

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

5424 W Carlton Way
DOT Case No. 23-56550

Date: April 12, 2024

To: Brenda Kahinju, Administrative Clerk
Department of City Planning



Digitally signed by Eileen Hunt
Date: 2024.04.12 17:59:44 -07'00'

From: Eileen Hunt, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION ASSESSMENT FOR THE PROPOSED RESIDENTIAL PROJECT LOCATED AT 5424 WEST CARLTON WAY (ENV-2024-915-EAF/CPC-2024-914-DB-PR-SPPC-VHCA)**

The Los Angeles Department of Transportation (LADOT) has reviewed the transportation assessment prepared by Gibson Transportation Consulting, Inc. (GTC), dated March 2024, for the proposed residential project located at 5424 West Carlton Way within the Central Los Angeles Area Planning Commission (APC) and a Transit Oriented Community (TOC) Tier 4. In compliance with Senate Bill (SB) 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, the access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in LADOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to replace seven residential structures consisting of 22 multi-family dwelling units and three single family homes with an 8 story building consisting of 131 (114 multi-family, 14 very low income, and 3 low income) residential dwelling units. One existing eight-unit apartment building would remain. After project completion, the project would have a total of 139 dwelling units (122 multi-family, 14 very low income, and 3 low income). The project would also provide three levels (two subterranean and one at-grade) of residential parking with 148 vehicular parking spaces, and 72 (2 short-term and 70 long-term) bicycle parking spaces. Vehicular access would be provided via one driveway located on Carlton Way along the northern boundary of the project site as illustrated in **Attachment A**. Pedestrian access will be provided along Carlton Way separate from the vehicular access. The project is expected to be completed by 2027.

B. Freeway Safety Analysis

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

C. CEQA Screening Threshold

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

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

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

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

D. Transportation Impacts

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

The LADOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. LADOT identified distinct thresholds for significant VMT impacts for each of the seven APC areas in the City. For the Central Los Angeles APC area, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 6.0
- Work VMT per Employee: 7.6

As cited in the VMT Analysis report, prepared by GTC, the project proposes to incorporate the TDM strategies of reduced parking supply by providing 148 of the 168 Code-required parking spaces, unbundled parking, and include bike parking per Los Angeles Municipal Code (LAMC) as project design features. With the application of these TDM strategies, the proposed project is projected to have a Household VMT per capita of 4.6 and no Work VMT. Therefore, it is concluded that implementation of the project would result in no significant VMT impact. A copy of the VMT Calculator summary report is provided as **Attachment B**.

E. Access and Circulation

Vehicular access and pedestrian access would be provided separately along Carlton Way. During preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority

for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the LAMC. Per the latest TAG issued by LADOT on August 17, 2022, projects that generate more than 500 daily vehicle trips are required to perform an access and circulation analysis to determine if any access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. It was determined that project traffic will not exceed 500 daily vehicle trips. Therefore, a circulation analysis is not required.

PROJECT REQUIREMENTS

Non-CEQA-Related Requirements and Considerations

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

1. Parking Requirements
The project would provide parking for 148 vehicles and 72 bicycles. The applicant should check with the Departments of Building and Safety and City Planning on the number of parking spaces required for this project.
2. Highway Dedication and Street Widening Requirements
Per the Mobility Element of the General Plan, **Carlton Way**, a Local Street, would require an 18-foot half-width roadway within a 30-foot half width right-of-way. The applicant should check with the Bureau of Engineering's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.
3. Project Access and Circulation
The conceptual site plan for the project (**Attachment A**) is acceptable to LADOT. Vehicular access would be provided via one driveway located on Carlton Way along the northern boundary of the project site. Review of this study does not constitute approval of the dimensions for any new proposed driveway. Review and approval of the driveway should be coordinated with LADOT's Citywide Planning Coordination Section <ladot.onestop.@lacity.org>. In order to minimize and prevent last minute building design changes, the applicant should contact LADOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design. The applicant should check with City Planning regarding the project's driveway placement and design.
4. Worksite Traffic Control Requirements
LADOT recommends that a construction work site traffic control plan be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to <http://ladot.lacity.org/businesses/temporary-traffic-control-plans> to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. LADOT also recommends that all construction related truck traffic be restricted to off-peak hours to the extent feasible.

5. TDM Ordinance Requirements

The TDM Ordinance (LAMC 12.26 J) is currently being updated. The updated ordinance, which is currently progressing through the City's approval process, will:

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

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

6. Development Review Fees

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

If you have any questions, please contact Jose Cardenas of my staff at (213) 972-4995.

Attachments

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c: Emma Howard, Council District 13
Hokchi Chiu, Central District, BOE
Oliver Hou, Hollywood-Wilshire District, DOT
Taimour Tanavoli, Case Management Office, DOT
Rebecca Avenasian/Johnathan Chambers, GTC

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4



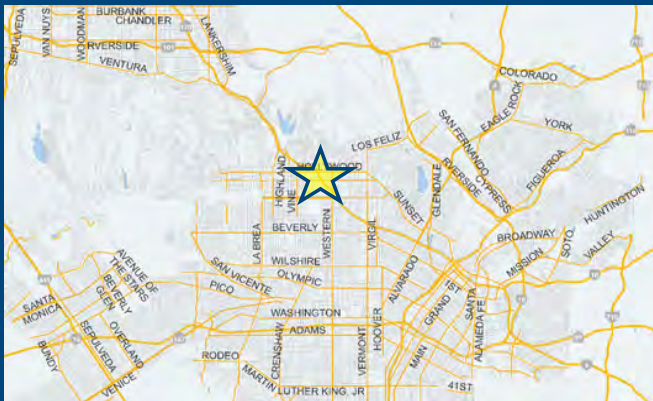
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario: [WWW](#)

Address:



Existing Land Use

Land Use Type	Value	Unit
Housing Multi-Family	8	DU +
Housing Single Family		
Housing Multi-Family		

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	131	DU +
Housing Multi-Family		
Housing Affordable Housing - Family		

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
139 Daily Vehicle Trips	551 Daily Vehicle Trips
950 Daily VMT	3,775 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	412 Net Daily Trips
The net increase in daily VMT ≤ 0	2,825 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is required to perform VMT analysis.

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



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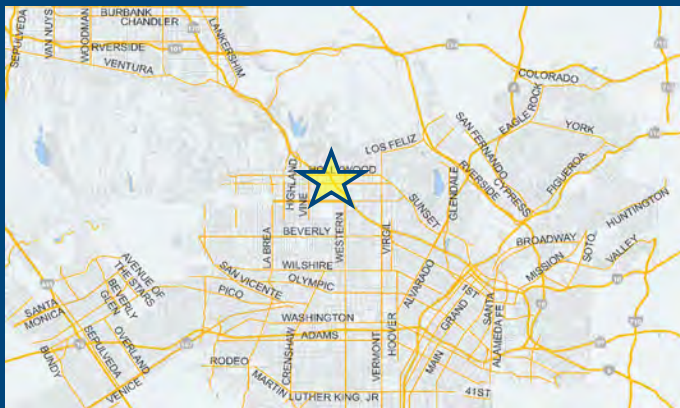


Project Information

Project:

Scenario:

Address:



Proposed Project Land Use Type	Value	Unit
Housing Multi-Family	122	D
Housing Affordable Housing - Family	17	D

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 city code parking provision for the project site
 Proposed Prj Mitigation 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 daily parking charge (dollar)
 Proposed Prj Mitigation percent of employees subject to priced parking

Residential Area Parking Permits Proposed Prj Mitigation 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
498 Daily Vehicle Trips	498 Daily Vehicle Trips
3,432 Daily VMT	3,432 Daily VMT
4.6 Household VMT per Capita	4.6 Household VMT per Capita
N/A Work VMT per Employee	N/A Work VMT per Employee

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



CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 1, 2024

Project Name:

Project Scenario:

Project Address: 5424 W CARLTON WAY, 90027



Version 1.4

Project Information			
Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	122	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	17	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	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	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 1, 2024

Project Name:

Project Scenario:

Project Address: 5424 W CARLTON WAY, 90027



Version 1.4

Analysis Results			
Total Employees: 0			
Total Population: 328			
Proposed Project		With Mitigation	
498	Daily Vehicle Trips	498	Daily Vehicle Trips
3,432	Daily VMT	3,432	Daily VMT
4.6	Household VMT per Capita	4.6	Household VMT per Capita
N/A	Work VMT per Employee	N/A	Work VMT per Employee
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 7.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	No	Household > 6.0	No
Work > 7.6	N/A	Work > 7.6	N/A

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: February 1, 2024

Project Name:

Project Scenario:

Project Address: 5424 W CARLTON WAY, 90027



Version 1.4

TDM Strategy Inputs				
Strategy Type	Description	Proposed Project	Mitigations	
Parking	Reduce parking supply	City code parking provision (spaces)	168	168
		Actual parking provision (spaces)	148	148
	Unbundle parking	Monthly cost for parking (\$)	\$50	\$50
	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: February 1, 2024

Project Name:

Project Scenario:

Project Address: 5424 W CARLTON WAY, 90027



Version 1.4

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: February 1, 2024

Project Name:

Project Scenario:

Project Address: 5424 W CARLTON WAY, 90027



Version 1.4

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: February 1, 2024

Project Name:

Project Scenario:

Project Address: 5424 W CARLTON WAY, 90027



Version 1.4

TDM Strategy Inputs, Cont.				
Strategy Type	Description	Proposed Project	Mitigations	
Bicycle Infrastructure	<i>Implement/Improve on-street bicycle facility</i>	<i>Provide bicycle facility along site (Yes/No)</i>	0	0
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	<i>Include secure bike parking and showers</i>	<i>Includes indoor bike parking/lockers, showers, & repair station (Yes/No)</i>	0	0
Neighborhood Enhancement	<i>Traffic calming improvements</i>	<i>Streets with traffic calming improvements (%)</i>	0%	0%
		<i>Intersections with traffic calming improvements (%)</i>	0%	0%
	<i>Pedestrian network improvements</i>	<i>Included (within project and connecting off-site/within project only)</i>	0	0

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: February 1, 2024

Project Name:

Project Scenario:

Project Address: 5424 W CARLTON WAY, 90027



Version 1.4

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	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	6%	6%	0%	0%	6%	6%	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: February 1, 2024

Project Name:

Project Scenario:

Project Address: 5424 W CARLTON WAY, 90027



Version 1.4

TDM Adjustments by Trip Purpose & Strategy, Cont.

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	
		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%	
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Neighborhood Enhancement	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Final Combined & Maximum TDM Effect

	Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
	COMBINED TOTAL	12%	12%	7%	7%	12%	12%	7%	7%	7%	7%	7%
MAX. TDM EFFECT	12%	12%	7%	7%	12%	12%	7%	7%	7%	7%	7%	7%

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

where X%=

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Project Name:
Project Scenario:

Project Address: 5424 W CARLTON WAY, 90027

Date: February 1, 2024



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	124	-22.6%	96	8.3	1,029	797
Home Based Other Production	343	-45.8%	186	4.9	1,681	911
Non-Home Based Other Production	160	-3.1%	155	8.7	1,392	1,349
Home-Based Work Attraction	0	0.0%	0	8.2	0	0
Home-Based Other Attraction	163	-53.4%	76	6.7	1,092	509
Non-Home Based Other Attraction	39	-2.6%	38	5.5	215	209

MXD Methodology with TDM Measures						
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-12.1%	84	700	-12.1%	84	700
Home Based Other Production	-12.1%	163	800	-12.1%	163	800
Non-Home Based Other Production	-6.5%	145	1,261	-6.5%	145	1,261
Home-Based Work Attraction	-6.5%	0	0	-6.5%	0	0
Home-Based Other Attraction	-6.5%	71	476	-6.5%	71	476
Non-Home Based Other Attraction	-6.5%	35	195	-6.5%	35	195

MXD VMT Methodology Per Capita & Per Employee			
	Proposed Project	APC: Central	Project with Mitigation Measures
Total Population: 328			
Total Employees: 0			
Total Home Based Production VMT	1,500		1,500
Total Home Based Work Attraction VMT	0		0
Total Home Based VMT Per Capita	4.6		4.6
Total Work Based VMT Per Employee	N/A		N/A