

DRAFT

**TRANSPORTATION ASSESSMENT
FOR THE
5424 W. CARLTON WAY
RESIDENTIAL PROJECT**

LOS ANGELES, CALIFORNIA

MARCH 2024

PREPARED FOR
5430 CARLTON LLC

PREPARED BY



DRAFT

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Prepared for:

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Chapter 1

Introduction

This study presents the transportation assessment for the proposed 5424 W. Carlton Way Residential Project (Project), located within the *Hollywood Community Plan* (Los Angeles Department of City Planning [LADCP], Adopted December 13, 1988, Effective April 2, 2014) (Hollywood Community Plan) as well as the *Vermont/Western Transit-Oriented District Specific Plan* (LADCP, Adopted March 1, 2001) (SNAP) areas of the City of Los Angeles, California (City). The methodology and base assumptions used in the analysis were established in conjunction with the Los Angeles Department of Transportation (LADOT).

PROJECT DESCRIPTION

The Project proposes to construct 131 new multi-family dwelling units (including 14 Very Low Income units and three Low Income units) in an eight-story building. Additionally, one existing eight-unit apartment building would remain on the Project Site for a total of 139 total units. Seven other existing residential and accessory structures, consisting of 22 multi-family dwelling units and three single-family homes (25 total residential units removed), would be demolished.

The Project would provide a total of 148 vehicular parking spaces in two subterranean parking levels as well as part of the ground level. It would also provide a total of 72 bicycle parking spaces, including two short-term and 70 long-term bicycle parking spaces. Vehicular access would be from a single two-way driveway on Carlton Way. Pedestrian access would be provided directly from Carlton Way to the residential lobby. Access to the bicycle parking (within the ground-level parking area) would be provided through pedestrian and vehicular access points.

The Project is anticipated to be completed in Year 2027. The ground level Project Site plan is illustrated in Figure 1.

The Project Site is located in City Council District 13 and includes four parcels assigned Assessor Parcel Number 5544-022-007, 5544-022-008, 5544-022-009, and 5544-022-010 in the Los Angeles County Assessor's records.

PROJECT LOCATION

As illustrated in Figure 2, the Project Site surrounding area is urban with a mixture of residential and commercial uses. The Project Site is located approximately 0.4 miles northeast of the Hollywood Freeway (US 101), which provides regional access to the vicinity.

The Project site is also located approximately 450 feet from the Hollywood/Western Station of the Los Angeles County Metropolitan Transportation Authority (Metro) B Line subway, which travels between North Hollywood and Union Station in downtown Los Angeles. This station qualifies as a Major Transit Stop, which is defined in *Transit Oriented Communities Program Guidelines* (LADCP, Revised February 26, 2018) and updated in *Metro NextGen; Rapid Bus Definitions* (LADCP, March 25, 2021) as rail stations or intersections of two or more bus routes with service intervals of 15 minutes or less during the morning and afternoon commuter peak periods. Metro bus service is also provided in the vicinity, as discussed in Chapter 2.

These features qualify the Project's location as both a Transit Priority Area (TPA), defined by the City as an area within 0.50 miles of an existing or planned major transit stop, as well as a High-Quality Transit Area (HQTA), defined in *Connect SoCal – The 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy* (Southern California Association of Governments [SCAG], Adopted September 2020) (RTP/SCS) as an area within 0.50 miles of a well-serviced transit stop or transit corridor with service frequency of 15 minutes or less during peak commute hours. It is also designated as Tier 4 under the Transit Oriented Communities Affordable Housing Incentive Program defined in Los Angeles Municipal Code (LAMC) Section 12.22.A.31 for being within 750 feet of a Metro rail station with an intersecting Metro Rapid bus.

STUDY SCOPE

The scope of analysis for this study was developed in consultation with LADOT and is consistent with *Transportation Assessment Guidelines* (LADOT, updated August 2022) (TAG) and in compliance with the California Environmental Quality Act (CEQA) Guidelines (California Code of Regulations, Title 14, Section 15000 and following).

The base assumptions and technical methodologies (i.e., vehicle miles traveled [VMT], trip generation, analysis methodology, etc.) were identified and agreed to in a Transportation Assessment Memorandum of Understanding (MOU), which was reviewed and approved by LADOT on February 22, 2024. A copy of the signed MOU is provided in Appendix A.

As shown in the approved MOU, the Project generates 412 net new daily vehicle trips. In accordance with the TAG, because the Project generates more than 250 daily trips, a VMT analysis was required. Because it generates fewer than 500 net new daily trips, an access and circulation analysis was not required.

ORGANIZATION OF REPORT

This report is divided into six chapters, including this introduction. Chapter 2 describes the Project Context including the study area and existing and future cumulative transportation conditions. Chapter 3 estimates the traffic to be generated by the Project. Chapter 4 details the CEQA analysis of transportation impacts, including TAG Thresholds T-1 through T-3 and the LADOT Freeway Safety Analysis. Chapter 5 discusses the non-CEQA transportation analyses, including the pedestrian, bicycle, and transit assessments, Project access, safety, and circulation assessments, residential street cut-through analysis, construction impact analysis, and parking analysis, to the extent required for the Project. Finally, Chapter 6 summarizes the analyses and study conclusions. The appendices contain supporting documentation, including the MOU that outlines the study scope and assumptions and additional details supporting the technical analyses.



LEGEND

 Project Site



PROJECT SITE LOCATION

FIGURE
2

Chapter 2

Project Context

A comprehensive data collection effort was undertaken to develop a detailed description of existing and future conditions in the Project Study Area (generally defined as the area within 0.25 miles of the Project Site for the purposes of this report). The Existing Conditions analysis includes an assessment of the existing street system, public transit service, and pedestrian and bicycle circulation at the time of preparation of this report.

EXISTING TRANSPORTATION CONDITIONS

Existing Street System

The existing street system in the Study Area consists of a regional roadway system including arterials and local streets that provide regional, sub-regional, or local access and circulation to the Project. These transportation facilities generally provide two to four travel lanes and usually allow parking on one or both sides of the street. Typically, the speed limits range between 25 and 35 miles per hour (mph) on the streets and 65 mph on freeways. The following describes key streets within the Study Area.

- Carlton Way – Carlton Way is a designated Local Street running east-west along the northern boundary of the Project Site. It provides one travel lane in each direction and unmetered on-street parking on both sides within a paved width of 40 feet.
- Western Avenue – Western Avenue is a designated Modified Avenue I that travels in the north-south direction and is located approximately 300 feet west of the Project Site. It provides four travel lanes, two lanes in each direction, in a road width of approximately 60 feet. At major intersections such as Hollywood Boulevard and Sunset Boulevard, it provides left-turn lanes within a widened roadway section. It provides unmetered parking on both sides of the street.
- Hollywood Boulevard – Hollywood Boulevard is a designated Avenue I that travels in an east-west direction approximately 450 feet north of the Project Site. It provides four travel lanes, two lanes in each direction, with left-turn lanes at major intersections such as Western

Avenue. On-street metered parking is generally available on both sides of the street. The paved road width varies from approximately 60 feet to approximately 80 feet.

- Sunset Boulevard – Sunset Boulevard is a designated Avenue I that travels in an east-west direction approximately 650 feet south of the Project Site. It provides six travel lanes, three lanes in each direction, with a center left-turn lane. On-street metered parking is generally available on the both sides of the street, blocking the third travel lanes when occupied. Parking is not allowed from 4 PM to 7 PM (i.e., during the afternoon commuter peak period). The paved road width varies from approximately 70 feet to approximately 74 feet.
- Serrano Avenue – Serrano Avenue is a designated Local Street running north-south approximately 200 feet east of the Project Site. It provides one travel lane in each direction and unmetered on-street parking on both sides within a paved width of 30 feet.

Existing Pedestrian Facilities

The walkability of existing facilities is based on the availability of pedestrian routes necessary to accomplish daily tasks without the use of an automobile. These attributes are quantified by Walk Score and assigned a score out of 100 points. With the various commercial businesses and cultural facilities adjacent to residential neighborhoods, the walkability of the area is approximately 88 points.¹

The sidewalks that serve as routes to the Project Site provide proper connectivity and adequate widths for a comfortable and safe pedestrian environment. They connect to accessible crossings at signalized intersections within the Study Area. Figure 3 presents an inventory of pedestrian attractors within a 0.25-mile walking distance from the Project Site.

Existing Bicycle System

There are currently no bicycle lanes within the Study Area.

¹ Walk Score (www.walkscore.com) rates the Project site with a score of 88 of 100 possible points (scores accessed on March 4, 2024, for 5424 West Carlton Way). Walk Score calculates the walkability of specific addresses by considering the ease of living in the neighborhood with a reduced reliance on automobile travel.

Existing Transit System

The Project Study Area is served by local bus and rail lines operated by Metro and LADOT Downtown Area Short Hop (LADOT DASH), including Metro Lines 2, 180, 207, and 217, Metro B Line subway, and LADOT DASH Hollywood Circulator bus line. The Project is located approximately 450 feet from the Metro Hollywood/Western Station. Figure 4 illustrates the existing transit service and transit stops within the Study Area. Table 1 summarizes the transit lines operating in the Study Area for each of the service providers in the region as of March 2024, the type of service (peak vs. off-peak, express vs. local), and the frequency of service during the morning and evening transit peak periods (between 6:00 AM and 9:00 AM and between 3:00 PM and 7:00 PM as defined by SCAG and the City).

All eight of the public bus stops at the intersections nearest the Project Site are equipped with benches, and four are also equipped with shelters for shade and rain protection.

Vision Zero

As described in the City's *Vision Zero: Eliminating Traffic Deaths in Los Angeles by 2025* (August 2015), Vision Zero is a traffic safety policy that promotes strategies to eliminate transportation-related collisions that result in severe injury or death. Vision Zero has identified the High Injury Network (HIN), a network of streets included based on collision data from the last five years, where strategic investments will have the biggest impact in reducing death and severe injury. Hollywood Boulevard, Western Avenue, and Sunset Boulevard, as well as Hobart Boulevard south of Sunset Boulevard, are identified as part of the HIN within the Study Area.

FUTURE CUMULATIVE TRANSPORTATION CONDITIONS

This section describes anticipated changes in the built environment or transportation system that may affect vehicular, pedestrian, or bicycle access to and from the Project Site.

Related Projects

In accordance with the CEQA Guidelines, this study considered the effects of the Project on other developments either proposed, approved, or under construction (collectively, the Related Projects) in the vicinity of the Project Site. Including this analysis step, the potential impact of the Project was evaluated within the context of past, present, and probable future developments capable of producing cumulative impacts. In accordance with the procedures outlined in the TAG, Related Projects within 0.50 miles of the Project site were considered for analysis.

The list of Related Projects is based on information provided by LADCP and LADOT in January 2024, as well as recent studies of development projects in the area. The Related Projects are detailed in Table 2 and their approximate locations shown in Figure 5. The nearest Related Project is #1, located at 1657 N. Western Avenue, which is the parcel on the northwest corner of Western Avenue & Carlton Way approximately 400 feet west of the Project Site. As shown in Table 2, it proposes 200 senior affordable apartment units.

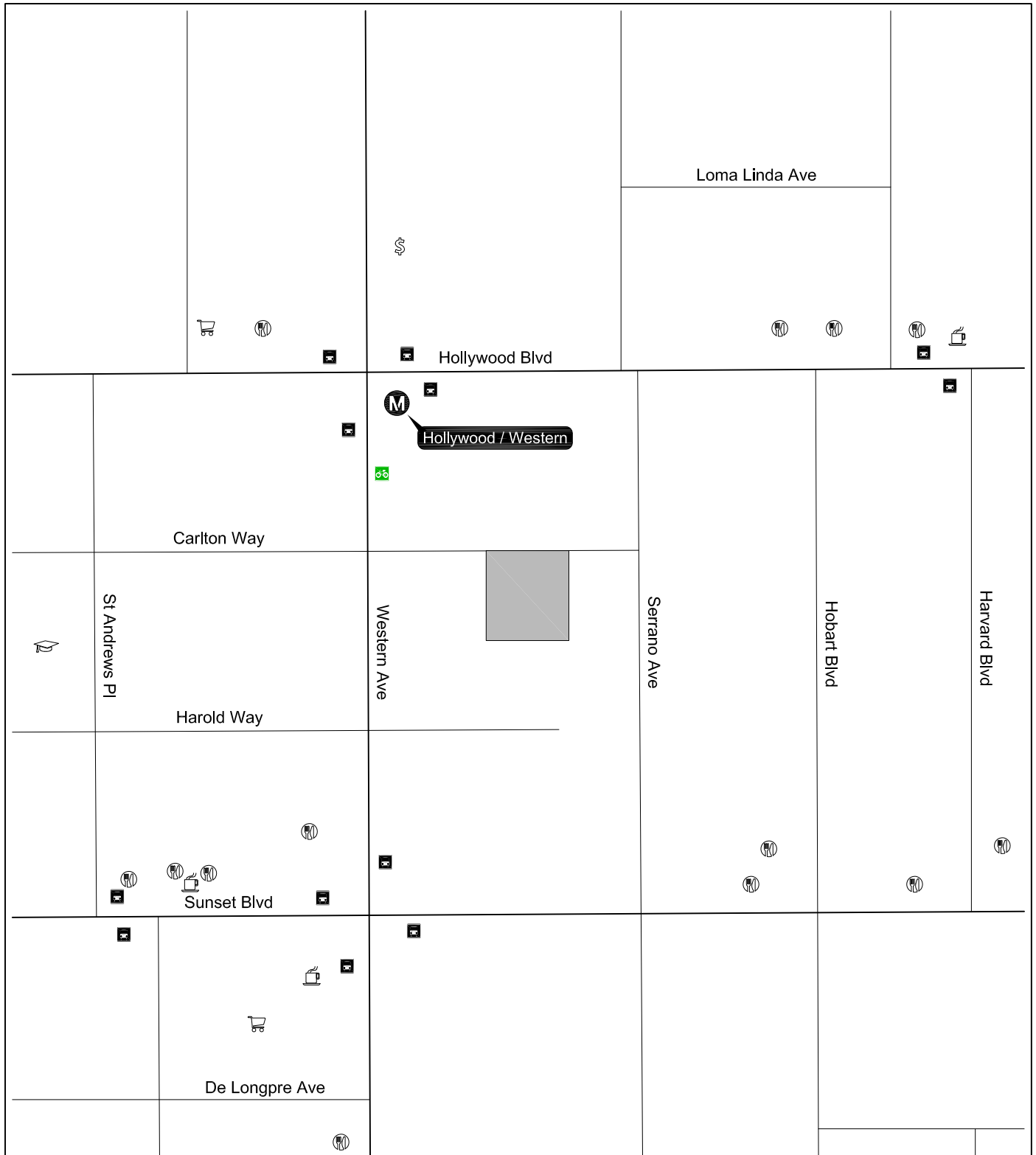
Future Infrastructure Improvements

While there are no planned and funded roadway improvement projects expected to be implemented prior to the buildout of the proposed Project within the Study Area, *Mobility Plan 2035, An Element of the General Plan* (LADCP, September 2016) (Mobility Plan) identifies key corridors as components of various “mobility-enhanced networks.” Each network is intended to focus on improving a particular aspect of urban mobility, including transit, neighborhood connectivity, bicycles, pedestrians, and vehicles. The specific improvements that may be implemented in those networks have not yet been identified, and there is no schedule for implementation. However, the following mobility-enhanced networks included corridors within or near the Study Area and depicted in Figure 6:










- **Transit Enhanced Network (TEN)**: The TEN aims to improve existing and future bus services through reliable and frequent transit service in order to increase transit ridership, reduce single-occupancy vehicle trips, and integrate transit infrastructure investments within the surrounding street system. Hollywood Boulevard and Western Avenue within the Study Area are part of the TEN.

-
- Neighborhood Enhanced Network (NEN): The NEN reflects the synthesis of the bicycle and pedestrian networks and serves as a system of local streets that are slow moving and safe enough to connect neighborhoods through active transportation. Hobart Boulevard is part of the NEN.
 - Bicycle Enhanced Network (BEN) / Bicycle Lane Network (BLN): The BEN and BLN identify existing and proposed bicycle infrastructure seeking to create a cohesive bicycle network throughout the City. As part of the BEN, Hollywood Boulevard is designated for Tier 1 protected bicycle lanes, Sunset Boulevard is designated for Tier 3 bikeways, and Wilton Place is designated for Tier 2 on-street bicycle lanes.
 - Pedestrian Enhanced District (PED): The Mobility Plan aims to promote walking to reduce the reliance on automobile travel by providing more attractive and pedestrian-friendly sidewalks, as well as adding pedestrian signalizations, street trees, and pedestrian-oriented design features. Hollywood Boulevard, Western Avenue, and Sunset Boulevard near the Project Site have been designated as part of the PED.

Additionally, there are Safety Improvements Projects proposed on Western Avenue, Sunset Boulevard, and Hollywood Boulevard as part of Vision Zero. They would implement signal and crossing improvements for pedestrian safety on those streets. Additionally, the Western Avenue Safety Improvements Project would install a traffic signal at Western Avenue & Carlton Way, improving crossing safety for Project residents as pedestrians as well as improving vehicular safety for Project residents as drivers when turning to and from Western Avenue.



LEGEND

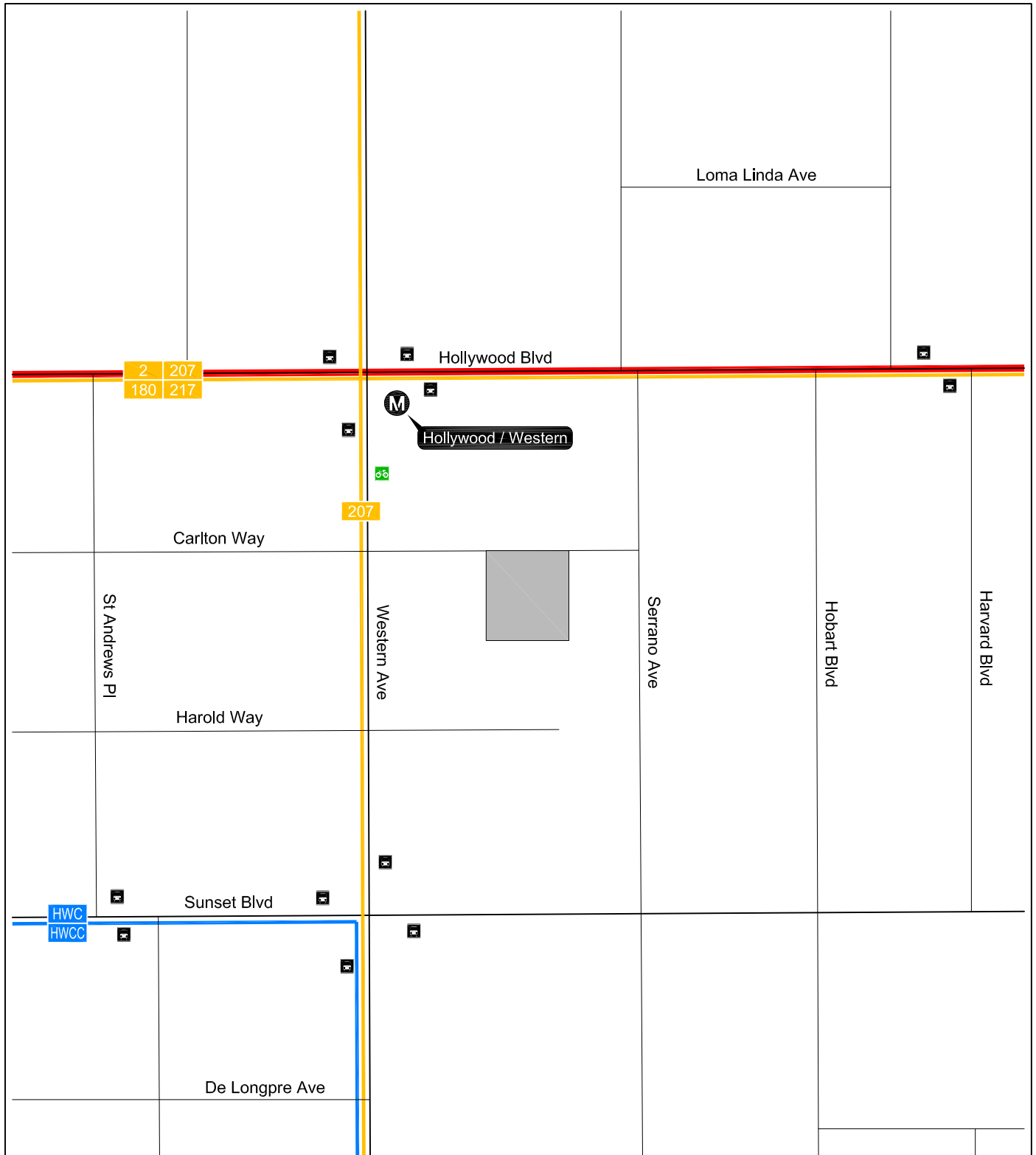
-  Project Site
-  Bikeshare Station
-  Metro Rail Station
-  Bus Stop
-  School
-  Grocery
-  Cafe
-  Dining
-  Bank



Not to Scale

PEDESTRIAN DESTINATIONS

FIGURE 3



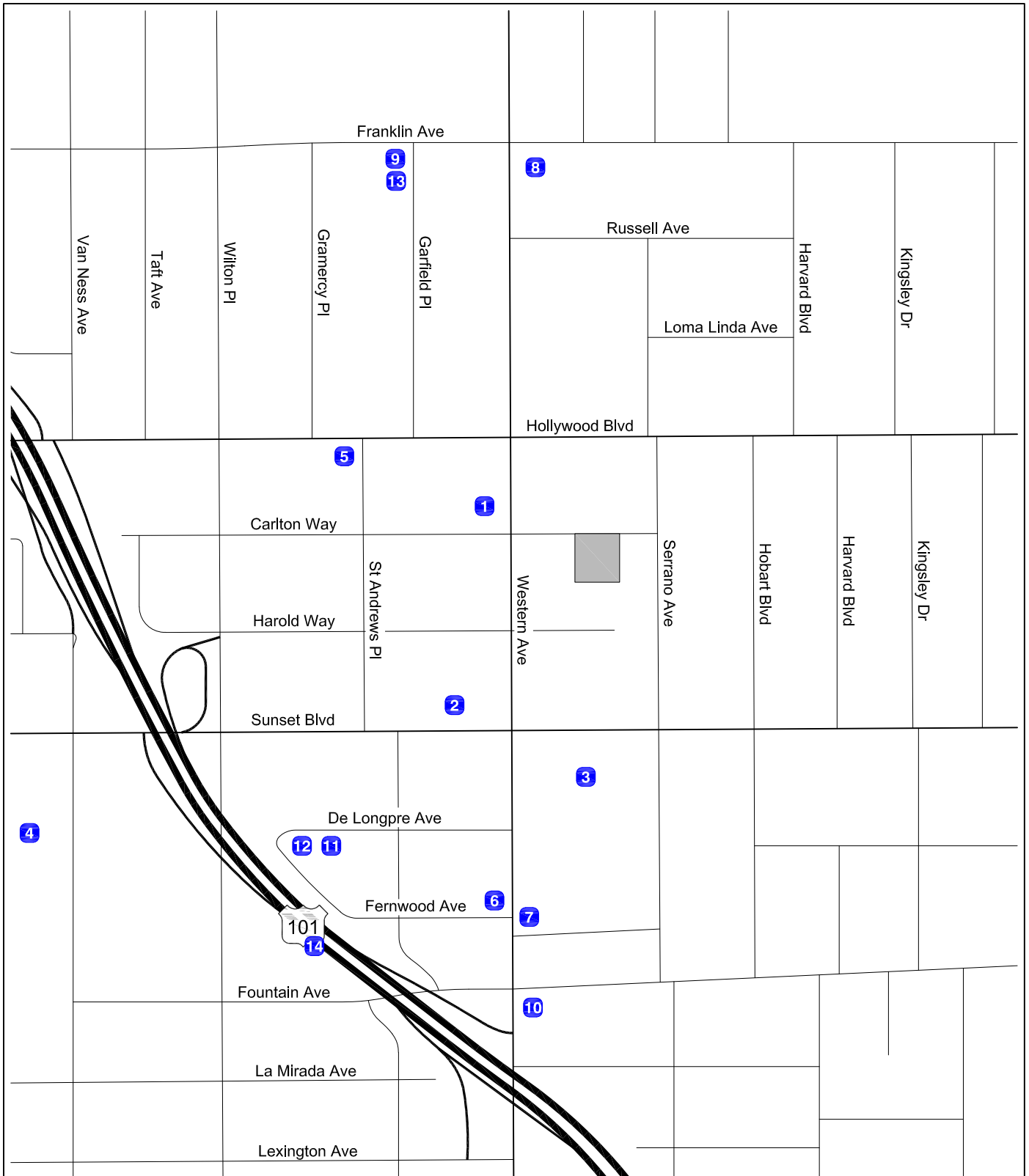
LEGEND

- | | | | |
|-------------------|--------------------|-------------------|----------------|
| Project Site | Metro Rail Station | Metro Rail B Line | LADOT DASH Bus |
| Bikeshare Station | Bus Stop | Metro Local Bus | |



EXISTING TRANSIT SERVICE

FIGURE
4



LEGEND



Project Site



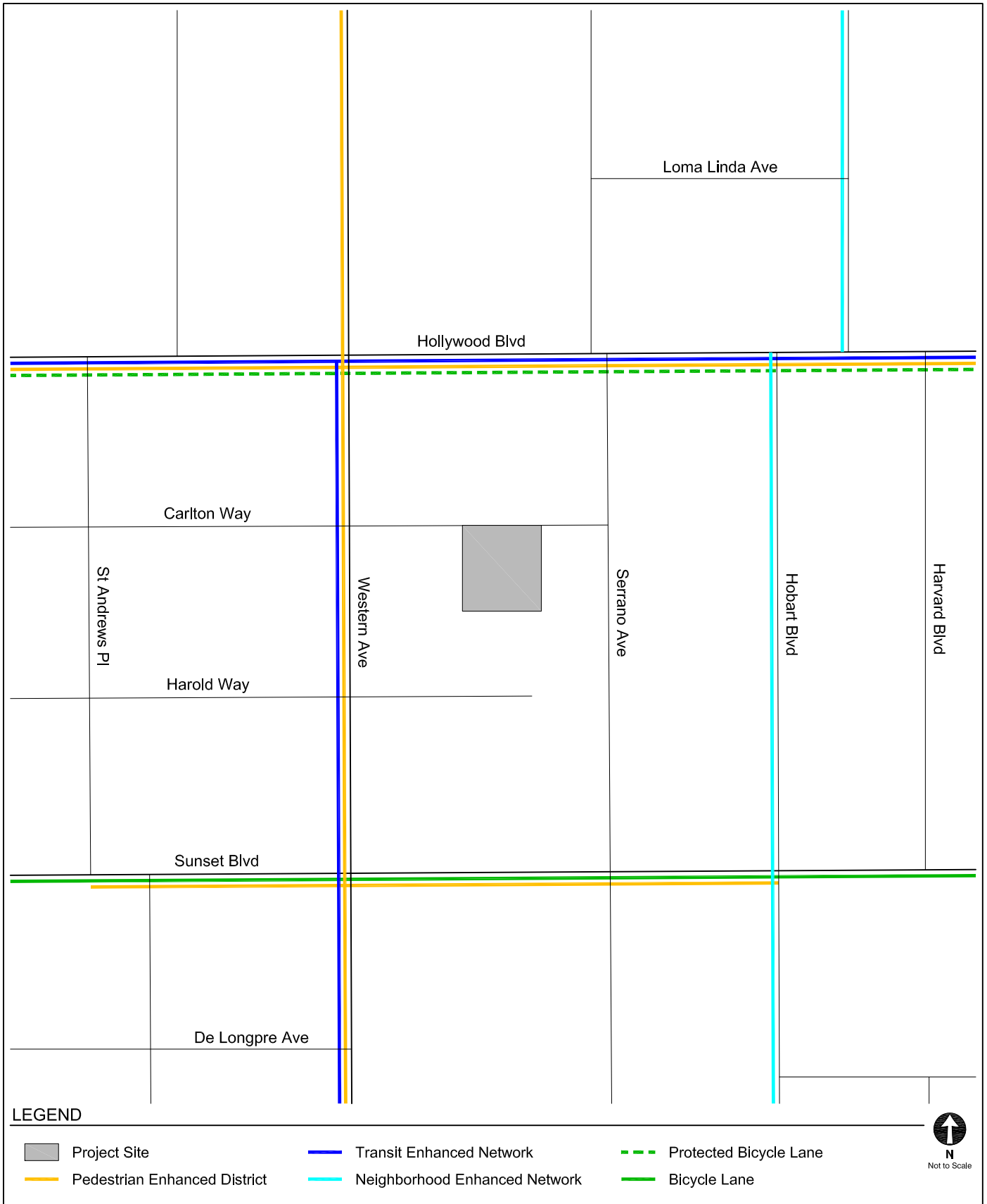
Related Project



N
Not to Scale

LOCATIONS OF RELATED PROJECTS

FIGURE 5



ROADWAY MODAL PRIORITIES

FIGURE
6

**TABLE 1
EXISTING TRANSIT SERVICE IN STUDY AREA**

Provider, Route, and Service Area	Service Type	Hours of Operation	Average Headway (minutes) [a]			
			Morning Peak Period		Afternoon Peak Period	
			NB/EB	SB/WB	NB/EB	SB/WB
Metro Rail Service						
B Downtown Los Angeles - North Hollywood	Rail (Subway)	4:30 A.M. - 12:30 A.M.	12	12	12	12
Metro Bus Service						
2 USC - Westwood via Sunset Bl	Local	24-hours	8	9	8	9
180 Hollywood - Glendale - Pasadena via Los Feliz-Colorado	Local	24-hours	10	10	10	10
207 Hollywood - Athens via Western Av	Local	24-hours	7	6	6	7
217 Hollywood/Vine Station - La Cienega Station via Hollywood Bl-Fairfax Ave	Local	24-hours	11	10	11	11
LADOT DASH Bus Service						
HW Hollywood Circulator	Local	6:00 A.M. - 8:00 P.M.	30	30	30	30

Notes:

Metro: Los Angeles County Metropolitan Transportation Authority. LADOT DASH - Los Angeles Department of Transportation Downtown Area Short Hop. Morning peak period from 6:00 AM to 9:00 AM, afternoon peak period from 3:00 PM to 7:00 PM consistent with Southern California Association of Governments (SCAG) and City guidelines.

[a] Average frequency is based on the average time between trips occurring during the peak periods as indicated in transit schedules from March 2024.

**TABLE 2
RELATED PROJECTS**

ID	Name	Address	Description	Trip Generation [a]						
				Daily Trips	Morning Peak Hour Trips			Afternoon Peak Hour Trips		
					In	Out	Total	In	Out	Total
1	Senior Affordable Housing	1657 N Western Ave	200 senior affordable housing units	702	10	29	39	37	25	62
2	SunWest Project (Mixed-Use)	5525 W Sunset Blvd	351 apartment units, 61 affordable housing units, 22,976 sf grocery store and 10,291 sf retail	2,561	59	111	170	122	84	206
3	Sunset & Western	5420 W Sunset Blvd	735 apartment units and 59,100 sf supermarket and 36,720 sf retail	2,369	9	203	212	164	64	228
4	Sunset Bronson Studios	5800 W Sunset Blvd	404,799 sf office	2,690	356	48	404	64	314	378
5	5600 Hollywood	5600 Hollywood Blvd	200 residential units, including 40 affordable housing units	722	16	43	59	35	24	59
6	1353 N Western Ave	1353 N Western Ave	70 apartment units and 2,000 sf retail	333	5	15	20	17	10	27
7	Mixed-Use	1350 N Western Ave	200 apartment units, 4 guest rooms and 5,500 sf retail/restaurant	1,439	24	76	100	86	46	132
8	Mixed-Use	1868 N Western Ave	87 apartment units and 6,000 sf retail	39	-8	9	1	7	-3	4
9	Apartments	5600 W Franklin Avenue	54 multi-family units, 6 affordable units	287	5	15	20	14	9	23
10	Apartments	5460 W Fountain Ave	75 apartment units	499	8	30	38	31	16	47
11	Hollywood De Longpre Apartments	5632 De Longpre Ave	185 apartment units	800	-31	25	-6	50	19	69
12	Fernwood Senior Housing	5645 W Fernwood Ave	New 499-unit affordable senior Housing	2,400	52	128	180	14	10	24
13	Garfield Apartments	1853 Garfield Pl	New 20 units - 3 affordable unit apartment building	91	2	4	5	4	3	7
14	Hollywood Central Park	Hollywood Freeway (US 101)	38 acre park, amphitheater and neighborhood uses	2,298	104	69	173	115	89	204

Notes:

sf: square feet

Source: Related project information based on available information provided by LADOT and Department of City Planning in January 2024.

[a] Trip generation information provided by LADOT or estimated using rates from *Trip Generation, 11th Edition*, Institute of Transportation Engineers, 2021.

Chapter 3

Project Traffic

Daily and peak hour vehicle trip generation estimates were prepared for the Project for use in the Project's CEQA and non-CEQA traffic analyses. Daily vehicle trips were estimated using *City of Los Angeles VMT Calculator Version 1.4* (June 2023) (VMT Calculator), the output of which is provided in Appendix B.

The number of peak hour vehicle trips expected to be generated by the Project was estimated primarily using rates published for market-rate multifamily (mid-rise) housing in *Trip Generation Manual, 11th Edition* (Institute of Transportation Engineers [ITE], 2021). These rates are based on surveys of similar land uses at sites around the country and are utilized to calculate the number of vehicle trips traveling to and from the Project Site during the morning and afternoon peak hours relative to the size of development. Additionally, trips for the 17 proposed affordable housing units were estimated using rates provided in the TAG, which were developed by LADOT using local data.

As described in Chapter 2, the Project is located within a 0.25-mile walking distance of a Metro subway station and bus stops serving various Metro bus lines. Therefore, in accordance with the TAG, a 15% transit / walk-in reduction was applied to peak hour Project trips to account for transit usage as well as walking trips from the surrounding neighborhoods and adjacent commercial developments.

Table 3 summarizes the trip generation rates and Project estimates. As shown, after accounting for the adjustments above, the Project Site is anticipated to generate 551 total trips on a typical weekday, including 48 morning peak hour trips (12 inbound trips, 36 outbound trips) and 46 afternoon peak hour trips (29 inbound trips, 17 outbound trips). The Project Site currently generates an estimated 139 daily trips, including 13 morning peak hour trips and 15 afternoon peak hour trips. Therefore, the Project is estimated to generate a net total of 412 new daily trips, including 35 new morning peak hour trips (eight inbound trips, 27 outbound trips) and 31 new afternoon peak hour trips (18 inbound trips, 13 outbound trips).

**TABLE 3
TRIP GENERATION ESTIMATES**

Land Use	ITE Land Use	Size	Daily	Weekday					
				Morning Peak Hour			Afternoon Peak Hour		
				In	Out	Total	In	Out	Total
<u>Trip Generation Rates</u> [a]									
Single-Family Housing	210	per unit	[b]	25%	75%	0.70	63%	37%	0.94
Multi-family Housing (Low-Rise)	220	per unit	[b]	24%	76%	0.40	63%	37%	0.51
Multi-family Housing (Mid-Rise)	221	per unit	[b]	23%	77%	0.37	61%	39%	0.39
Affordable Housing - Family	[c]	per unit	[b]	38%	62%	0.52	55%	45%	0.38
<u>Proposed Project</u>									
Multi-family Housing (Mid-Rise) <i>Less 15% Transit/Walk Adjustment [d]</i>	221	114 units	[b]	10 (2)	32 (4)	42 (6)	27 (4)	17 (3)	44 (7)
Affordable Housing - Family	[c]	17 units	[b]	3	6	9	3	3	6
Subtotal - Gross Project Trips			[b]	11	34	45	26	17	43
<u>Existing Active Uses to Remain</u>									
Multi-family Housing (Low-Rise) <i>Less 15% Transit/Walk Adjustment [d]</i>	220	8 units	[b]	1 0	2 0	3 0	3 0	1 (1)	4 (1)
Subtotal - Existing Trips to Remain			[b]	1	2	3	3	0	3
Total - Gross Project Site Trip Generation			551	12	36	48	29	17	46
<u>Existing Uses at Project Site</u>									
Single Family Housing (Removed) <i>Less 15% Transit/Walk Adjustment [d]</i>	210	3 units	[c]	1 0	1 0	2 0	2 0	1 0	3 0
Multi-family Housing (Low-Rise) (Removed) <i>Less 15% Transit/Walk Adjustment [d]</i>	220	22 units	[c]	2 0	7 (1)	9 (1)	7 (1)	4 (1)	11 (2)
Multi-family Housing (Low-Rise) (Retained) <i>Less 15% Transit/Walk Adjustment [d]</i>	220	8 units	[c]	1 0	2 0	3 0	3 0	1 (1)	4 (1)
Subtotal - Existing Project Site Trip Generation			139	4	9	13	11	4	15
Total - Net Project Site Trip Generation			412	8	27	35	18	13	31

Notes:

- [a] Source: *Trip Generation, 11th Edition* (Institute of Transportation Engineers, 2021).
- [b] Daily trip generation estimates were prepared using LADOT's VMT Calculator version 1.4 for the Project Site (with the Project and under existing conditions) as a whole. These totals reflect the trip estimates without accounting for any TDM measures, consistent with the project screening summary page of the VMT Calculator output (see Appendix B).
- [c] The Project is located within 0.25 miles of a major transit stop. However, average trip generation rates from *LADOT Transportation Assessment Guidelines* were utilized for conservative analysis.
- [d] Per *LADOT Transportation Assessment Guidelines*, the Project Site is located within one quarter mile walking distance from a Metro Rail stop for line B and Metro bus stops for lines 2, 180, and 207; therefore a 15% transit adjustment was applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments.

Chapter 4

CEQA Analysis of Transportation Impacts

This chapter presents the results of an analysis of CEQA-related transportation impacts. The analysis identifies any potential conflicts the Project may have with adopted City plans and policies and any improvements associated with the potential conflicts, as well as the results of a Project VMT analysis that satisfies State requirements under *State of California Senate Bill 743* (Steinberg, 2013) (SB 743) and an identification of any hazards that would be created due to geometric design features.

METHODOLOGY

SB 743, adopted in January 2014, required the Governor's Office of Planning and Research to change the CEQA guidelines regarding the analysis of transportation impacts. Under SB 743, the focus of transportation analysis shifts from vehicular delay (level of service [LOS]) to VMT, in order to reduce greenhouse gas emissions, create multimodal networks, and promote mixed-use developments.

The TAG defines the methodology of analyzing a project's transportation impacts in accordance with SB 743. Per the TAG, the CEQA transportation analysis contains the following thresholds for identifying significant impacts:

- Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies
- Threshold T-2.1: Causing Substantial VMT
- Threshold T-2.2: Substantially Inducing Additional Automobile Travel
- Threshold T-3: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use

The thresholds were reviewed and analyzed, as detailed in the following Sections 4A through 4D. In addition, a CEQA safety analysis of California Department of Transportation (Caltrans) freeway facilities for the Project is provided in Section 4E.

Section 4A: Threshold T-1

Conflicting with Plans, Programs, Ordinances, or Policies

Threshold T-1 assesses whether a project would conflict with an adopted program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities.

PLANS, PROGRAMS, ORDINANCES, AND POLICIES

Table 2.1-1 of the TAG identifies the City plans, policies, programs, ordinances, and standards relevant in determining project consistency. Attachment D of the TAG, Plans, Policies, and Programs Consistency Worksheet, provides a structured approach to evaluate whether a project conflicts with the City's plans, programs, ordinances, or policies and to streamline the review by highlighting the most relevant plans, policies, and programs when assessing potential impacts to the City's transportation system. The Plans, Policies, and Programs Consistency Worksheet for the Project is provided in Appendix C.

As stated in Section 2.1.4 of the TAG, a project that generally conforms with and does not obstruct the City's development policies and standards will generally be considered to be consistent. As detailed in Appendix C, the Project is generally consistent with the City documents listed in Table 2.1-1 of the TAG; therefore, the Project would not result in a significant impact under Threshold T-1. A detailed discussion of the plans, programs, ordinances, or policies related to the Project is provided below.

Mobility Plan

The Mobility Plan combines "complete street" principles with the following five goals that define the City's mobility priorities:

-
- Safety First: Design and operate streets in a way that enables safe access for all users, regardless of age, ability, or transportation mode choice.
 - World Class Infrastructure: A well-maintained and connected network of streets, paths, bikeways, trails, and more provides Angelenos with the optimum variety of mode choices.
 - Access for all Angelenos: A fair and equitable system must be accessible to all and must pay particularly close attention to the most vulnerable users.
 - Collaboration, Communication, and Informed Choices: The impact of new technologies on our day-to-day mobility demands will continue to become increasingly important to the future.
 - Clean Environments and Healthy Communities: Active transportation modes such as bicycling and walking can significantly improve personal fitness and create new opportunities for social interaction, while lessening impacts on the environment.

A detailed analysis of the Project's consistency with the specific policies of the Mobility Plan is provided in Table 4. As previously detailed, the Mobility Plan identifies key corridors within the Study Area as components of various "mobility-enhanced networks". Though no specific improvements have been identified and there is no schedule for implementation, the mobility-enhanced networks represent a focus on improving a particular aspect of urban mobility, including transit, neighborhood connectivity, bicycles, pedestrians, and vehicles. The Project does not modify the adjacent streets or sidewalks and would not inhibit the City's ability to install any mobility features within the public right-of-way (ROW).

With the development of the Project, Carlton Way would have one fewer vehicular driveway. The sidewalks adjacent to the Project Site would not be changed by the Project. Though they are narrower than the Local Street standard (10 feet instead of 12 feet), they provide a comfortable pedestrian network for a residential street. The Project would provide long-term and short-term bicycle parking facilities per LAMC requirements. It would also provide a reduced parking supply compared to LAMC and SNAP requirements and would lease parking spaces separately from residential leases (unbundled parking). These measures would promote public transit, biking, and walking, thereby reducing the Project VMT compared to the average for the area. As previously detailed and shown in Figure 4, the Project would be located near high-quality rail and bus routes operated by Metro.

Thus, the Project would be consistent with the goals of the Mobility Plan.

Plan for a Healthy Los Angeles

Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan (LADCP, March 2015) introduces guidelines for the City to follow to enhance the City's position as a regional leader in health and equity, encourage healthy design and equitable access, and increase awareness of equity and environmental issues.

A detailed analysis of the Project's consistency with *Plan for a Healthy Los Angeles* is provided in Table 5. In summary, the Project supports healthy lifestyles by complying with all Americans with Disabilities Act (ADA) requirements and providing connections to pedestrian amenities. Further, the Project locates housing near high-quality transit and provides secure bicycle parking and convenient pedestrian access. It would replace 25 removed residential units with 131 new residential units and displaced residents would be given the opportunity to live in the new units. It would also result in VMT per capita at least 15% below the average for the area. Thus, the Project would be consistent with the goals of *Plan for a Healthy Los Angeles*.

Land Use Element of the General Plan

The City's General Plan Land Use Element contains 35 Community Plans that establish specific goals and strategies for the various neighborhoods across the City. The Project is located within the Hollywood Community Plan area. A detailed analysis of the Project's consistency with the Hollywood Community Plan is provided in Table 6. As described therein, the Project would provide residential uses within both a TPA and an HQTAs to further the development of Hollywood as a major center of population, employment, and retail services, as well as encourage the use of alternative modes of transportation by all users. The Project is consistent with the circulation standards and criteria of the Hollywood Community Plan as the transportation system within the vicinity of the Project Site would adequately serve the traffic generated by the Project. In addition, the Project would implement transportation demand management (TDM) strategies including bike parking per the LAMC, a reduced parking supply, and unbundled parking to further reduce the number of single-occupancy vehicle trips generated by the Project, as discussed in further detail in Section 4B. Thus, the Project would promote and encourage development practices in line with the goals and objectives of the Hollywood Community Plan.

The City is currently in the process of updating the Hollywood Community Plan to guide development for the Hollywood area through Year 2040. *Hollywood Community Plan Update Draft Environmental Impact Report* (Terry A. Hayes Associates, Inc., November 2018) was released for public review in October 2019. On March 18, 2021, the City Planning Commission recommended approval of the Hollywood Community Plan with recommended changes, which were subsequently incorporated to the plan update and released in August 2021. The City is still in its final steps of the adoption process and formal adoption of the Hollywood Community Plan Update is anticipated in Year 2024.

In addition to the Hollywood Community Plan, the SNAP identifies various transportation policies applicable to the Project. The purpose of the SNAP is to implement the goals and policies of the Hollywood Community Plan and the General Plan, especially as it relates to creating a pedestrian-focused environment with a variety of housing types and price points. The Project is located within Subarea A (Neighborhood Conservation), which has the over-arching goal of maintaining the current prevailing scale and character of the residential neighborhood and improving the pedestrian environment. The Project develops high-density residential development in an area zoned for high-density residential with three different unit types (studio, one-bedroom, and two-bedroom) at three different price categories (market rate, Very Low Income, and Low Income). Therefore, it supports the SNAP. The SNAP also reduces the LAMC parking requirements and sets parking maximums for residential units. A full discussion of parking is provided in Section 5E.

LAMC Section 12.21.A.16 (Bicycle Parking)

LAMC Section 12.21.A.16 details the bicycle parking requirements for new developments. However, the SNAP supersedes these requirements. In accordance with the requirements of the LAMC and the SNAP, the Project would provide a total of 72 bicycle parking spaces, including two short-term and 70 long-term bicycle parking spaces.

LAMC Section 12.26.J (TDM Ordinance)

LAMC Section 12.26J, the TDM Ordinance (1993), establishes TDM requirements for projects with at least 25,000 sf of non-residential gross floor area. The Project is not proposing more than 25,000 sf of non-residential floor area and, therefore, the TDM Ordinance does not apply.

LAMC Section 12.37

LAMC Section 12.37 requires that a property, upon its redevelopment, dedicate to the City the ROW necessary to meet the Mobility Plan ROW standards on the adjacent arterial or collector street. Carlton Way is a designated Local Street, which has a half-ROW requirement of 30 feet in the Mobility Plan. The existing half-ROW is equal to 30 feet and, therefore, no dedication would be required. Thus, the Project would be consistent with the requirements of LAMC Section 12.37.

Vision Zero

Vision Zero implements projects that are designed to increase safety on the most vulnerable City streets. The City has identified a number of streets as part of the HIN where improvement projects will be targeted. Within the Study Area, Hollywood Boulevard, Western Avenue, and Sunset Boulevard are all identified as part of the HIN. There are Safety Improvements Projects proposed on each of those three corridors. Most of these improvements include installation of continental crosswalks at pedestrian crossings, ADA accessibility improvements at crossings, leading pedestrian intervals, and high-intensity activated crosswalk beacons. At the intersection of Western Avenue & Carlton Way, approximately 300 feet west of the Project Site, a traffic signal would be installed. At the intersection of Western Avenue & Hollywood Boulevard, an intersection tightening improvement would reduce curb radii and force right-turning vehicles to travel slower through the intersection. The Project would not preclude future Vision Zero safety projects by the City on any streets. Thus, the Project does not conflict with Vision Zero.

Citywide Design Guidelines for Residential, Commercial, and Industrial Development

The Pedestrian-First Design approach of *Citywide Design Guidelines* (LADCP Urban Design Studio, October 2019) identifies urban design principles to guide architects and developers in designing high-quality projects that meet the City's functional, aesthetic, and policy objectives and help foster a sense of community. *Citywide Design Guidelines* is organized around six design objectives. *City of Los Angeles Urban Design Principles* (LADCP, 2011) aims to improve mobility in the City through travel mode choices.

Pedestrian-First Design promotes healthy living, increases economic activity at the street level, enables social intersection, creates equitable and accessible public spaces, and improves public safety.”

The Pedestrian-First Design guidelines are as follows:

- Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all.
- Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.
- Guideline 3: Design projects to actively engage with streets and public space and maintain human scale.

A detailed analysis of the Project's consistency with the guidelines of the Pedestrian-First Design approach is provided in Table 7. The Project would not modify the adjacent streets or sidewalks. The Project also removes three existing driveways on Carlton Way while only installing one replacement driveway, reducing the number of conflict points between motorized and non-motorized travel. Thus, the Project design provides for the safety, comfort, and accessibility of pedestrians, aligning with the Pedestrian-First Design approach.

CUMULATIVE ANALYSIS

In addition to potential Project-specific impacts, the TAG requires that the Project be reviewed in combination with nearby Related Projects to determine if there may be a cumulatively significant impact resulting from inconsistency with a particular program, plan, policy, or ordinance. In

accordance with the TAG, the cumulative analysis must include consideration of any Related Projects within 0.5 miles of the Project Site and any transportation system improvements in the vicinity.

Similar to the Project, the Related Projects would be individually responsible for complying with relevant plans, programs, ordinances, or policies addressing the circulation system. Thus, the Project, together with the Related Projects, would not result in cumulative impacts with respect to consistency with each of the plans, ordinances, or policies reviewed. The Project and the Related Projects would not interfere with any of the general policy recommendations and, therefore, there would be no significant Project impact or cumulative impact.

**TABLE 4
PROJECT CONSISTENCY WITH MOBILITY PLAN 2035**

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
Chapter 1 – Safety First	
<p><u>Policy 1.1, Roadway User Vulnerability</u> Design, plan, and operate streets to prioritize the safety of the most vulnerable roadway user.</p>	<p>Consistent. The Project would reduce the number of driveways on Carlton Way from three existing to one future driveway, reducing conflicts between vehicles and pedestrians and bicycles. Pedestrian and bicycle access would be provided directly to residential lobbies on Carlton Way, separate from vehicular access (though bicyclists may also access the Project Site through the vehicular driveways).</p>
<p><u>Policy 1.6 Multi-Modal Detour Facilities</u> Design detour facilities to provide safe passage for all modes of travel.</p>	<p>Consistent. The Project would prepare a Construction Management Plan that would include, to the extent necessary, detour routes for all applicable travel modes, including pedestrians and bicyclists.</p>
Chapter 2 – World Class Infrastructure	
<p><u>Policy 2.2 Complete Streets Design Guide</u> Establish the Complete Streets Design Guide as the City’s document to guide the operations and design of streets and other public rights-of-way.</p>	<p>Consistent. The Project does not modify the streets or sidewalks, except inasmuch as it would remove three existing driveway while replacing them with a single driveway. The new driveway would be designed in conformance with City standards.</p>
<p><u>Policy 2.3 Pedestrian Infrastructure</u> Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.</p>	<p>Consistent. The Project would provide at-grade access to both the new and existing building. It would remove three existing driveways while replacing them with a single driveway.</p>
<p><u>Policy 2.4 Neighborhood Enhanced Network</u> Provide a slow speed network of locally serving streets.</p>	<p>Consistent. There are no streets on the Neighborhood Enhanced Network within the Project vicinity.</p>
<p><u>Policy 2.5 Transit Network</u> Improve the performance and reliability of existing and future bus service.</p>	<p>Consistent. Western Avenue and Hollywood Boulevard are designated as part of the Transit Enhanced Network. The Project would not interfere with existing or future transit services. The Project would encourage more transit usage by developing high-density residential units with convenient access to bus and rail transit services.</p>

**TABLE 4 (CONTINUED)
PROJECT CONSISTENCY WITH MOBILITY PLAN 2035**

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
<p><u>Policy 2.6 Bicycle Networks</u> Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. (includes scooters, skateboards, rollerblades, etc.)</p>	<p>Consistent. Hollywood Boulevard is designated as part of the Bicycle Enhanced Network in the Mobility Plan with a goal of installing protected bicycle lanes on that street. Sunset Boulevard is part of the Bicycle Lane Network and is designated for Tier 3 bicycle lanes. The Mobility Plan does not propose any bicycle facilities adjacent to the Project Site; however, the Project would not affect the City’s ability to install bicycle infrastructure within the public right-of-way. Additionally, the Project would remove three existing driveways (replacing them with one new driveway) and would provide short-term and long-term bicycle parking for residents and visitors in accordance with LAMC requirements.</p>
<p><u>Policy 2.9 Multiple Networks</u> Consider the role of each mode enhanced network when designing a street that included multiple modes.</p>	<p>Consistent. The Study Area includes a mix of enhanced networks identified as part of the Mobility Plan. The Project does not affect the adjacent public right-of-way.</p>
<p align="center"><i>Chapter 3 – Access for All Angelenos</i></p>	
<p><u>Policy 3.1 Access for All</u> Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes – including goods movement – as integral components of the City’s transportation system.</p>	<p>Consistent. The Project encourages multi-modal transportation alternatives through proximity to bus and rail transit, provision of bicycle facilities, and by reducing the total number of driveways provided on Carlton Way which reduces potential vehicular and pedestrian conflicts along the Project Site frontage. It increases residential density in proximity to bus and rail transit.</p>
<p><u>Policy 3.2 People with Disabilities</u> Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.</p>	<p>Consistent. The Project would be designed in accordance with requirements of the Americans with Disabilities Act.</p>
<p><u>Policy 3.3 Land Use Access and Mix</u> Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.</p>	<p>Consistent. The Project’s high-density residential uses located near to commercial corridors (Hollywood Boulevard, Sunset Boulevard, and Western Avenue) with high-quality bus and rail transit options would help to minimize vehicle trips and enhance the proximity and convenience of residences to jobs and services.</p>
<p><u>Policy 3.4 Transit Services</u> Provide all residents, workers, and visitors with affordable, efficient, convenient, and attractive transit services.</p>	<p>Consistent. The Project is located within 0.25 miles of a rail station at the intersection of Western Avenue & Hollywood Boulevard and bus stops on Hollywood Boulevard, Western Avenue, and Sunset Boulevard.</p>

**TABLE 4 (CONTINUED)
PROJECT CONSISTENCY WITH MOBILITY PLAN 2035**

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
<p><u>Policy 3.5 Multi-Modal Features</u> Support “first-mile, last-mile solutions” such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.</p>	<p>Consistent. The Project would support “first-mile, last-mile” solutions by developing a high-density residential project near several high-traffic commercial corridors with high-quality transit. It also provides secure bicycle parking for residents and short-term bicycle parking for visitors.</p>
<p><u>Policy 3.6 Regional Transportation & Union Station</u> Continue to promote Union Station as the major regional transportation hub linking Amtrak, Metrolink, Metro Rail, and high-speed rail service.</p>	<p>Consistent. The Project is located within 0.25 miles of multiple Metro bus lines and a rail line. These transit services provide access and connections to the regional transportation system, including a direct connection to Union Station via the Metro B (Red) Line subway.</p>
<p><u>Policy 3.8 Bicycle Parking</u> Provide bicyclists with convenient, secure, and well-maintained bicycle parking facilities.</p>	<p>Consistent. The Project would provide secure long-term bicycle parking for residents and short-term parking for visitors in accordance with LAMC requirements.</p>
<i>Chapter 4 – Collaboration, Communication, & Informed Choices</i>	
<p><u>Policy 4.8 Transportation Demand Management Strategies</u> Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.</p>	<p>Consistent. The Project is located in close proximity to high-quality transit. It would provide bicycle parking and a vehicular parking reduction from the LAMC requirement as well as leasing parking spaces separately from residential leases (unbundled parking). Together, these TDM measures would help to promote non-auto travel to reduce transportation-related impacts to the environment.</p>
<p><u>Policy 4.13 Parking and Land Use Management</u> Balance on-street and off-street parking supply with other transportation and land use objectives.</p>	<p>Consistent. The Project would provide 148 spaces, which is fewer than the 168 spaces required by the SNAP (which supersedes LAMC parking requirements). This reduced parking supply, which is allowed by California Assembly Bill 2097 eliminating parking minimums for developments within 0.5 miles of a major transit stop, is designed to strike a balance to encourage non-auto transportation modes while adequately serving the residents’ needs.</p>
<i>Chapter 5 – Clean Environments & Healthy Communities</i>	
<p><u>Policy 5.1 Sustainable Transportation</u> Encourage the development of a sustainable transportation system that promotes environmental and public health.</p>	<p>Consistent. The Project would provide secure long-term bicycle parking for residents and short-term bicycle parking for visitors, which would promote active transportation modes such as biking and walking. Additionally, the Project is located within walking distance of high-quality transit.</p>

TABLE 4 (CONTINUED)
PROJECT CONSISTENCY WITH MOBILITY PLAN 2035

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
<p><u>Policy 5.2 Vehicle Miles Traveled (VMT)</u> Support ways to reduce vehicle miles traveled (VMT) per capita.</p>	<p>Consistent. The Project would not generate higher residential VMT per capita than the average for the area, as demonstrated in this transportation assessment. Further, it would implement several project design features, including provision of bicycle parking, a reduced vehicle parking supply, and unbundled parking, that have been shown to reduce VMT.</p>

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in *Mobility Plan 2035: An Element of the General Plan* (Los Angeles Department of City Planning, January 2016).

**TABLE 5
PROJECT CONSISTENCY WITH PLAN FOR A HEALTHY LOS ANGELES**

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
Chapter 1 – Los Angeles, a Leader in Health and Equity	
<p><u>Policy 1.5 Plan for Health</u> Improve Angelenos’ health and well-being by incorporating a health perspective into land use, design, policy, and zoning decisions through existing tools, practices, and programs.</p>	<p>Consistent. The Project supports healthy lifestyles by locating high-density housing near high-quality transit, providing bicycle parking, and providing direct pedestrian access at grade to Carlton Way.</p>
<p><u>Policy 1.7 Displacement and Health</u> Reduce the harmful health impacts of displacement on individuals, families and communities by pursuing strategies to create opportunities for existing residents to benefit from local revitalization efforts by: creating local employment and economic opportunities for low-income residents and local small businesses; expanding and preserving existing housing opportunities available to low-income residents; preserving cultural and social resources; and creating and implementing tools to evaluate and mitigate the potential displacement caused by large-scale investment and development.</p>	<p>Consistent. The Project constructs 131 new residential units, removes a total of 25 residential units, and maintains in place eight existing residential units. Existing residents displaced by the Project would be given the opportunity to rent new units upon Project completion.</p>
Chapter 5 – An Environment Where Life Thrives	
<p><u>Policy 5.7 Land Use Planning for Public Health and GHG Emission Reduction</u> Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and others susceptible to respiratory diseases.</p>	<p>Consistent. The Project is estimated to generate VMT per capita for residents at least 15% lower than the average for the area, as demonstrated in Section 4B of this report. The Project would provide bicycle parking, a reduced vehicular parking supply, and unbundled parking as project design features which reduce VMT. VMT directly contributes to GHG emissions, so a reduced VMT per capita also reduces GHG per capita.</p>

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in *Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan* (Los Angeles Department of City Planning, March 2015).

**TABLE 6
PROJECT CONSISTENCY WITH
HOLLYWOOD COMMUNITY PLAN**

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
<p><u>Objective 1</u></p> <p>To coordinate the development of Hollywood with that of other parts of the City of Los Angeles and the metropolitan area.</p> <p>To further the development of Hollywood as a major center of population, employment, retail services, and entertainment; and to perpetuate its image as the international center of the motion picture industry.</p>	<p>Consistent. The Project would develop high-density residential uses located near to commercial corridors (Hollywood Boulevard, Sunset Boulevard, and Western Avenue), supporting population growth and enhancing the proximity and convenience of residences to jobs and services.</p>
<p><u>Objective 3</u></p> <p>To make provision for the housing required to satisfy the varying needs and desires of all economic segments of the Community, maximizing the opportunity for individual choice.</p> <p>To encourage the preservation and enhancement of the varied and distinctive residential character of the Community, and to protect lower density housing from the scattered intrusion of apartments.</p>	<p>Consistent. The Project proposes to construct high-density apartments in a neighborhood made up primarily of apartment buildings zoned for high-density residential in the General Plan. It would include a mix of unit types from studios to two-bedroom units, as well as a mix of market-rate, Very Low Income-restricted, and Low Income-restricted units, to serve a variety of family sizes and economic backgrounds.</p>
<p><u>Objective 6</u></p> <p>To make provision for a circulation system coordinated with land uses and densities and adequate to accommodate traffic; and to encourage the expansion and improvement of public transportation service.</p>	<p>Consistent. The Project adds additional housing density to a medium-density residential neighborhood surrounded by high-capacity arterial streets (Hollywood Boulevard, Western Avenue, and Sunset Boulevard) to accommodate vehicular traffic. It also adds residential population in close proximity to high-quality bus and rail transit service which would help to boost transit ridership and thus support the expansion and improvement of public transit service.</p>
<p><u>Housing Policy</u></p> <p>Additional low and moderate-income housing is needed all parts of this Community. Density bonuses for provision of such housing through Government Code 65915 may be granted in the Low-Medium I or less restrictive residential categories.</p>	<p>Consistent. The Project would include a mix of market-rate, Very Low Income-restricted, and Low Income-restricted units, to serve a variety of family sizes and economic backgrounds.</p>

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in the Hollywood Community Plan (Los Angeles Department of City Planning, Adopted December 13, 1988, Effective April 2, 2014).

**TABLE 7
PROJECT CONSISTENCY WITH CITYWIDE DESIGN GUIDELINES**

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
<i>Pedestrian-First Design</i>	
<p><u>Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all</u></p> <p>Design projects to be safe and accessible and contribute to a better public right-of-way for people of all ages, genders, and abilities, especially the most vulnerable - children, seniors, and people with disabilities.</p> <p><u>Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience</u></p> <p>Design to avoid pedestrian and vehicular conflicts and to create an inviting and comfortable public right-of-way. A pleasant and welcoming public realm reinforces walkability and improves the quality of life for users.</p> <p><u>Guideline 3: Design projects to actively engage with streets and public space and maintain human scale</u></p> <p>New projects should be designed to contribute to a vibrant and attractive public realm that promotes a sense of civic pride. Better connections within the built environment contribute to a livable and accessible city and a healthier public realm.</p>	<p>Consistent. The Project provides for the safety, comfort, and accessibility of pedestrians by separating pedestrian access from vehicular. The Project also enhances Carlton Way by removing three existing driveways and installing one, providing a more walkable environment and reducing conflicts between vehicles, pedestrians, and bicyclists.</p>

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in the *Citywide Design Guidelines* (Los Angeles Department of City Planning, 2019).

Section 4B: Threshold T-2.1 Causing Substantial VMT

Threshold T-2.1 of the TAG analyzes whether a project causes substantial VMT and is generally applied to land use projects. Specifically, Threshold T-2.1 inquires whether a project would conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)(1), which states that (for land use projects) “vehicle miles travelled exceeding an applicable threshold of significance may indicate a significant impact.” This subdivision also states that a lead agency has discretion to choose the most appropriate method to evaluate a project’s VMT.

Per Section 2.2.2 of the TAG, a “no impact” determination can be made for a project if either of the following screening criteria are not met for Threshold T-2:

- *T-2.1-1: Would the land use project generate a net increase of 250 or more daily vehicle trips?*
- *T-2.1-2: Would the project generate a net increase in daily VMT?*

If either of the above screening criteria are met, the TAG provides guidance for the further analysis of VMT, as discussed in the following section.

VMT METHODOLOGY

The following describes the methodology by which vehicle trips and VMT are calculated in the VMT Calculator as detailed in *City of Los Angeles VMT Calculator Documentation* (LADOT and LADCP, May 2020). LADOT developed the VMT Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for developments within City limits, which are based on the following types of trips:

- Home-Based Work Production: origin trips from a residential use to a workplace destination

- Home-Based Other Production: origin trips from a residential use to a non-workplace destination (e.g., retail, restaurant, etc.)
- Home-Based Work Attraction: destination trips to a workplace originating from a residential use

As detailed in *City of Los Angeles VMT Calculator Documentation*, the household VMT per capita threshold applies to Home-Based Work Production and Home-Based Other Production trips, and the work VMT per employee threshold applies to Home-Based Work Attraction trips, as the location and characteristics of residences and workplaces are often the main drivers of VMT, as detailed in Appendix 1 of *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Governor’s Office of Planning and Research, December 2018).

Table 2.2-1 of the TAG details the following daily household VMT per capita and daily work VMT per employee impact criteria for each Area Planning Commission (APC):

APC	Daily Household VMT per Capita	Daily Work VMT per Employee
Central	6.0	7.6
East LA	7.2	12.7
Harbor	9.2	12.3
North Valley	9.2	15.0
South LA	6.0	11.6
South Valley	9.4	11.6
West LA	7.4	11.1

Source: TAG

The Project is located in the Central APC.

Travel Behavior Zone (TBZ)

The City developed TBZ categories to determine the magnitude of VMT and vehicle trip reductions that could be achieved through TDM strategies. As detailed in *City of Los Angeles VMT Calculator Documentation*, the development of the TBZs considered the population density,

land use density, intersection density, and proximity to transit of each Census tract in the City and are categorized as follows:

1. *Suburban (Zone 1): Very low-density primarily centered around single-family homes and minimally connected street network.*
2. *Suburban Center (Zone 2): Low-density developments with a mix of residential and commercial uses with larger blocks and lower intersection density.*
3. *Compact Infill (Zone 3): Higher density neighborhoods that include multi-story buildings and well-connected streets.*
4. *Urban (Zone 4): High-density neighborhoods characterized by multi-story buildings with a dense road network.*

The VMT Calculator determines a project's TBZ based on the latitude and longitude of the project address. The Project is located in an Urban (Zone 4) TBZ.

Trip Lengths

The VMT Calculator determines a project's VMT based on trip length information from the City's Travel Demand Forecasting (TDF) Model. The TDF Model considers the traffic analysis zones within 0.125 miles of a project to determine the trip lengths and trip types, which factor into the calculation of a project's VMT.

Mixed-Use Development Methodology

As detailed in *City of Los Angeles VMT Calculator Documentation*, the VMT Calculator accounts for the interaction of land uses within a mixed-use development and considers the following sociodemographic, land use, and built environment factors for a project area:

- A project's jobs / housing balance
- Land use density of a project
- Transportation network connectivity
- Availability of and proximity to transit

-
- Proximity to retail and other destinations
 - Vehicle ownership rates
 - Household size

Population and Employment Assumptions

As previously stated, the VMT thresholds identified in the TAG are based on household VMT per capita and work VMT per employee. Thus, the VMT Calculator contains population assumptions developed based on Census data for the City and employment assumptions derived from multiple data sources, including *2012 Developer Fee Justification Study* (Los Angeles Unified School District, 2012), the San Diego Association of Governments Activity Based Model, *Trip Generation Manual, 9th Edition* (ITE, 2012), the US Department of Energy, and other modeling resources. A summary of population and employment assumptions for various land uses is provided in Table 1 of *City of Los Angeles VMT Calculator Documentation*.

TDM Measures

Additionally, the VMT Calculator measures the reduction in VMT resulting from a project's incorporation of TDM strategies. The following seven categories of TDM strategies are included in the VMT Calculator:

1. Parking
2. Transit
3. Education and Encouragement
4. Commute Trip Reductions
5. Shared Mobility
6. Bicycle Infrastructure
7. Neighborhood Enhancement

TDM strategies within each of these categories have been empirically demonstrated to reduce trip-making or mode choice in such a way as to reduce VMT, as documented in *Quantifying*

Greenhouse Gas Mitigation Measures (California Air Pollution Control Officers Association, 2010).

PROJECT VMT ANALYSIS

The VMT Calculator was used to evaluate Project VMT for comparison to the VMT impact criteria. Based on guidance from the City, the VMT Calculator was modeled for the Project's land uses and density as the primary inputs. This analysis incorporates the Project's reduced parking supply (compared to the LAMC requirement), unbundled parking program² (required by California Assembly Bill 1317, Carillo, 2023), and provision of bicycle parking per the LAMC, each of which serve as VMT-reducing TDM measures.

The VMT analysis results based on the VMT Calculator are summarized in Table 8. The detailed output from the VMT Calculator is provided in Appendix B.

As shown in Table 8, the VMT Calculator estimates that the Project would generate 3,432 total daily VMT. It would produce 1,500 home-based production VMT (used to calculate household VMT per capita). Based on the VMT Calculator residential population estimate of 328 people, the Project would generate average household VMT per capita of 4.6, which does not exceed the Central APC impact threshold of 6.0.

Therefore, the Project would not result in a significant VMT impact, and no mitigation is required.

CUMULATIVE VMT ANALYSIS

Cumulative effects of development projects are determined based on the consistency with the air quality and greenhouse gas reduction goals of the RTP/SCS in terms of development location, density, and intensity. The RTP/SCS presents a long-term vision for the region's transportation system through Year 2045 and balances the region's future mobility and housing needs with economic, environmental, and public health goals.

² An unbundled parking program requires residents to lease parking spaces separately from living quarters, thus making the cost of parking transparent and giving residents the option to forego that cost.

As detailed in the TAG, for projects that do not demonstrate a project impact by applying an efficiency-based impact threshold (i.e., household VMT per capita, work VMT per employee) in the impact analysis, a less than significant impact conclusion is sufficient in demonstrating there is no cumulative VMT impact, as those projects are already shown to align with the long-term VMT and greenhouse gas reduction goals of the RTP/SCS.

The Project would not result in a significant VMT impact, as detailed above. Therefore, the Project would not result in a significant cumulative VMT impact under Threshold T-2.1, and no further evaluation or mitigation measures would be required.

**TABLE 8
VMT ANALYSIS SUMMARY**

Project Information	
Address	5424 W Carlton Way
Project Land Uses	
Multi-Family Housing	122 units
Affordable Housing - Family	17 units
Project Location Characteristics [a]	
Area Planning Commission	Central
Travel Behavior Zone [b]	Urban
Maximum VMT Reduction [c]	75%
Project VMT Analysis [d]	
Daily Vehicle Trips	551
Daily VMT	3,775
Total Household VMT [e]	1,500
Total Residents	328
Household VMT per Capita [e]	4.6
Impact Threshold	7.6
Significant Impact	NO

Notes:

- [a] Project Analysis is from VMT Calculator output.
- [b] "Urban" TBZs are characterized in *City of Los Angeles VMT Calculator Documentation* (LADOT and DCP, May 2020) as high-density neighborhoods characterized by multi-story buildings with a dense road network.
- [c] The maximum allowable VMT reduction is based on the Project's designated TBZ.
- [d] Project features incorporated as TDM measures before mitigation include:
 1. Reduced parking supply
 2. Unbundled parking priced at at least \$50 per month per space
 3. Bicycle parking per LAMC requirements
- [e] Household VMT per Capita is based on the "home-based work production" trip types.

Section 4C: Threshold T-2.2 Substantially Inducing Additional Automobile Travel

The intent of Threshold T-2.2 is to assess whether a transportation project would induce substantial VMT by increasing vehicular capacity on the roadway network, such as the addition of through traffic lanes on existing or new highways, including general purpose lanes, high-occupancy vehicle lanes, peak period lanes, auxiliary lanes, and lanes through grade-separated interchanges.

The Project is not a transportation project that would induce automobile travel. Therefore, the Project would not result in a significant impact under Threshold T-2.2 and further evaluation is not required.

Section 4D: Threshold T-3

Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use

The potential increase in hazards due to a geometric design feature generally relate to the design of access points to and from a project site and may include safety, operational, or capacity impacts. Impacts can be related to vehicle/vehicle, vehicle/bicycle, or vehicle/pedestrian conflicts, or to operational delays caused by vehicles slowing and/or queuing to access a project site. These conflicts may be created by the driveway configuration or through the placement of project driveway(s) in areas of inadequate visibility, adjacent to bicycle or pedestrian facilities, or too close to busy or congested intersections.

Project access points, internal circulation, and parking access were reviewed to determine if the Project would substantially increase hazards due to geometric design features, including safety, operational, or capacity impacts.

ACCESS OVERVIEW

The Project would provide 148 parking spaces in two subterranean parking levels and at grade. As described in Chapter 1 and shown in Figure 1, vehicular access to the Project Site would be provided via a single two-way driveway on Carlton Way. Deliveries and move-in activities would be accommodated curbside along Carlton Way. Trash / recycling pick-up would also occur along Carlton Way, as the trash and recycling bins would be located within the ground-level parking area.

Pedestrian and bicycle access to each building would be provided directly from Carlton Way to the residential lobby, though bicyclists may also use the vehicular driveway as the long-term bicycle storage area is located in the ground-level parking area.

PROJECT HAZARDS ANALYSIS

Potential Geometric Design Hazards

The driveway would be located on a level grade, would meet Carlton Way at a 90-degree angle, and would provide adequate sight distance to and from Carlton Way to minimize conflicts with other vehicles, pedestrians, or bicyclists. No unusual or new obstacles are presented in the design that would be considered hazardous to vehicles, bicycles, or pedestrians.

The Project trip generation detailed in Table 3 indicates that the Project Site would generate a total of 48 morning and 46 afternoon peak hour trips (including existing and proposed trips). Based on this estimate, the Project would generate fewer than one trip every minute, shared between inbound and outbound trips, from a two-lane driveway with good visibility to and from Carlton Way. The driveway can easily accommodate this traffic load and, therefore, no hazards would occur related to geometric design or operation of the Project access.

Consistency with Modal Priority Networks

As previously summarized, Carlton Way is a designated local Street in the Mobility Plan and is not part of any modal priority networks adjacent to the Project Site. The existing half-ROW on Carlton Way is consistent with Local Street standards, though the half-roadway is two feet wider than standard while the sidewalk is two feet narrower than standard. The Project would not change the width of the sidewalk or street along Project Site frontage, maintaining consistency with the rest of the street. The Project would reduce the number of driveways along the Project frontage from three to one, and the proposed driveway would not preclude or interfere with the implementation of any potential future roadway improvements within the public ROW benefiting transit, pedestrians, or bicycles.

Pedestrian and Bicycle Activity

The Project would increase pedestrian and bicycle activity on Carlton Way but would also reduce the number of driveways along Project frontage from three to one, thus improving safety on the

sidewalks adjacent to the Project Site. Thus, the Project would promote a safer environment for pedestrians and bicyclists by reducing vehicle conflict points.

Summary

Based on this review, the Project would not result in any hazards from the design or operation and would not result in a significant impact.

CUMULATIVE HAZARDS ANALYSIS

In addition to potential Project-specific impacts, the TAG requires that the Project be reviewed in combination with Related Projects with access points along the same block as the Project to determine if there may be a cumulatively significant impact.

None of the Related Projects identified in Table 2 provides access along the same block as the Project. The nearest Related Project is #1, located at 1657 N. Western Avenue, which is the northwest corner of Western Avenue & Carlton Way. This proposed residential and retail mixed-use project would have access on the opposite side of Western Avenue, and thus would be separated from the Project Site by a future traffic signal proposed at Western Avenue & Carlton Way (as discussed in Chapter 2 and Section 4A). Thus, the Project would not result in cumulative impacts that would substantially increase hazards due to geometric design features, including safety, operational, or capacity impacts.

Section 4E

Freeway Safety Analysis

LADOT issued *Interim Guidance for Freeway Safety Analysis* (May 1, 2020) (City Freeway Guidance) identifying City requirements for a CEQA safety analysis of Caltrans facilities as part of a transportation assessment.

ANALYSIS METHODOLOGY

The City Freeway Guidance relates to the identification of potential safety impacts at freeway off-ramps as a result of increased traffic from development projects. It provides a methodology and significance criteria for assessing whether additional vehicle queueing at off-ramps could result in a safety impact due to speed differentials between the mainline freeway lanes and the queued vehicles at the off-ramp.

Based on the City Freeway Guidance, a transportation assessment for a development project must include analysis of any freeway off-ramp where the project adds 25 or more peak hour trips. A project would result in a significant impact at such a ramp if each of the following three criteria were met:

1. Under a scenario analyzing future conditions upon project buildout, with project traffic included, the off-ramp queue would extend to the mainline freeway lanes.³
2. A project would contribute at least two vehicle lengths (50 feet, assuming 25 feet per vehicle) to the queue.
3. The average speed of mainline freeway traffic adjacent to the off-ramp during the analyzed peak hour(s) is greater than 30 mph.

³ If an auxiliary lane is provided on the freeway, then half the length of the auxiliary lane is added to the ramp storage length.

Should a significant impact be identified, mitigation measures to be considered include TDM measures to reduce a project's trip generation, investments in active transportation or transit system infrastructure to reduce a project's trip generation, changes to the traffic signal timing or lane assignments at the ramp intersection, or physical changes to the off-ramp. Any physical change to the ramp would have to improve safety, not induce greater VMT, and not result in secondary environmental impacts.

PROJECT SAFETY ANALYSIS

As shown in Table 3, the Project proposes to add 35 net new trips in the morning peak hour and 31 net new trips in the afternoon peak hour, consisting of both inbound and outbound trips. These trips would be distributed in multiple directions throughout the existing street network, thus minimizing the effect on any single road or freeway ramp. Additionally, only inbound trips would use freeway off-ramps to access the Project Site. Therefore, because the Project would only generate a maximum of 18 net new inbound trips during any peak hour, the Project could not add 25 or more peak hour trips to any freeway off-ramp. Therefore, no freeway off-ramp analysis is required, and it can be concluded that the Project will not result in a freeway safety impact.

Chapter 5

Non-CEQA Transportation Analysis

This chapter summarizes the non-CEQA transportation analysis of the Project. It includes an evaluation of Project traffic, proposed access provisions, safety, and circulation operations of the Project, and pedestrian, bicycle, and transit facilities in the vicinity of the Project. This chapter also summarizes the evaluation of the Project's operational conditions, parking supply and requirements, and effects due to Project construction.

Per Section 3.1 of the TAG, any deficiencies identified based on the non-CEQA transportation analysis is "not intended to be interpreted as thresholds of significance, or significance criteria for purposes of CEQA review unless otherwise specifically identified in Section 2." Section 3 of the TAG identifies the following four non-CEQA transportation analyses for reviewing potential transportation deficiencies that may result from a development project:

- Pedestrian, Bicycle, and Transit Access Assessment
- Project Access, Safety, and Circulation Evaluation
- Project Construction
- Residential Street Cut-Through Analysis

The four non-CEQA transportation analyses are reviewed in detail in Sections 5A through 5D. In addition, Section 5E provides a review of parking requirements and the proposed Project parking supply. As previously noted, a full circulation analysis for this Project is not required, per the TAG, as the Project would generate fewer than 500 net new daily trips.

Section 5A

Pedestrian, Bicycle, and Transit Assessment

This section assesses the Project's potential effect on pedestrian, bicycle, and transit facilities in the vicinity of the Project Site. Factors to consider when assessing a project's potential effect on pedestrian, bicycle, and transit facilities, include the following:

- Would the project directly or indirectly result in a permanent removal or modification that would lead to the degradation of pedestrian, bicycle, or transit facilities?
- Would a project intensify use of existing pedestrian, bicycle, or transit facilities?

EXISTING AND PROPOSED FACILITIES

Pedestrians and Bicyclists

There is a 10-foot-wide sidewalk (including tree wells) on Carlton Way bordering the north side of the Project Site. There are no existing bicycle facilities adjacent to the Project Site. The sidewalks would not change with the Project; however, the three existing driveways to the Project Site would be removed (and one new driveway would be installed to serve the Project Site), reducing conflicts between pedestrians, bicyclists, and vehicles. The Project would also provide bicycle parking per the LAMC. Therefore, the Project would improve conditions for pedestrians and bicyclists in the area and would not disrupt existing pedestrian and bicycle facilities.

Transit

As shown in Figure 4, there are transit stops on Hollywood Boulevard and Sunset Boulevard within 0.25 miles of the Project Site. The stops nearest the Project Site are located at Hollywood Boulevard & Western Avenue (Metro Lines 180, 207 and 217, Metro B Line subway) and Sunset Boulevard & Western Avenue (Metro Lines 2 and 207, LADOT DASH Hollywood route). The Project would not affect these stops.

INTENSIFICATION OF USE

The Project would not directly or indirectly result in a permanent removal of infrastructure or degrade pedestrian or bicycle facilities. Although the Project may intensify use of existing pedestrian and bicycle facilities, there is substantial available capacity in existing facilities to accommodate all foreseeable future demand for those facilities, including that of the Project. Overall, the Project would not result in degradation, capacity constraint, or significant conflict on any existing facilities serving pedestrians or bicyclists and would further improve these facilities with the removal of three driveways on Sunset Boulevard.

The Project is estimated to add additional ridership to transit in the surrounding area but would not cause ridership to exceed available capacity given the relatively small size of the Project and the many available transit lines. Therefore, the Project would not place a significant strain on transit capacity.

CUMULATIVE ANALYSIS

The Related Projects would result in some additional intensification of pedestrian, bicycle, and transit activity in the Study Area. However, as with the Project, the incremental increase in activity from the Related Projects would not strain the capacity of the sidewalks and bicycle lanes within the Study Area, as those Related Projects are geographically dispersed. Similarly, the Related Project's effect on transit ridership would not strain the capacity of lines within the Study Area as they are dispersed throughout the area and would potentially use different stops or lines to get to their destination.

Further, *2020 Long Range Transportation Plan* (Metro, adopted 2020), outlines a range of transit and highway projects throughout Los Angeles County that are designed to improve mobility and address future growth. It is recognized that with these plans in place, Metro will continue to maintain and expand regional transit service to accommodate cumulative demand in the region.

Section 5B

Project Access, Safety, and Circulation Assessment

As the Project would not generate more than 500 daily vehicle trips, a quantitative access, safety, and circulation analysis (i.e., the anticipated LOS and vehicle queues at selected intersections) was not required per the TAG. Therefore, these analyses were not conducted as part of the Study.

Section 5C

Construction Analysis

This section summarizes the construction schedule and construction analysis for the Project. The construction analysis relates to the temporary effects of Project construction activities and was conducted in accordance with Section 3.4, Project Construction, of the TAG.

CONSTRUCTION EVALUATION CRITERIA

Section 3.4.3 of the TAG identifies three types of in-street construction impacts that require further analysis to assess the effects of Project construction on the existing pedestrian, bicycle, transit, or vehicle circulation. The three types of impacts and related populations are:

1. Temporary transportation constraints – potential impacts on the transportation system
2. Temporary loss of access – potential impacts on visitors entering and leaving sites
3. Temporary loss of bus stops or rerouting of bus lines – potential impacts on bus travelers

The factors used to determine the significance of a project's impacts involve the likelihood and extent to which an impact might occur, the potential inconvenience caused to users of the transportation system, and consideration for public safety. Construction activities could potentially interfere with pedestrian, bicycle, transit, or vehicle circulation and accessibility to adjoining areas. As detailed in Section 3.4.4 of the TAG, the proposed construction plans should be reviewed to determine whether construction activities would require any of the following actions:

- Street, sidewalk, or lane closures
- Blockage of existing vehicle, bicycle, or pedestrian access along a street or to parcels fronting the street
- Modification of access to transit stations, stops, or facilities during revenue hours

-
- Closure or movement of an existing bus stop or rerouting of an existing bus line
 - Creation of transportation hazards

PROJECT CONSTRUCTION DETAILS

The construction information used in this section was provided by the Applicant.

Proposed Construction Schedule

The Project is anticipated to be constructed over a period of approximately 26 months. Typical construction activity would occur between 7:00 AM and 9:00 PM on weekdays and between 8:00 AM and 6:00 PM on Saturdays, in conformance with the City's construction hour restrictions. Construction would not occur on Sundays or federal holidays, though temporary construction-related lane or sidewalk closures may remain in place even on days construction does not occur.

Effects on Access, Transit, and Parking

Construction activities would be primarily contained within the Project Site boundaries to the extent feasible. Staging and large deliveries will occur adjacent to the Project Site on Carlton Way, which would temporarily eliminate approximately six on-street parking spaces immediately adjacent to the Project Site. Intermittent encroachments on to the sidewalk may also occur throughout the duration of the construction period.

Measures to provide adequate alternative routes for pedestrians and vehicles would be implemented, per the LAMC. There are no transit stops immediately adjacent to the Project Site and, therefore, Project construction would not affect transit operations.

Construction Traffic

Project construction would result in truck traffic (haul trucks, delivery trucks, cement trucks) and worker traffic to and from the Project Site on a daily basis. During the excavation phase of Project construction, approximately 26,100 cubic yards of soil would be removed using dump trucks with a maximum capacity of 14 cubic yards. This would require approximately 1,864 haul trucks to and from the Project Site during excavation. The anticipated haul route would use Carlton Way to Western Avenue to Sunset Boulevard to US 101 on the way to a local landfill. To the extent feasible, these trucks will be scheduled to avoid the commuter peak hours.

Cement trucks travel to and from the Project Site on cement pour days. On such days, the cement trucks typically arrive over the first half of the day and the second half of the day is spent smoothing the cement as it begins to set. Like haul trucks, trucks delivering materials and equipment may be scheduled to arrive to the Project Site during off-peak hours.

Delivery truck traffic would be highest during building construction. This period of construction generally overlaps with cement pour days, as lower floors of the buildings can be built out with interiors and exterior skins while the concrete is poured for upper floors.

Construction workers typically arrive to the Project Site before 7:00 AM and depart by 3:00 PM, thereby not traveling during the morning or afternoon peak hours. During construction, parking for construction workers would be provided within an off-site parking facility to be identified at a later date. During the period of heaviest truck activity (excavation) there are fewer workers on site; peak construction worker activity occurs during the building phase.

EFFECTS OF PROJECT CONSTRUCTION

This section assesses the severity of the Project's effects on access, transit, and parking during construction, as well as the effects of construction traffic. The measures proposed below to minimize the negative effects of Project construction would be incorporated into a Construction Management Plan, summarized at the end of this chapter.

On-Street Parking

On-street parking is permitted on Carlton Way, and construction is anticipated to result in a temporary loss of some of these on-street parking spaces adjacent to the Project Site. Coordination with LADOT would be included in the Construction Management Plan.

Access and Public Transit

As detailed above, Project construction would not impede access to any existing public transit stops.

Construction Traffic

Project construction would result in varying levels of truck and worker traffic to and from the Project Site on a daily basis. However, the construction traffic would mostly occur outside of the peak hour periods, as the Construction Management Plan would include measures to limit the amount of peak hour construction-related traffic.

CONSTRUCTION MANAGEMENT PLAN

A detailed Construction Management Plan, including street closure information, a detour plan, haul routes, and a staging plan would be prepared and submitted to the City for review and approval. The Construction Management Plan would formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community.

The Construction Management Plan shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and shall include, but not be limited to, the following elements, as appropriate and feasible:

-
- Advance, bilingual notification of adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of operation
 - Prohibition of construction worker or equipment parking on adjacent streets
 - Temporary pedestrian, bicycle, and vehicular traffic controls during all construction activities adjacent to the Project Site, to ensure traffic safety on public ROW
 - Implementation of safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers, as appropriate
 - Temporary traffic control (e.g., flag persons) during all construction activities adjacent to public ROW to improve traffic flow on public roadways
 - Scheduling of construction-related deliveries, haul trips, etc., to occur outside the commuter peak hours to the extent feasible
 - Potential sequencing of construction activity for the Project to reduce the amount of construction-related traffic on arterial streets
 - Containment of construction activity within the Project Site boundaries

Section 5D

Residential Street Cut-Through Analysis

This chapter summarizes the residential street cut-through analysis for the Project. The objective of the residential street cut-through analysis is to determine potential increases in average daily traffic volumes on designated Local Streets, as classified in the City's General Plan, that can be identified as cut-through trips generated by the Project and that can adversely affect the character and function of those streets. Per Section 3.5.2 of the TAG, cut-through trips are defined as those that feature travel along a Local Street with residential land-use frontage, as an alternative to a higher classification street segment, to access a destination that is not within the neighborhood in which the Local Street is located.

The Project is a residential development located on a Local Street developed with primarily residential uses. There are no nearby residential streets which provide reasonable alternatives to arterial streets. Thus, the Project would not result in residential street cut-through traffic.

Section 5E

Parking

This section provides a review of Project parking supply and requirements for vehicles and bicycles.

PARKING SUPPLY

The Project would provide a total of 148 automobile spaces at grade and in two subterranean levels. It would also provide 72 bicycle spaces (70 long-term spaces and two short-term spaces) at ground level.

VEHICULAR PARKING CODE REQUIREMENTS

The SNAP details parking requirements for new developments within its boundaries. It requires a minimum of 1.0 spaces per studio and one-bedroom unit and 1.5 spaces per two-bedroom unit (the Project proposes 74 studio units, 49 one-bedroom units, and eight two-bedroom units in the new building). It also requires one guest parking space for every four units of any size. As shown in Table 9, the SNAP therefore requires a total of 168 parking spaces for the Project.

However, because the Project is within 0.5 miles of a Major Transit Stop (the Hollywood / Western Station of the Metro B Line), State of California Assembly Bill 2097 (Friedman, 2022) (California Government Code Section 65863.2) prohibits the City from setting minimum parking requirements. Therefore, there is no minimum parking requirement for the Project. Nonetheless, the Project proposes to provide 148 parking spaces for residents.

BICYCLE PARKING CODE REQUIREMENTS

The SNAP details bicycle parking requirements for new developments within its boundaries. It requires a minimum of 0.5 long-term bicycle parking spaces per unit. Therefore, a total of 66 long-term bicycle parking spaces are required. The Project proposes to provide 70 long-term bicycle spaces as well as two short-term spaces, and therefore meets the requirement.

**TABLE 9
VEHICLE PARKING REQUIREMENT**

Land Use	Size	Parking Rate	Total Spaces
SNAP Parking Requirements [a]			
Studio units	74 units	1.0 spaces per unit	74
1-bedroom units	49 units	1.0 spaces per unit	49
2-bedroom units	8 units	1.5 spaces per unit	12
Guest Spaces		0.25 spaces per unit	33
Total SNAP Parking Requirement			168
Assembly Bill 2097 Parking Requirement [b]			0

Notes:

[a] Parking requirements per Section 7.G of the *Vermont/Western Transit Oriented District Specific Plan (Station Neighborhood Area Plan)*, Los Angeles City Planning, effective March 1, 2001.

[b] Assembly Bill 2097 (California Government Code Section 65863.2) prohibits minimum parking requirements for a project located within 0.5 miles of a Major Transit Stop (e.g., the Hollywood / Western Station of the Metro B Line subway).

Chapter 6

Summary and Conclusions

This study was undertaken to analyze the potential transportation impacts of the Project on the transportation system. The following summarizes the results of this analysis:

- The Project is located on four parcels at 5416-5430 W. Carlton Way.
- The Project proposes to construct 131 new apartment units in an eight story building and maintain one existing eight-unit apartment building, for a total of 139 units. It is anticipated to be completed in Year 2027.
- The Project would provide a total of 148 vehicle parking spaces at-grade and in two subterranean parking levels. There is no parking requirement because the Project is located within 0.5 miles of a Major Transit Stop.
- The Project would provide 70 long-term and two short-term bicycle parking spaces, which exceeds SNAP requirements.
- Vehicular access would be provided via one driveway on the north side of the Project Site providing access to Carlton Way.
- The Project is estimated to generate 412 net new daily trips, including 35 morning peak hour trips and 31 afternoon peak hour trips.
- The Project would not conflict with the City's plans, programs, ordinances, and polices and would not result in any geometric design hazard impacts. No impact would occur to any Caltrans freeway off-ramp.
- The Project would not result in VMT impacts and would not require mitigation.
- The addition of Project trips would not adversely affect any residential Local Streets.
- Construction traffic would be generated outside of the commuter morning and afternoon peak hours to the extent feasible. A Construction Management Plan would be prepared to ensure that construction impacts are minimized.

References

2020 Long Range Transportation Plan, Los Angeles County Metropolitan Transportation Authority, Adopted 2020.

California Environmental Quality Act Guidelines, California Code of Regulations, Title 14, Section 15000 and following.

City of Los Angeles Urban Design Principles, Los Angeles Department of City Planning, 2011.

City of Los Angeles VMT Calculator Documentation, Los Angeles Department of Transportation and Los Angeles Department of City Planning, May 2020.

City of Los Angeles VMT Calculator Version 1.4, Los Angeles Department of Transportation, June 2023.

Citywide Design Guidelines, Los Angeles City Planning Urban Design Studio, October 2019.

Connect SoCal – The 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy, Southern California Association of Governments, Adopted September 2020.

Hollywood Community Plan, Los Angeles Department of City Planning, Adopted December 13, 1988, Effective April 2, 2014.

Interim Guidance for Freeway Safety Analysis, Los Angeles Department of Transportation, May 2020.

Los Angeles Municipal Code, City of Los Angeles.

Metro NextGen; Rapid Bus Definitions (Los Angeles Department of City Planning, March 25, 2021.

Mobility Plan 2035, An Element of the General Plan, Los Angeles Department of City Planning, September 2016.

Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan, Los Angeles Department of City Planning, March 2015.

State of California Assembly Bill 2097, Friedman, 2022.

State of California Senate Bill 743, Steinberg, 2013.

Technical Advisory on Evaluating Transportation Impacts in CEQA, Governor's Office of Planning and Research, December 2018.

References, cont.

Transit Oriented Communities Program Guidelines, Los Angeles Department of City Planning, Revised February 26, 2018.

Transportation Assessment Guidelines, Los Angeles Department of Transportation, August 2022.

Trip Generation Manual, 11th Edition, Institute of Transportation Engineers, 2021.

Vermont/Western Transit-Oriented District Specific Plan, Los Angeles Department of City Planning, Adopted March 1, 2001.

Vision Zero: Eliminating Traffic Deaths in Los Angeles by 2025, City of Los Angeles, August 2015.

Appendix A

Memorandum of Understanding

Transportation Assessment Memorandum of Understanding (MOU)

This MOU acknowledges that the Transportation Assessment for the following Project will be prepared in accordance with the latest version of LADOT’s Transportation Assessment Guidelines:

I. PROJECT INFORMATION

Project Name: 5424 Carlton Way Residential Project

Project Address: 5424 Carlton Way, Los Angeles, CA 90027

Project Description: The Project proposes 131 new dwelling units while retaining 8 existing units, for a total of 139 units. The Project proposes 17 affordable units. Vehicular access is proposed by a single two-way driveway on Carlton Way to two subterranean and one at grade parking levels.

LADOT Project Case Number: CEN23-56550 Project Site Plan attached? (Required) Yes No

II. TRANSPORTATION DEMAND MANAGEMENT (TDM) MEASURES

Select any of the following TDM measures, which may be eligible as a Project Design Feature¹, that are being considered for this project:

<input checked="" type="checkbox"/>	Reduced Parking Supply ²	<input checked="" type="checkbox"/>	Bicycle Parking and Amenities	<input type="checkbox"/>	Parking Cash Out
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List any other TDM measures (e.g. bike share kiosks, unbundled parking, microtransit service, etc) below that are also being considered and would require LADOT staff’s determination of its eligibility as a TDM measure. LADOT staff will make the final determination of the TDM measure’s eligibility for this project.

- 1 Unbundled Parking (As Project Design Feature) - see note 3 4 _____
- 2 _____ 5 _____
- 3 _____ 6 _____

III. TRIP GENERATION

Trip Generation Rate(s) Source: ITE 10th Edition / Other ITE 11th Edition/LADOT

Trip Generation Adjustment <i>(Exact amount of credit subject to approval by LADOT)</i>	Yes	No
Transit Usage	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Existing Active or Previous Land Use	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Internal Trip	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Pass-By Trip	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Transportation Demand Management (See above)	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Trip generation table including a description of the existing and proposed land uses, rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc. attached? (Required) Yes No

	IN	OUT	TOTAL
AM Trips	<u>8</u>	<u>27</u>	<u>35</u>
PM Trips	<u>18</u>	<u>13</u>	<u>31</u>

NET Daily Vehicle Trips (DVT)	
_____ DVT (ITE __ ed.)	
<u>412</u> DVT (VMT Calculator ver. <u>1.4</u>)	

¹ At this time Project Design Features are only those measures that are also shown to be needed to comply with a local ordinance, affordable housing incentive program, or State law.

² Select if reduced parking supply is pursued as a result of a parking incentive as permitted by the City’s Bicycle Parking Ordinance, State Density Bonus Law, or the City’s Transit Oriented Community Guidelines.

³ Assembly Bill 1317 (signed October 2023) requires unbundled parking for any residential development in Los Angeles County with at least units receiving a certificate of occupancy after January 1, 2025.



IV. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2027 Ambient Growth Rate: 1 % Per Yr.

Related Projects List, researched by the consultant and approved by LADOT, attached? (Required) Yes No

STUDY INTERSECTIONS and/or STREET SEGMENTS:

(May be subject to LADOT revision after access, safety, and circulation evaluation.)

1 _____	3 _____
2 _____	4 _____
5 _____	6 _____

Provide a separate list if more than six study intersections and/or street segments.

Is this Project located on a street within the High Injury Network? Yes No

If a study intersection is located within a ¼-mile of an adjacent municipality’s jurisdiction, signature approval from said municipality is required prior to MOU approval.

V. ACCESS ASSESSMENT

- a. Does the project exceed 1,000 net DVT? Yes No
- b. Is the project’s frontage 250 linear feet or more along an Avenue or Boulevard as classified by the City’s General Plan? Yes No
- c. Is the project’s building frontage encompassing an entire block along an Avenue or Boulevard as classified by the City’s General Plan? Yes No

VI. ACCESS ASSESSMENT CRITERIA

If Yes to any of the above questions a., b., or c., the Transportation Assessment must assess the project’s potential effect on pedestrian, bicycle, and transit facilities in the vicinity of the proposed project. Complete **Attachment C.1: Access Assessment Criteria** and attach to the draft Transportation Assessment to support the analysis. For the full scope of analysis, see Section 3.2 of the Transportation Assessment Guidelines.

VII. SITE PLAN AND MAP OF STUDY AREA

Please note that the site plan should be submitted to the Department of City Planning for cursory review.

Does the attached site plan and/or map of study area show	Yes	No	Not Applicable
Each study intersection and/or street segment	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
*Project Vehicle Peak Hour trips at each study intersection	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
*Project Vehicle Peak Hour trips at each project access point	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
*Project trip distribution percentages at each study intersection	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Project driveways designed per LADOT MPP 321 (show widths and directions or lane assignment)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrian access points and any pedestrian paths	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrian loading zones	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Delivery loading zone or area	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Bicycle parking onsite	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle parking offsite (in public right-of-way)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*For mixed-use projects, also show the project trips and project trip distribution by land use category.



VIII. FREEWAY SAFETY ANALYSIS SCREENING

Will the project add 25 or more trips to any freeway off-ramp in either the AM or PM peak hour? YES NO
Provide a brief explanation or graphic identifying the number of project trips expected to be added to the nearby freeway off-ramps serving the project site. If Yes to the question above, a freeway ramp analysis is required.

IX. CONTACT INFORMATION

	<u>CONSULTANT</u>	<u>DEVELOPER</u>
Name:	<u>Gibson Transportation Consulting, Inc.</u>	_____
Address:	<u>655 N Central Ave., Suite 920, Glendale, CA 91203</u>	_____
Phone Number:	<u>(213) 683-0088</u>	_____
E-Mail:	<u>ravanesian@gibsontrans.com</u>	_____

Approved by:	x		x	<i>Jose Cardenas</i>	02/22/2024
		Consultant's Representative			Date
Adjacent Municipality:				Approved by: (if applicable)	Date

**MOUs are generally valid for two years after signing. If after two years a transportation assessment has not been submitted to LADOT, the developer's representative shall check with the appropriate LADOT office to determine if the terms of this MOU are still valid or if a new MOU is needed.

**TABLE 1
TRIP GENERATION ESTIMATES**

Land Use	ITE Land Use	Size	Daily	Weekday						
				Morning Peak Hour			Afternoon Peak Hour			
				In	Out	Total	In	Out	Total	
<u>Trip Generation Rates</u> [a]										
Single-Family Housing	210	per unit	[b]	25%	75%	0.70	63%	37%	0.94	
Multi-family Housing (Low-Rise)	220	per unit	[b]	24%	76%	0.40	63%	37%	0.51	
Multi-family Housing (Mid-Rise)	221	per unit	[b]	23%	77%	0.37	61%	39%	0.39	
Affordable Housing - Family	[c]	per unit	[b]	38%	62%	0.52	55%	45%	0.38	
<u>Proposed Project</u>										
Multi-family Housing (Mid-Rise) <i>Less 15% Transit/Walk Adjustment [d]</i>	221	114 units	[b]	10 (2)	32 (4)	42 (6)	27 (4)	17 (3)	44 (7)	
Affordable Housing - Family	[c]	17 units	[b]	3	6	9	3	3	6	
Subtotal - Gross Project Trips			[b]	11	34	45	26	17	43	
<u>Existing Active Uses to Remain</u>										
Multi-family Housing (Low-Rise) <i>Less 15% Transit/Walk Adjustment [d]</i>	220	8 units	[b]	1 0	2 0	3 0	3 0	1 (1)	4 (1)	
Subtotal - Existing Trips to Remain			[b]	1	2	3	3	0	3	
Total - Gross Project Site Trip Generation				551	12	36	48	29	17	46
<u>Existing Uses at Project Site</u>										
Single Family Housing (Removed) <i>Less 15% Transit/Walk Adjustment [d]</i>	210	3 units	[c]	1 0	1 0	2 0	2 0	1 0	3 0	
Multi-family Housing (Low-Rise) (Removed) <i>Less 15% Transit/Walk Adjustment [d]</i>	220	22 units	[c]	2 0	7 (1)	9 (1)	7 (1)	4 (1)	11 (2)	
Multi-family Housing (Low-Rise) (Retained) <i>Less 15% Transit/Walk Adjustment [d]</i>	220	8 units	[c]	1 0	2 0	3 0	3 0	1 (1)	4 (1)	
Subtotal - Existing Project Site Trip Generation				139	4	9	13	11	4	15
Total - Net Project Site Trip Generation				412	8	27	35	18	13	31

Notes:

- [a] Source: *Trip Generation, 11th Edition* (Institute of Transportation Engineers, 2021).
- [b] Daily trip generation estimates were prepared using LADOT's VMT Calculator version 1.4 for the Project Site (with the Project and under existing conditions) as a whole. These totals reflect the trip estimates without accounting for any TDM measures, consistent with the project screening summary page of the VMT Calculator output (see Appendix B).
- [c] The Project is located within 0.25 miles of a major transit stop. However, average trip generation rates from *LADOT Transportation Assessment Guidelines* were utilized for conservative analysis.
- [d] Per *LADOT Transportation Assessment Guidelines*, the Project Site is located within one quarter mile walking distance from a Metro Rail stop for line B and Metro bus stops for lines 2, 180, and 207; therefore a 15% transit adjustment was applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments.

**TABLE 2
RELATED PROJECTS**

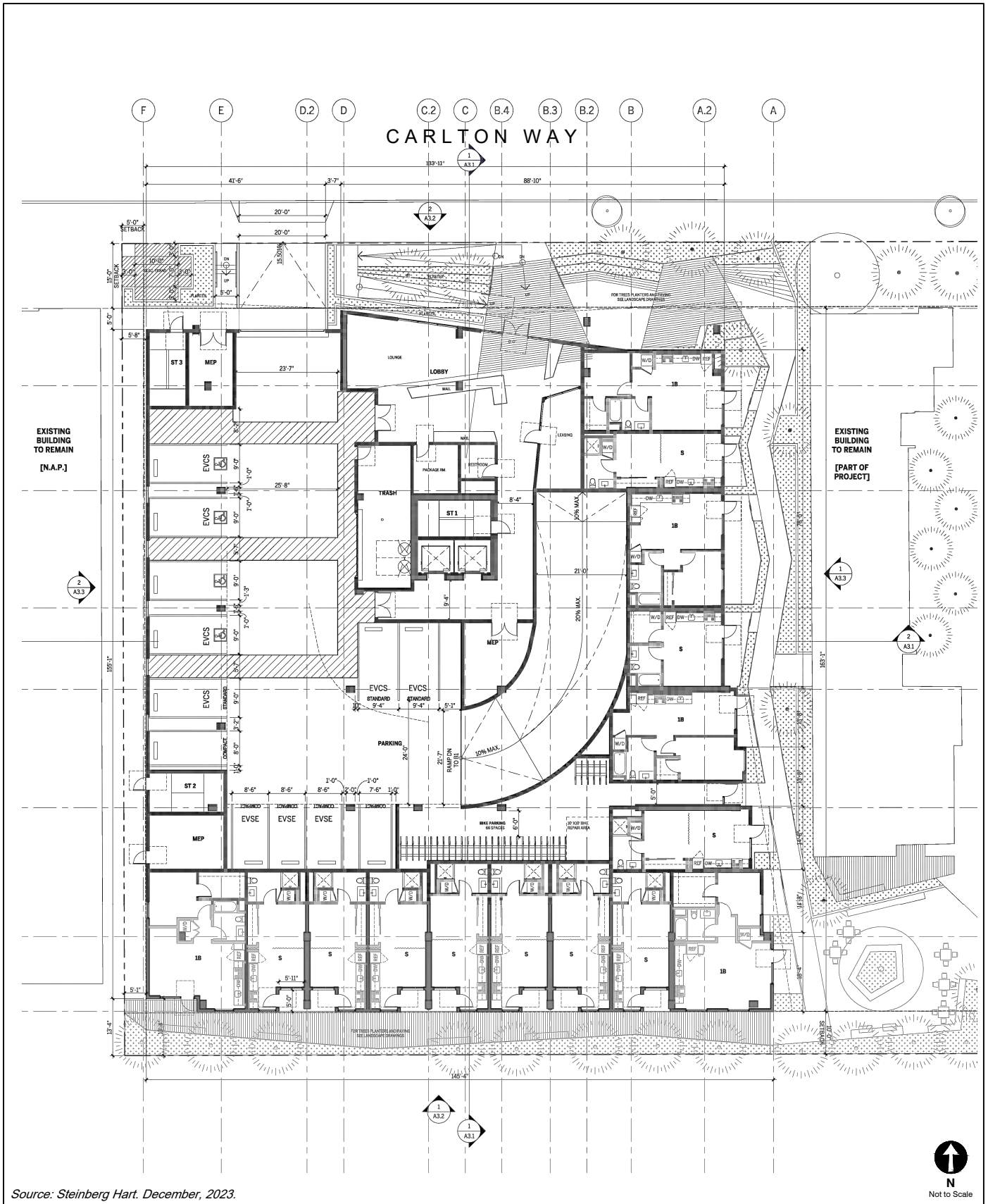
ID	Name	Address	Description	Trip Generation [a]						
				Daily Trips	Morning Peak Hour Trips			Afternoon Peak Hour Trips		
					In	Out	Total	In	Out	Total
1	Mixed-Use	1657 N Western Ave	91 apartment units and 15,300 sf retail	702	10	29	39	37	25	62
2	SunWest Project (Mixed-Use)	5525 W Sunset Blvd	351 apartment units, 61 affordable housing units, 22,976 sf grocery store and 10,291 sf retail	2,561	59	111	170	122	84	206
3	Sunset & Western	5420 W Sunset Blvd	735 apartment units and 59,100 sf supermarket and 36,720 sf retail	2,369	9	203	212	164	64	228
4	Sunset Bronson Studios	5800 W Sunset Blvd	404,799 sf office	2,690	356	48	404	64	314	378
5	5600 Hollywood	5600 Hollywood Blvd	200 residential units, including 40 affordable housing units	722	16	43	59	35	24	59
6	1353 N Western Ave	1353 N Western Ave	70 apartment units and 2,000 sf retail	333	5	15	20	17	10	27
7	Mixed-Use	1350 N Western Ave	200 apartment units, 4 guest rooms and 5,500 sf retail/restaurant	1,439	24	76	100	86	46	132
8	Mixed-Use	1868 N Western Ave	87 apartment units and 6,000 sf retail	39	-8	9	1	7	-3	4
9	Apartments	5600 W Franklin Avenue	54 multi-family units, 6 affordable units	287	5	15	20	14	9	23
10	Apartments	5460 W Fountain Ave	75 apartment units	499	8	30	38	31	16	47
11	Hollywood De Longpre Apartments	5632 De Longpre Ave	185 apartment units	800	-31	25	-6	50	19	69
12	Fernwood Senior Housing	5645 W Fernwood Ave	New 499-unit affordable senior Housing	2,400	52	128	180	14	10	24
13	Garfield Apartments	1853 Garfield Pl	New 20 units - 3 affordable unit apartment building	91	2	4	5	4	3	7
14	Hollywood Central Park	Hollywood Freeway (US 101)	38 acre park, amphitheater and neighborhood uses	2,298	104	69	173	115	89	204

Notes:

sf: square feet

Source: Related project information based on available information provided by LADOT and Department of City Planning in January 2024.

[a] Trip generation information provided by LADOT or estimated using rates from *Trip Generation, 11th Edition*, Institute of Transportation Engineers, 2021.



Source: Steinberg Hart, December, 2023.



Not to Scale

PROJECT SITE PLAN

FIGURE 1



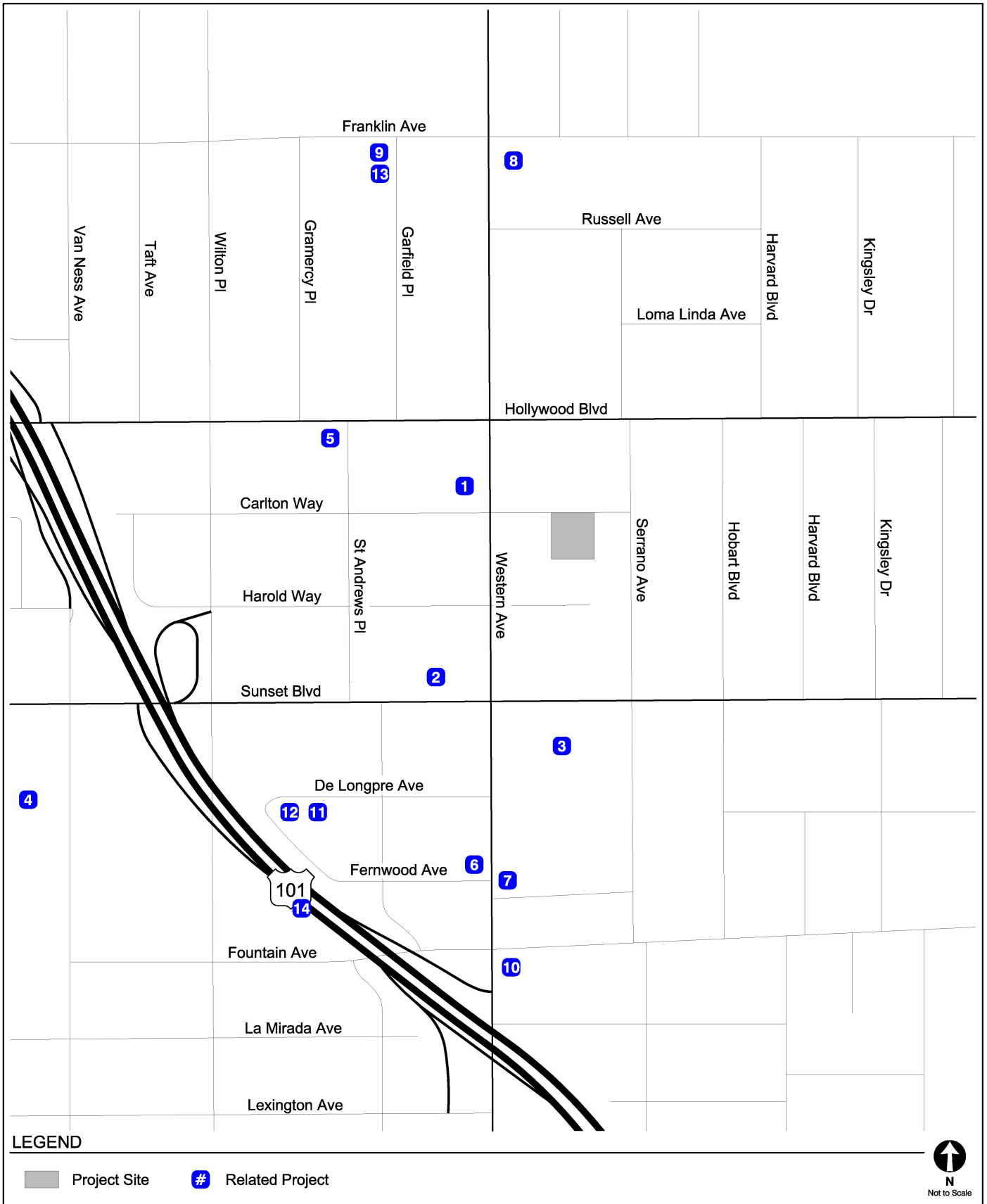
LEGEND

 Project Site



PROJECT SITE LOCATION

FIGURE
2



LOCATIONS OF RELATED PROJECTS

FIGURE
3

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4



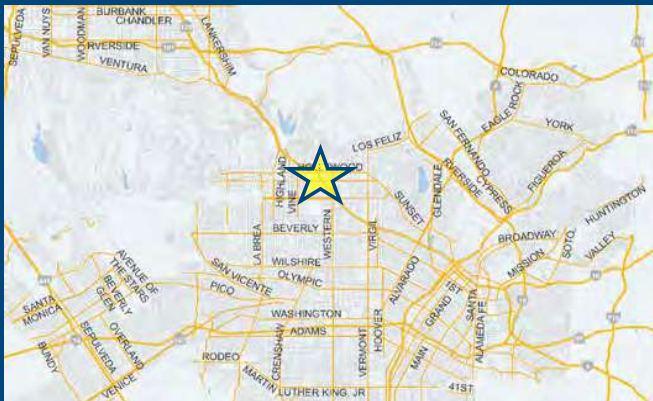
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario: [WWW](#)

Address:



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
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.



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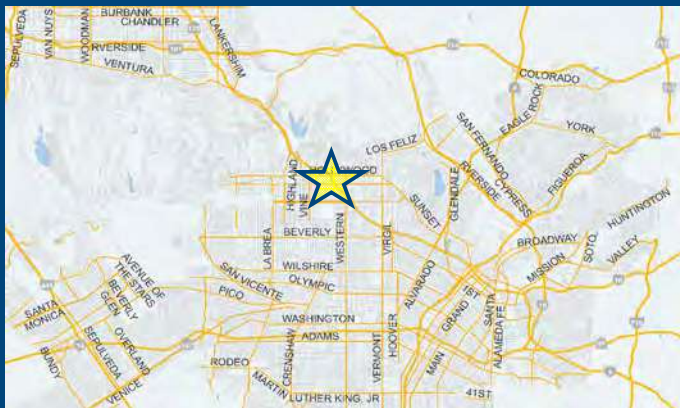


Project Information

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 monthly parking cost (dollar) for the project site

Proposed Prj Mitigation

Parking Cash-Out percent of employees eligible

Proposed Prj Mitigation

Price Workplace Parking daily parking charge (dollar)

percent of employees subject to priced parking

Proposed Prj Mitigation

Residential Area Parking Permits cost (dollar) of annual permit

Proposed Prj Mitigation

- B** Transit
- C** Education & Encouragement
- D** Commute Trip Reductions
- E** Shared Mobility
- F** Bicycle Infrastructure
- G** Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
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
City code parking provision (spaces)	168	Reduce parking supply	Actual parking provision (spaces)	148	148
Monthly cost for parking (\$)	\$50		Unbundle parking	Employees eligible (%)	0%
Daily parking charge (\$)	\$0.00	Price workplace parking	Employees subject to priced parking (%)	0%	0%
Cost of annual permit (\$)	\$0		Residential area parking permits	Cost of annual permit (\$)	\$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
Reduction in	headways (increase	in frequency) (%)	Existing transit mode	Reduce transit headways	share (as a percent	0%	0%
of total daily trips)	(%)	Lines within project	site improved (<50%,		>=50%)	0	0
Degree of	implementation (low,	medium, high)	Employees and		residents eligible (%)	0%	0%
Implement	neighborhood shuttle	Employees and	residents eligible (%)		0%	0%	
Transit subsidies	Amount of transit	subsidy per	passenger (daily	Transit subsidies	equivalent) (\$)	\$0.00	\$0.00
Voluntary travel	Employees and	residents	participating (%)		0%	0%	
Education &	behavior change	Employees and	residents		participating (%)	0%	0%
Encouragement	Promotions and	Employees and	residents	Encouragement & marketing	participating (%)	0%	0%
	marketing	Employees and	residents		participating (%)	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
Required commute trip reduction program	Employees participating (%)	0%	Commuter Trip Reductions Required commute trip reduction program Alternative Work Schedules and telecommute Degree of implementation (low, medium, high) Employer sponsored vanpool or shuttle Ride-share program	Employees participating (%)	0%	0%
Alternative Work Schedules and telecommute	Employees participating (%)	0%		Employees participating (%)	0%	0%
Type of program	0	0		Degree of implementation (low, medium, high)	0	0
Employer sponsored vanpool or shuttle	Employees eligible (%)	0%		Employer size (small, medium, large)	0	0
Ride-share program	Employees eligible (%)	0%		Car share project setting (Urban, Suburban, All Other)	0	0
Shared Mobility Car share Bike share School carpool program	Car share	0		Level of implementation (Low, Medium, High)	0	0
	Bike share	0		Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)	0	0
	School carpool program	0			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
Implement/improve on-street bicycle facility	0	Provide bicycle facility along site (Yes/No)	0	0	0
Include Bike parking per LAMC	Yes	Meets City Bike Parking Code (Yes/No)	Yes	Yes	Yes
Include secure bike parking and showers	0	Includes indoor bike parking/lockers, showers, & repair station (Yes/No)	0	0	0
Traffic calming improvements	0%	Streets with traffic calming	0%	0%	0%
	0%	Intersections with traffic calming improvements (%)	0%	0%	0%
	0%	included (within project and connecting off-site/within project only)	0	0	0
Neighborhood Enhancement	0	Pedestrian network improvements	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

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%

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

where X%=

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

Note: $(1 - [(1-A) * (1-B) \dots])$ 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 1, 2024

Project Name:

Project Scenario:

Project Address: 5424 W CARLTON WAY, 90027



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

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-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

Total Population: 328

Total Employees: 0

APC: Central

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	1,500	1,500
<i>Total Home Based Work Attraction VMT</i>	0	0
<i>Total Home Based VMT Per Capita</i>	4.6	4.6
<i>Total Work Based VMT Per Employee</i>	N/A	N/A

Appendix B
VMT Worksheets

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4



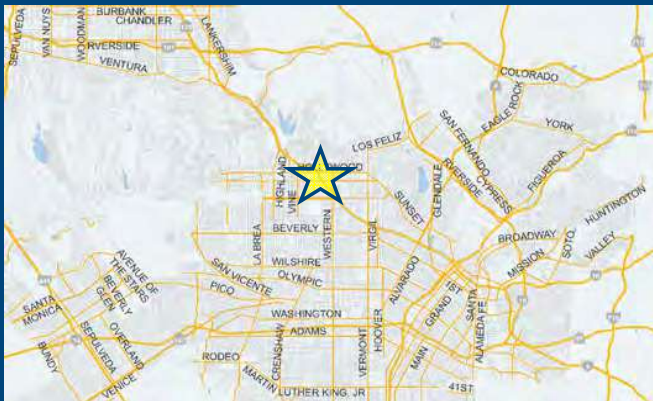
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario: [WWW](#)

Address:



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
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.



CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

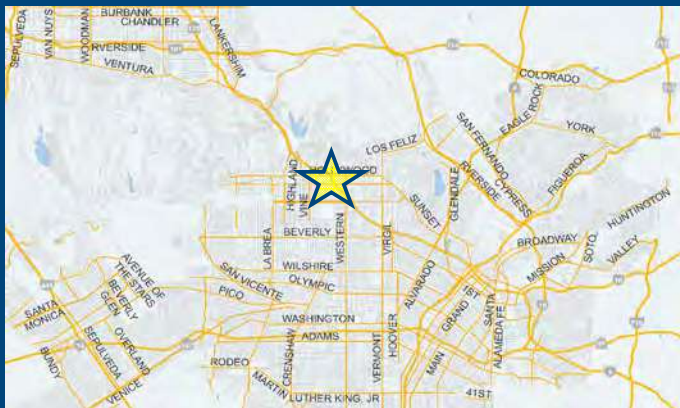


Project Information

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 monthly parking cost (dollar) for the project site

Proposed Prj Mitigation

Parking Cash-Out percent of employees eligible

Proposed Prj Mitigation

Price Workplace Parking daily parking charge (dollar)

percent of employees subject to priced parking

Proposed Prj Mitigation

Residential Area Parking Permits cost (dollar) of annual permit

Proposed Prj Mitigation

- B** Transit
- C** Education & Encouragement
- D** Commute Trip Reductions
- E** Shared Mobility
- F** Bicycle Infrastructure
- G** Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
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
City code parking provision (spaces)	168	Reduce parking supply	Actual parking provision (spaces)	148	148
Monthly cost for parking (\$)	\$50		Unbundle parking	Employees eligible (%)	0%
Daily parking charge (\$)	\$0.00	Price workplace parking	Employees subject to priced parking (%)	0%	0%
Cost of annual permit (\$)	\$0		Residential area parking permits	Cost of annual permit (\$)	\$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
Reduction in headways (increase in frequency) (%)	0%	0%	0%	Reduce transit headways	Reduction in Existing transit mode share (as a percent of total daily trips)	0%	0%
Lines within project site improved (<50%, >=50%)	0	0	0		Degree of implementation (low, medium, high)	0	0
Employees and residents eligible (%)	0%	0%	0%		Implement neighborhood shuttle	0%	0%
Amount of transit subsidy per passenger (daily equivalent) (\$)	\$0.00	\$0.00	\$0.00		Transit subsidies	0%	0%
Voluntary travel behavior change program	0%	0%	0%	Education & Encouragement	Employees and residents participating (%)	0%	0%
Promotions and marketing	0%	0%	0%		Employees and residents participating (%)	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
Required commute trip reduction program	Employees participating (%)	0%	Commuter Trip Reductions Required commute trip reduction program Alternative Work Schedules and telecommute Degree of implementation (low, medium, high) Employer sponsored vanpool or shuttle Ride-share program	Employees participating (%)	0%	0%
Alternative Work Schedules and telecommute	Employees participating (%)	0%		Employees participating (%)	0%	0%
Type of program	0	0		Type of program	0	0
Degree of implementation (low, medium, high)	0	0		Degree of implementation (low, medium, high)	0	0
Employer sponsored vanpool or shuttle	Employees eligible (%)	0%		Employees eligible (%)	0%	0%
Employer size (small, medium, large)	0	0		Employer size (small, medium, large)	0	0
Ride-share program	Employees eligible (%)	0%		Employees eligible (%)	0%	0%
Car share	Car share project setting (Urban, Suburban, All Other)	0		Car share project setting (Urban, Suburban, All Other)	0	0
Shared Mobility Car share Bike share School carpool program	Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)	0	Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)	0	0	
	Level of implementation (Low, Medium, High)	0	Level of implementation (Low, Medium, High)	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
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		
Traffic calming improvements	Streets with traffic calming	0%	0%			
	Intersections with traffic calming	0%	0%			
	improvements (%)					
Neighborhood Enhancement	Traffic calming improvements	0	0			
	Pedestrian network improvements	connecting off-site/within project only	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

Date: February 1, 2024

Project Name:

Project Scenario:

Project Address: 5424 W CARLTON WAY, 90027



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

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-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

Total Population: 328

Total Employees: 0

APC: Central

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	1,500	1,500
<i>Total Home Based Work Attraction VMT</i>	0	0
<i>Total Home Based VMT Per Capita</i>	4.6	4.6
<i>Total Work Based VMT Per Employee</i>	N/A	N/A

Appendix C

Plans, Policies, and Programs Consistency Worksheet



Attachment D: Plan, Policy, and Program Consistency Worksheet

Plans, Policies and Programs Consistency Worksheet

The worksheet provides a structured approach to evaluate the threshold T-1 question below, that asks whether a project conflicts with a program, plan, ordinance or policy addressing the circulation system. The intention of the worksheet is to streamline the project review by highlighting the most relevant plans, policies and programs when assessing potential impacts to the City's circulation system.

Threshold T-1: Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?

This worksheet does not include an exhaustive list of City policies, and does not include community plans, specific plans, or any area-specific regulatory overlays. The Department of City Planning project planner will need to be consulted to determine if the project would obstruct the City from carrying out a policy or program in a community plan, specific plan, streetscape plan, or regulatory overlay that was adopted to support multimodal transportation options or public safety. LADOT staff should be consulted if a project would lead to a conflict with a mobility investment in the Public Right of Way (PROW) that is currently undergoing planning, design, or delivery. This worksheet must be completed for all projects that meet the Section I. Screening Criteria. For description of the relevant planning documents, **see Attachment D.1.**

For any response to the following questions that checks the box in **bold text** (i.e. **Yes** or **No**), further analysis is needed to demonstrate that the project does not conflict with a plan, policy, or program.

I. SCREENING CRITERIA FOR POLICY ANALYSIS

If the answer is 'yes' to any of the following questions, further analysis will be required:

Does the project require a discretionary action that requires the decision maker to find that the project would substantially conform to the purpose, intent and provisions of the General Plan?

Yes No

Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?

Yes No

Is the project required to or proposing to make any voluntary modifications to the public right-of-way (i.e., dedications and/or improvements in the right-of-way, reconfigurations of curb line, etc.)?

Yes No

II. PLAN CONSISTENCY ANALYSIS

A. Mobility Plan 2035 PROW Classification Standards for Dedications and Improvements

These questions address potential conflict with:



Plan, Policy, and Program Consistency Worksheet

Mobility Plan 2035 Policy 2.1 – Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.

Mobility Plan 2035 Policy 2.3 – Pedestrian Infrastructure. Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

Mobility Plan 2035 Policy 3.2 – People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.

Mobility Plan 2035 Street Designations and Standard Roadway Dimensions

A.1 Does the project include additions or new construction along a street designated as a Boulevard I, and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone? Yes No

A.2 If **A.1 is yes**, is the project required to make additional dedications or improvements to the Public Right of Way as demonstrated by the street designation. Yes No N/A

A.3 If **A.2 is yes**, is the project making the dedications and improvements as necessary to meet the designated dimensions of the fronting street (Boulevard I, and II, or Avenue I, II, or III)?

Yes No N/A

If the answer is to **A.1 or A.2 is NO, or to A.1, A.2 and A.3. is YES**, then the project does not conflict with the dedication and improvement requirements that are needed to comply with the Mobility Plan 2035 Street Designations and Standard Roadway Dimensions.

A.4 If the answer to **A.3. is NO**, is the project applicant asking to waive from the dedication standards?

Yes No N/A

Lists any streets subject to dedications or voluntary dedications and include existing roadway and sidewalk widths, required roadway and sidewalk widths, and proposed roadway and sidewalk width or waivers.

Frontage 1 Existing PROW'/Curb' : Existing _____ Required _____ Proposed _____

Frontage 2 Existing PROW'/Curb' : Existing _____ Required _____ Proposed _____

Frontage 3 Existing PROW'/Curb' : Existing _____ Required _____ Proposed _____

Frontage 4 Existing PROW'/Curb' : Existing _____ Required _____ Proposed _____

If the answer to **A.4 is NO**, the project is inconsistent with Mobility Plan 2035 street designations and must file for a waiver of street dedication and improvement.

If the answer to **A.4 is YES**, additional analysis is necessary to determine if the dedication and/or improvements are necessary to meet the City's mobility needs for the next 20 years. The following factors may contribute to determine if the dedication or improvement is necessary:

Is the project site along any of the following networks identified in the City's Mobility Plan?



- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network

To see the location of the above networks, see **Transportation Assessment Support Map**.¹

Is the project within the service area of Metro Bike Share, or is there demonstrated demand for micro-mobility services?

If the project dedications and improvements asking to be waived are necessary to meet the City's mobility needs, the project may be found to conflict with a plan that is adopted to protect the environment.

B. Mobility Plan 2035 PROW Policy Alignment with Project-Initiated Changes

B.1 Project-Initiated Changes to the PROW Dimensions

These questions address potential conflict with:

Mobility Plan 2035 Policy 2.1 – *Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.*

Mobility Plan 2035 Policy 2.3 – *Pedestrian Infrastructure. Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*

Mobility Plan 2035 Policy 3.2 – *People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.*

Mobility Plan 2035 Policy 2.10 – *Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.*

Mobility Plan 2035 Street Designations and Standard Roadway Dimensions

B.1 Does the project propose, above and beyond any PROW changes needed to comply with Section 12.37 of the LAMC as discussed in Section II.A, physically modify the curb placement or turning radius and/or physically alter the sidewalk and parkways space that changes how people access a property?

Examples of developer-initiated physical changes to the public right-of-way include:

- widening the roadway,
- narrowing the sidewalk,
- adding space for vehicle turn outs or loading areas,
- removing bicycle lanes, bike share stations, or bicycle parking

¹ LADOT Transportation Assessment Support Map <https://arcg.is/fubbd>



Plan, Policy, and Program Consistency Worksheet

- modifying existing bus stop, transit shelter, or other street furniture
- paving, narrowing, shifting or removing an existing parkway or tree well

Yes No

B.2 Driveway Access

These questions address potential conflict with:

Mobility Plan 2035 Policy 2.10 – Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.

Mobility Plan 2035 Program P.1. Driveway Access. Require driveway access to buildings from non-arterial streets or alleys (where feasible) in order to minimize interference with pedestrian access and vehicular movement.

Citywide Design Guidelines - Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.

Site Planning Best Practices:

- Prioritize pedestrian access first and automobile access second. Orient parking and driveways toward the rear or side of buildings and away from the public right-of-way. On corner lots, parking should be oriented as far from the corner as possible.
- Minimize both the number of driveway entrances and overall driveway widths.
- Do not locate drop-off/pick-up areas between principal building entrances and the adjoining sidewalks.
- Orient vehicular access as far from street intersections as possible.
- Place drive-thru elements away from intersections and avoid placing them so that they create a barrier between the sidewalk and building entrance(s).
- Ensure that loading areas do not interfere with on-site pedestrian and vehicular circulation by separating loading areas and larger commercial vehicles from areas that are used for public parking and public entrances.

B.2 Does the project add new driveways along a street designated as an Avenue or a Boulevard that conflict with LADOT's Driveway Design Guidelines (See Sec. 321 in the Manual of Policies and Procedures) by any of the following:

- locating new driveways for residential properties on an Avenue or Boulevard, and access is otherwise possible using an alley or a collector/local street, or
- locating new driveways for industrial or commercial properties on an Avenue or Boulevard and access is possible along a collector/local street, or
- the total number of new driveways exceeds 1 driveway per every 200 feet² along on the Avenue or Boulevard frontage, or
- locating new driveways on an Avenue or Boulevard within 150 feet from the intersecting street, or
- locating new driveways on a collector or local street within 75 feet from the intersecting street,

² For a project frontage that exceeds 400 feet along an Avenue or Boulevard, the incremental additional driveway above 2 is more than 1 driveway for every 400 additional feet.



Plan, Policy, and Program Consistency Worksheet

- locating new driveways near mid-block crosswalks, requiring relocation of the mid-block crosswalk

Yes No

If the answer to **B.1 and B.2 are both NO**, then the project would not conflict with a plan or policies that govern the PROW as a result of the project-initiated changes to the PROW.

Impact Analysis

If the answer to either **B.1 or B.2 are YES**, City plans and policies should be reviewed in light of the proposed physical changes to determine if the City would be obstructed from carrying out the plans and policies. The analysis should pay special consideration to substantial changes to the Public Right of Way that may either degrade existing facilities for people walking and bicycling (e.g., removing a bicycle lane), or preclude the City from completing complete street infrastructure as identified in the Mobility Plan 2035, especially if the physical changes are along streets that are on the High Injury Network (HIN). The analysis should also consider if the project is in a Transit Oriented Community (TOC) area, and would degrade or inhibit trips made by biking, walking and/ or transit ridership. The streets that need special consideration are those that are included on the following networks identified in the Mobility Plan 2035, or the HIN:

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network
- High Injury Network

To see the location of the above networks, see **Transportation Assessment Support Map**.³

Once the project is reviewed relevant to plans and policies, and existing facilities that may be impacted by the project, the analysis will need to answer the following two questions in concluding if there is an impact due to plan inconsistency.

B.2.1 Would the physical changes in the public right of way or new driveways that conflict with LADOT's Driveway Design Guidelines degrade the experience of vulnerable roadway users such as modify, remove, or otherwise negatively impact existing bicycle, transit, and/or pedestrian infrastructure?

Yes No N/A

B.2.2 Would the physical modifications or new driveways that conflict with LADOT's Driveway Design Guidelines preclude the City from advancing the safety of vulnerable roadway users?

Yes No N/A

If either of the answers to either **B.2.1 or B.2.2 are YES**, the project may conflict with the Mobility Plan 2035, and therefore conflict with a plan that is adopted to protect the

³ LADOT Transportation Assessment Support Map <https://arccg.is/fubbD>



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environment. If either of the answers to both **B.2.1. or B.2.2. are NO**, then the project would not be shown to conflict with plans or policies that govern the Public Right-of-Way.

C. Network Access

C. 1 Alley, Street and Stairway Access

These questions address potential conflict with:

Mobility Plan Policy 3.9 Increased Network Access: Discourage the vacation of public rights-of-way.

C.1.1 Does the project propose to vacate or otherwise restrict public access to a street, alley, or public stairway?

Yes No

C.1.2 If the answer to C.1.1 is Yes, will the project provide or maintain public access to people walking and biking on the street, alley or stairway?

Yes No N/A

C.2 New Cul-de-sacs

These questions address potential conflict with:

Mobility Plan 2035 Policy 3.10 Cul-de-sacs: Discourage the use of cul-de-sacs that do not provide access for active transportation options.

C.2.1 Does the project create a cul-de-sac or is the project located adjacent to an existing cul-de-sac?

Yes No

C.2.2 If yes, will the cul-de-sac maintain convenient and direct public access to people walking and biking to the adjoining street network?

Yes No N/A

If the answers to either C.1.2 or C.2.2 are YES, then the project would not conflict with a plan or policies that ensures access for all modes of travel. If the answer to either **C.1.2 or C.2.2 are NO**, the project may conflict with a plan or policies that governs multimodal access to a property. Further analysis must assess to the degree that pedestrians and bicyclists have sufficient public access to the transportation network.

D. Parking Supply and Transportation Demand Management

These questions address potential conflict with:

Mobility Plan 2035 Policy 3.8 – Bicycle Parking, Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.

Mobility Plan 2035 Policy 4.8 – Transportation Demand Management Strategies. Encourage greater utilization of Transportation Demand Management Strategies to reduce dependence on single-occupancy vehicles.



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Mobility Plan 2035 Policy 4.13 – Parking and Land Use Management: Balance on-street and off-street parking supply with other transportation and land use objectives.

D.1 Would the project propose a supply of onsite parking that exceeds the baseline amount⁴ as required in the Los Angeles Municipal Code or a Specific plan, whichever requirement prevails?

Yes No

D.2 If the answer to D.1. is YES, would the project propose to actively manage the demand of parking by independently pricing the supply to all users (e.g. parking cash-out), or for residential properties, unbundle the supply from the lease or sale of residential units?

Yes No N/A

If the answer to **D.2. is NO** the project may conflict with parking management policies. Further analysis is needed to demonstrate how the supply of parking above city requirements will not result in additional (induced) drive-alone trips as compared to an alternative that provided no more parking than the baseline required by the LAMC or Specific Plan. If there is potential for the supply of parking to result in induced demand for drive-alone trips, the project should further explore transportation demand management (TDM) measures to further off-set the induced demands of driving and vehicle miles travelled (VMT) that may result from higher amounts of on-site parking. The TDM measures should specifically focus on strategies that encourage dynamic and context-sensitive pricing solutions and ensure the parking is efficiently allocated, such as providing real time information. Research has demonstrated that charging a user cost for parking or providing a ‘cash-out’ option in return for not using it is the most effective strategy to reduce the instances of drive-alone trips and increase non-auto mode share to further reduce VMT. To ensure the parking is efficiently managed and reduce the need to build parking for future uses, further strategies should include sharing parking with other properties and/or the general public.

D.3. Would the project provide the minimum on and off-site bicycle parking spaces as required by Section 12.21 A.16 of the LAMC?

Yes No

D.4. Does the Project include more than 25,000 square feet of gross floor area construction of new non-residential gross floor?

Yes No

D.5 If the answer to D.4. is YES, does the project comply with the City’s TDM Ordinance in Section 12.26 J of the LAMC?

Yes No N/A

If the answer to **D.3. or D.5. is NO** the project conflicts with LAMC code requirements of bicycle parking and TDM measures. If the project includes uses that require bicycle parking (Section 12.21 A.16) or TDM (Section 12.26 J), and the project does not comply with those Sections of the LAMC, further analysis is required to ensure that the project supports the intent of the two LAMC sections. To meet the intent of

⁴ The baseline parking is defined here as the default parking requirements in section 12.21 A.4 of the Los Angeles Municipal Code or any applicable Specific Plan, whichever prevails, for each applicable use not taking into consideration other parking incentives to reduce the amount of required parking.



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bicycle parking requirements, the analysis should identify how the project commits to providing safe access to those traveling by bicycle and accommodates storing their bicycle in locations that demonstrates priority over vehicle access.

Similarly, to meet the intent of the TDM requirements of Section 12.26 J of the LAMC, the analysis should identify how the project commits to providing effective strategies in either physical facilities or programs that encourage non-drive alone trips to and from the project site and changes in work schedule that move trips out of the peak period or eliminate them altogether (as in the case in telecommuting or compressed work weeks).

E. Consistency with Regional Plans

This section addresses potential inconsistencies with greenhouse gas (GHG) reduction targets forecasted in the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS).

E.1 Does the Project or Plan apply one the City's efficiency-based impact thresholds (i.e. VMT per capita, VMT per employee, or VMT per service population) as discussed in **Section 2.2.3** of the TAG?

Yes No

E.2 If the Answer to **E.1 is YES**, does the Project or Plan result in a significant VMT impact?

Yes No N/A

E.3 If the Answer to **E.1 is NO**, does the Project result in a net increase in VMT?

Yes No N/A

If the Answer to **E.2 or E.3 is NO**, then the Project or Plan is shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS.

E.4 If the Answer to **E.2 or E.3 is YES**, then further evaluation would be necessary to determine whether such a project or land use plan would be shown to be consistent with VMT and GHG reduction goals of the SCAG RTP/SCS. For the purpose of making a finding that a project is consistent with the GHG reduction targets forecasted in the SCAG RTP/SCS, the project analyst should consult **Section 2.2.4** of the Transportation Assessment Guidelines (TAG). **Section 2.2.4** provides the methodology for evaluating a land use project's cumulative impacts to VMT, and the appropriate reliance on SCAG's most recently adopted RTP/SCS in reaching that conclusion.

The analysis methods therein can further support findings that the project is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy for which the State Air Resources Board, pursuant to Section 65080(b)(2)(H) of the Government Code, has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets.



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References

BOE [Street Standard Dimensions S-470-1](#)

http://eng2.lacity.org/techdocs/stdplans/s-400/S-470-1_20151021_150849.pdf

LADCP [Citywide Design Guidelines](#).

https://planning.lacity.org/odocument/f6608be7-d5fe-4187-bea6-20618eec5049/Citywide_Design_Guidelines.pdf

LADOT Transportation Assessment Support Map <https://arcg.is/fubbD>

Mobility Plan 2035

https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf

SCAG. Connect SoCal, 2020-2045 RTP/SCS, <https://www.connectsocial.org/Pages/default.aspx>

ATTACHMENT D.1: CITY PLAN, POLICIES AND GUIDELINES

The Transportation Element of the City's General Plan, Mobility Plan 2035, established the "Complete Streets Design Guide" as the City's document to guide the operations and design of streets and other public rights-of-way. It lays out a vision for designing safer, more vibrant streets that are accessible to people, no matter what their mode choice. As a living document, it is intended to be frequently updated as City departments identify and implement street standards and experiment with different configurations to promote complete streets. The guide is meant to be a toolkit that provides numerous examples of what is possible in the public right-of-way and that provides guidance on context-sensitive design.

The Plan for A Healthy Los Angeles (March 2015) includes policies directing several City departments to develop plans that promote active transportation and safety.

The City of Los Angeles Community Plans, which make up the Land Use Element of the City's General Plan, guide the physical development of neighborhoods by establishing the goals and policies for land use. The 35 Community Plans provide specific, neighborhood-level detail for land uses and the transportation network, relevant policies, and implementation strategies necessary to achieve General Plan and community-specific objectives.

The stated goal of Vision Zero is to eliminate traffic-related deaths in Los Angeles by 2025 through a number of strategies, including modifying the design of streets to increase the safety of vulnerable road users. Extensive crash data analysis is conducted on an ongoing basis to prioritize intersections and corridors for implementation of projects that will have the greatest effect on overall fatality reduction. The City designs and deploys Vision Zero Corridor Plans as part of the implementation of Vision Zero. If a project is proposed whose site lies on the High Injury Network (HIN), the applicant should consult with LADOT to inform the project's site plan and to determine appropriate improvements, whether by funding their implementation in full or by making a contribution toward their implementation.

The Citywide Design Guidelines (October 24, 2019) includes sections relevant to development projects where improvements are proposed within the public realm. Specifically, Guidelines one through three provide building design strategies that support the pedestrian experience. The Guidelines provide best practices in designing that apply in three spatial categories of site planning, building design and public right of way. The Guidelines should be followed to ensure that the project design supports pedestrian safety, access and comfort as they access to and from the building and the immediate public right of way.

The City's Transportation Demand Management (TDM) Ordinance (LA Municipal Code 12.26.J) requires certain projects to incorporate strategies that reduce drive-alone vehicle trips and improve access to destinations and services. The ordinance is revised and updated periodically and should be reviewed for application to specific projects as they are reviewed.

The City's LAMC Section 12.37 (Waivers of Dedication and Improvement) requires certain projects to dedicate and/or implement improvements within the public right-of-way to meet the street designation standards of the Mobility Plan 2035.

The Bureau of Engineering (BOE) Street Standard Dimensions S-470-1 provides the specific street widths and public right of way dimensions associated with the City's street standards.