips
(custom) Mini-Warehouse (ITE 11th Ed) | HBW	19	Percent
(custom) Mini-Warehouse (ITE 11th Ed) | HBO	41	Percent
(custom) Mini-Warehouse (ITE 11th Ed) | NHB	20	Percent
(custom) Mini-Warehouse (ITE 11th Ed) | HBW	0	Percent
(custom) Mini-Warehouse (ITE 11th Ed) | HBO	0	Percent
(custom) Mini-Warehouse (ITE 11th Ed) | NHB	20	Percent
(custom) Mini-Warehouse (ITE 11th Ed) | Daily	0	Residents
(custom) Mini-Warehouse (ITE 11th Ed) | Daily	98	Employees
(custom) Mini-Warehouse (ITE 11th Ed) | Daily	Non-Retai	Retail/Non-R

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

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

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

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

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

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

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
382 Daily Vehicle Trips	**382** Daily Vehicle Trips
3,012 Daily VMT	**3,012** Daily VMT
N/A Household VMT per Capita	**N/A** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: N/A Threshold = 7.4 15% Below APC	**Household: N/A** Threshold = 7.4 15% Below APC
Work: N/A Threshold = 11.1 15% Below APC	**Work: N/A** Threshold = 11.1 15% Below APC

Measuring the Miles

1/30/2024

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 30, 2024
Project Name: Public Storage Expansion Project (12681
Project Scenario:
Project Address: 12681 W JEFFERSON BLVD, 90066

Version 1.4

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	*0*	*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	*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*	*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	Mini-Warehouse (ITE 11th Ed)	431	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 30, 2024
Project Name: Public Storage Expansion Project (12681
Project Scenario:
Project Address: 12681 W JEFFERSON BLVD, 90066

Version 1.4

Analysis Results			
Total Employees: 98 Total Population: 0			
Proposed Project		***With Mitigation***	
382	**Daily Vehicle Trips**	**382**	**Daily Vehicle Trips**
3,012	**Daily VMT**	**3,012**	**Daily VMT**
N/A	**Household VMT per Capita**	**N/A**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?			
APC: West Los Angeles			
Impact Threshold: 15% Below APC Average Household = 7.4 Work = 11.1			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 7.4	N/A	Household > 7.4	N/A
Work > 11.1	N/A	Work > 11.1	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*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$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%*	*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)*	*0*	*0*
	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: January 30, 2024
Project Name: Public Storage Expansion Project (12681 W.Jefferson)
Project Scenario:
Project Address: 12681 W JEFFERSON BLVD, 90066

Version 1.4

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	*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%*	*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: 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	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
	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	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
MAX. TDM EFFECT	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*

= 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: January 30, 2024
Project Name: Public Storage Expansion Project (12681
Project Scenario:
Project Address: 12681 W JEFFERSON BLVD, 90066

Version 1.4

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	0	0.0%	0	7.9	0	0
Home Based Other Production	0	0.0%	0	5.7	0	0
Non-Home Based Other Production	86	-1.2%	85	7.3	628	621
Home-Based Work Attraction	82	-8.5%	75	9.9	812	743
Home-Based Other Attraction	177	-22.6%	137	6.5	1,151	891
Non-Home Based Other Attraction	86	-1.2%	85	8.9	765	757

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	0.0%	0	0	0.0%	0	0
Home Based Other Production	0.0%	0	0	0.0%	0	0
Non-Home Based Other Production	0.0%	85	621	0.0%	85	621
Home-Based Work Attraction	0.0%	75	743	0.0%	75	743
Home-Based Other Attraction	0.0%	137	891	0.0%	137	891
Non-Home Based Other Attraction	0.0%	85	757	0.0%	85	757

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0
Total Employees: 98
APC: West Los Angeles

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**0**	**0**
Total Home Based Work Attraction VMT	**743**	**743**
Total Home Based VMT Per Capita	**N/A**	**N/A**
Total Work Based VMT Per Employee	**N/A**	**N/A**