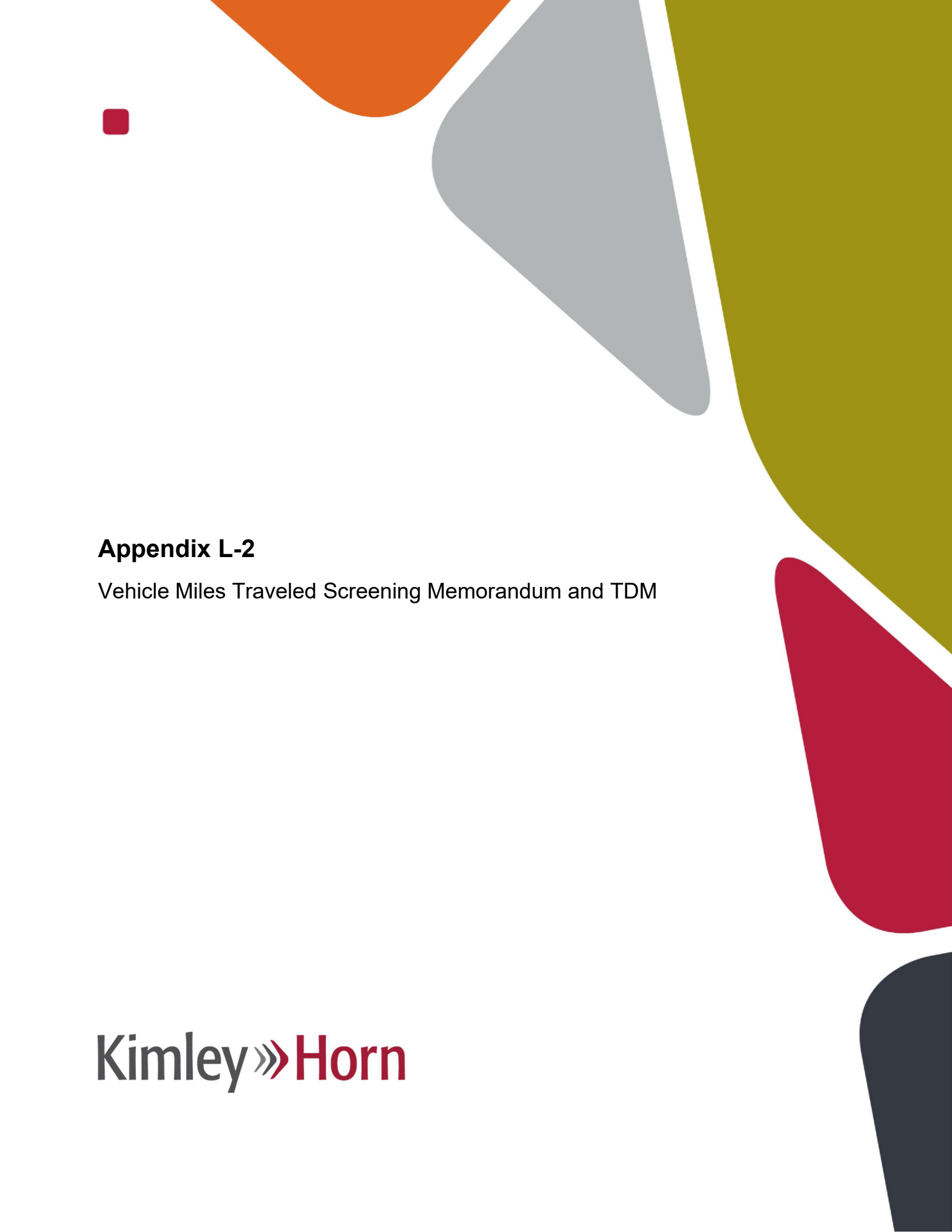




Appendix L-2

Vehicle Miles Traveled Screening Memorandum and TDM



MEMORANDUM

To: Boytrese Osias
City CIP Manager
City of Inglewood

From: Laura Forinash, P.E., T.E.
Kimley-Horn and Associates, Inc.

Date: June 11, 2025

Subject: Vehicle Miles Traveled Analysis Memorandum for the Proposed Morningside Residential Project in the City of Inglewood

Kimley-Horn and Associates, Inc. has prepared a Vehicle Miles Traveled (VMT) screening memorandum for the proposed Morningside Residential Project (Project) located in the City of Inglewood.

PROJECT DESCRIPTION

The Project Site is located south of 104th Street between Yukon Avenue and 10th Avenue. The Project Site is bounded by 104th Street to the north, 10th Avenue and Woodworth-Monroe TK-8 Academy to the east, residential uses to the south, and Morningside High School to the west. The Project Site is currently developed with recreational facilities including tennis courts, basketball courts, baseball fields, and open recreational field space within the Morningside High School campus, and vacant school buildings within the vacant Woodworth Elementary School campus. The Project proposes construction of 571 townhome units, consisting of 514 market-rate units and 57 affordable units. The affordable units, which represent 10 percent of the total, would be designated for Very Low Income households. To serve residents and guests, the Project would provide approximately 375,622 SF of open space, including 20,799 SF of private open space and 354,823 SF of common open space. A copy of the project site plan is provided on **Attachment A**.

The Project Site is also located approximately 2.5 miles east of the Los Angeles International Airport (LAX) and approximately 1.0 mile north of the Hawthorne Municipal Airport. Nearby transit access lines include Metro Line 117, which travels along Century Boulevard connecting Inglewood to LAX, Westchester, Vermont, Watts and Norwalk, and Metro Line 210, which travels along Crenshaw Boulevard, connecting Inglewood to the Redondo Beach Transit Center, Downtown Los Angeles, Mid-City and Hollywood. Other bus lines serving the Project Site near Yukon Avenue include the Los Angeles County Lennox Shuttle, providing service from Lennox, Inglewood, Centinela Hospital, County offices, parks, public schools, libraries, and shopping centers.

Project Trip Generation

Trip generation estimates for the proposed Project are based on fitted curved equations of adjacent street traffic for the analysis periods from the Institute of Transportation Engineers Trip Generation Manual (11th Edition) for Single-Family Attached Housing (ITE Land Use 215) and Affordable Housing (ITE Land Use Code 223). The estimated trip generation includes a 5% trip credit due to proximity to transit routes.

The fitted curve equations and the estimated project trip generation are shown on **Attachment B**. The Project is estimated to generate 4,007 daily trips, with 276 trips (86 inbound and 190 outbound) during the morning peak hour and 322 trips (184 inbound and 138 outbound) during the evening peak hour.

CEQA GEOMETRIC DESIGN FEATURE ANALYSIS

A thorough analysis of potential hazards due to geometric design features or incompatible uses was completed. The Project would provide access for all modes of travel, including vehicles, pedestrians, and cyclists. Vehicular ingress and egress for residents and visitors to the Project Site would be provided via two driveways along West 104th Street. One entry would align with Darby Avenue where Darby Avenue would be extended to cross West 104th Street and continue south into the Project site, and a second entry would align with Woodworth Avenue where Woodworth Avenue would be extended to cross West 104th Street into the Project Site. The entryways would be framed by landscaping and distinctive entry monuments and feature a turnaround for both vehicular and fire access. Access into the community would be controlled via vehicular gates that would be activated electronically for residents. A third driveway would be for residential ingress and egress only and would be located at the south boundary of the Project Site, connecting to Lemoli Avenue.

The Project would include a private internal road system. Morningside Drive would serve the Project Site as its east/west roadway and as a fire lane. North and south private roads would include Champions Drive, Darby Avenue, Lemoli Avenue and Woodworth Avenue, which are also fire lanes. Champions Drive would extend along the entire western boundary of the Project Site. Within the Project Site, Darby Avenue would begin at the northern Project Site boundary, near the northeastern corner, then extend south beyond Morningside Drive to become Lemoli Avenue. Lemoli Avenue would then continue south to connect to the existing Lemoli Avenue south of the Project Site. Within the Project Site, Woodworth Avenue would begin at the northern Project Site boundary, near the northwestern corner, then extend south to dead-end at Morningside Drive. Alleyways between homes would provide access for residents and the Fire Department.

Pedestrians and bicyclists would be able to access the Project Site via new interior sidewalks and paths around the perimeter of the Project Site that would provide connections to each home and access to parks and clubhouse/amenity areas. Exterior access to the Project Site would be from a separate sidewalk path located near each vehicle driveway along West 104th Street and Lemoli Avenue.

The designs and dimensions of the driveways and internal roadways would be designed to comply with the City's current design requirements. The Project would not be placing incompatible uses such as farm equipment at the Project Site. The Project would not have the potential to increase hazards due to geometric design. Thus, the Project does not propose any improvements with potential to increase hazards due to incompatible uses. The Project would not substantially increase hazards due to a geometric design feature or incompatible uses. The Project would result in a less than significant impact in this regard, and no mitigation measures would be required.

CEQA VEHICLE MILES TRAVELED (VMT) ANALYSIS

Senate Bill 743 (SB 743) was approved by California legislature in September 2013. SB 743 requires changes to California Environmental Quality Act (CEQA), specifically directing the Governor's Office of Planning and Research (OPR) to develop alternative metrics to the use of vehicular "Level of Service" (LOS) for evaluating transportation projects. OPR has prepared a technical advisory ("OPR Technical Advisory") for evaluating transportation impacts in CEQA and has recommended that VMT replace LOS as the primary measure of transportation impacts. The Natural Resources Agency has adopted updates to CEQA Guidelines to incorporate SB 743 that requires VMT for the purposes of determining a significant transportation impact under CEQA. A qualitative VMT assessment was conducted based on guidance by the City of Inglewood *Transportation Impact Analysis Guidelines* (TIA Guidelines, October 2022) and CEQA Guidelines Section 15064.3. The following screening criteria were evaluated for the Project.

City of Inglewood VMT Screening

Based on the City of Inglewood TIA Guidelines, no further VMT analysis is required if a residential project meets at least one of the following criteria:

- The project generates less than 250 net new daily trips
- 100% of the dwelling units are set aside for low-income households

Based on review of **Attachment B**, the proposed Project would generate 250 or more net new daily trips. Also, as noted in the Project description, 10% of dwelling units would be affordable for low-income households. As such, neither of the City's screening a VMT analysis is required.

City of Inglewood VMT Calculator

The City of Inglewood has developed a VMT Calculator tool used to estimate Project-specific daily vehicle trips, daily VMT, residential VMT per capita, and employment VMT per employee metrics for land use development projects. The VMT Calculator results for the proposed Project are provided in **Attachment C**. The City of Inglewood's VMT Calculator tool results indicate that the unmitigated residential VMT per capita for the proposed project is 14.68 which exceeds the City's threshold of 9.66 VMT per capita. A significant VMT impact would occur without mitigation.

To address this impact, a range of Transportation Demand Management (TDM) strategies was added into the Project. These measures, when modeled through the City of Inglewood VMT Calculator tool, result in a mitigated residential VMT per capita of 9.66, which meets the threshold of no significant impact.

VTM MITIGATION MEASURES

The Project will implement a comprehensive Transportation Demand Management (TDM) Plan with the objective of reducing VMT by encouraging the use of alternative transportation modes and decreasing reliance on single-occupancy vehicles. A draft TDM Plan is included **Attachment D**. The TDM Plan would include the following strategies as VMT mitigation measures:

Unbundled Parking

Residential parking will be unbundled from the cost of housing and offered through separate agreements or lease addenda. At the time of certificate of occupancy, implementation may be formalized via covenant and included as a condition of approval. This strategy may help incentivize households to reduce vehicle ownership, promoting use of shared mobility, walking, biking, and transit. The Project will charge a monthly parking fee (modeled at \$230/month) consistent with market rates.

Reduced Parking Supply

The Project proposes a parking supply reduction from the City's parking code. Based on the City of Inglewood parking code, the parking requirement for the Project is 1,332 parking spaces. The proposed parking supply for the Project is 1,122 parking spaces, resulting in a reduction of 210 parking spaces. A reduction in parking supply incentivizes residents to use other modes of transportation such as transit. The reduced supply may be feasible due to the Project's proximity to transit and supportive measures such as car-share, bike-share, and improved pedestrian connectivity.

Promotions and Marketing

The Project would provide marketing and promotional material to at least 95% of residents to promote nearby transit routes and facilities and nearby multi-modal infrastructure (bike lanes and sidewalks) to encourage residents to use multi-modal facilities and reduce VMT. This program may include:

- Educational materials such as pamphlets provided to all residents during move-in
- Ongoing email and mobile communications promoting car-share, bike-share, and transit
- Incentives for new residents

Car-Share

Car-share is a VMT mitigation measure noted in the City's Worksheet. The Project would promote a phone application (app) for the community that allows residents to share information with regards to similar travel destinations to encourage residents to carpool to those similar destinations instead of using single-occupancy vehicles (SOV), thus reducing VMT.

Bike-Share

The Project would provide a communal bike rack with communal bikes that residents can use to encourage bike riding to nearby destinations and would reduce VMT.

Pedestrian Network Enhancements

The Project provides sidewalks to all residences and connects to the off-site sidewalk network, which encourages multi-modal transportation, as opposed to using vehicles, and thus reducing VMT.

FINDINGS AND CONCLUSIONS

Based on review of the City of Inglewood TIA Guidelines and CEQA Guidelines Section 15064.3, the proposed Project would result in a significant VMT impact without mitigations. The City of Inglewood VMT Calculator tool estimates the Project's unmitigated VMT per capita at 14.68, which exceeds the City's significance threshold of 9.66 VMT per capita.

To address this impact, the Project has incorporated Transportation Demand Management (TDM) strategies, reducing VMT per capita to 9.66. These include strategies include: unbundled parking, a reduced parking supply, car-share and bike-share programs, promotions and marketing, and pedestrian network enhancements. With the application of TDM strategies into the City's VMT Calculator tool, the Project shows a mitigated residential VMT per capita of 9.66, which meets the City's established threshold for no significant impact. Therefore, the Project's transportation impact under CEQA would be less than significant with mitigation.



NOT TO SCALE



ATTACHMENT A -
SITE PLAN

ATTACHMENT B - PROJECT TRIP GENERATION

TABLE 3 SUMMARY OF PROJECT TRIP GENERATION MORNINGSIDE RESIDENTIAL PROJECT									
Land Use	ITE Code	Unit	Trip Generation Rates ¹						
			Daily ²	AM Peak Hour ³			PM Peak Hour ⁴		
				In	Out	Total	In	Out	Total
Single-Family Attached Housing	215	DU	-	-	-	-	-	-	-
Affordable Housing	223	DU	-	-	-	-	-	-	-
Land Use	Quantity	Unit	Trip Generation Estimates						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Single-Family Attached Housing	514	DU	3,866	81	180	262	174	131	304
Affordable Housing	57	DU	352	9	20	29	21	14	35
Transit Credit (5%) ⁵			-211	-5	-10	-15	-10	-7	-17
Total Project Trips			4,007	86	190	276	184	138	322
¹ Source: Institute of Transportation Engineers (ITE) <u>Trip Generation Manual</u> , 11 th Edition. ² Trip generation estimated using the fitted curve equation: $T=7.62(X)-50.48$, representing the Weekday traffic for ITE Code 215 and $T=3.73(X)+139.35$, representing the Weekday traffic for ITE Code 223. ³ Trip generation estimated using the fitted curve equation: $T=0.52(X)-5.70$, representing the AM peak hour of adjacent street traffic for ITE Code 215 and $T=0.21(X)+17.21$, representing the AM peak hour of adjacent street traffic for ITE Code 223. ⁴ Trip generation estimated using the fitted curve equation: $T=0.60(X)-3.93$, representing the PM peak hour of adjacent street traffic for ITE Code 215 and $LN(T)=0.72LN(X)+0.64$, representing the PM peak hour of adjacent street traffic for ITE Code 223. ⁵ A 5% transit trip credit applied to project trip generation based on proximity to transit routes and the American Community Survey.									



TDM Inputs

- 1 Transit
- 2 Parking
- 3 Commute Trips
- 4 Education & Encouragement
- 5 Shared Mobility
- 6 Site Enhancement

[Click here to update results](#)
[Click here to uncheck all TDM inputs](#)

1). Transit

- (a) Reduce transit headways
- ☐ Proposed Project ☐ Mitigation
- 30% Percentage reduction in headways (increase in frequency) (15%-80%)
- <50% Implementation Level of implementation (percentage of lines that will be improved)
- (b) Implement neighborhood shuttle (This strategy cannot be combined with 3-l)
- ☐ Proposed Project ☐ Mitigation
- Medium Degree of implementation (based on headways and service hours)
- 20% Percentage of employees, residents, visitors eligible
- (c) Transit subsidies
- ☐ Proposed Project ☐ Mitigation
- \$ 0.75 Daily transit subsidy amount per passenger
- 85% Percentage of employees and residents eligible

Results Comparison

	Proposed Project without mitigation	Significant Impact?	Proposed Project with mitigation	Significant Impact?	Diff.
Daily Vehicle Trips	4,833		3,181		-1,652
Daily VMT	42,727		28,121		-14,607
Residential VMT per Capita	14.68	Yes	9.66	No	-5.02
Employment VMT per Employee	N/A	N/A	N/A	N/A	N/A

Significant Impact Criteria

Residential VMT per Capita (Baseline: 11.37)	Threshold: 9.66
Employment VMT per Employee (Baseline: 17.01)	Threshold: 14.46

Thresholds are 15% below baseline value

No significant impact after mitigations

[Go to top](#)
[Click here for results report](#)


2). Parking

- (d) Unbundle parking
- ☐ Proposed Project ☒ Mitigation
- \$ 230 Monthly parking cost for the project site (\$25-\$250)
- (e) Reduce parking supply
- ☐ Proposed Project ☒ Mitigation
- 1332 Base city code parking requirement for the project site
- 1122 Actual parking provision for the project site
- (f) Price workplace parking
- ☐ Proposed Project ☐ Mitigation (for commercial projects only)
- \$ 3 Daily parking charge for the project site
- 10% Percentage of on-site employees subject to priced parking
- (g) Parking cash-out
- ☐ Proposed Project ☐ Mitigation (for commercial projects only)
- 40% Percentage of employees eligible

[Go to top](#)

3). Commute Trip Reductions

- (h) CTR with required monitoring (This strategy cannot be combined with 3-i, 3-j, 3-k, 3-l, 4-m)
- ☐ Proposed Project ☐ Mitigation (for commercial projects only)
- 20% Percentage of employees eligible
- (i) Ridesharing program (This strategy cannot be combined with 3-h, 4-m)
- ☐ Proposed Project ☐ Mitigation (for commercial projects only)
- 30% Percentage of employees eligible
- (j) Telecommuting (This strategy cannot be combined with 3-h, 3-k, 4-m)
- ☐ Proposed Project ☐ Mitigation (for commercial projects only)
- 25% Percentage of employees participating
- (k) Alternative work schedules (This strategy cannot be combined with 3-h, 3-j, 4-m)
- ☐ Proposed Project ☐ Mitigation (for commercial projects only)
- 9-day/80-hour work week Strategy implemented
- 25% Percentage of employees participating
- (l) Association- or employer sponsored vanpool, circulator or shuttle (This strategy cannot be combined with 1-b, 3-h)
- ☐ Proposed Project ☐ Mitigation (for commercial projects only)
- Low Degree of implementation (based on headways and service hours)
- 10% Percentage of employees eligible

[Go to top](#)

4). Education & Encouragement

- (m) Voluntary travel behavior change program (This strategy cannot be combined with 3-h, 3-i, 3-j, 3-k, 4-n)
- ☐ Proposed Project ☐ Mitigation
- 15% Percentage of employees and residents participating
- (n) Promotions and marketing (This strategy cannot be combined with 4-m)
- ☐ Proposed Project ☒ Mitigation
- 95% Percentage of employees and residents participating

[Go to top](#)

5). Shared Mobility

- (o) Car-share
- ☐ Proposed Project ☒ Mitigation
- (p) Bike-share
- ☐ Proposed Project ☒ Mitigation
- (q) Other shared mobility devices
- ☐ Proposed Project ☐ Mitigation
- (r) School carpool program
- ☐ Proposed Project ☐ Mitigation
- Low Level of implementation (based on % of students participating)

[Go to top](#)

6). Neighborhood / Site Enhancement

- (s) Traffic calming measures
- ☐ Proposed Project ☐ Mitigation
- 50% % of intersections within project with traffic calming improvements
- 25% % of streets within project with traffic calming improvements
- (t) Pedestrian network improvements
- ☐ Proposed Project ☒ Mitigation
- Within project and connecting off-site Inclusion of pedestrian access and connectivity
- (u) Shared use paseos or paths
- ☐ Proposed Project ☐ Mitigation

DRAFT TRANSPORTATION DEMAND MANAGEMENT PLAN



MEMORANDUM

To: Boytrese Osias
City CIP Manager
City of Inglewood

From: Laura Forinash, P.E., T.E.
Kimley-Horn and Associates, Inc.

Date: June 11, 2025

Subject: Draft Transportation Demand Management Plan for the Proposed Morningside Residential Project in the City of Inglewood

Kimley-Horn and Associates, Inc. has prepared a draft Transportation Demand Management (TDM) Plan for the proposed Morningside Residential Project (Project) located in the City of Inglewood.

PROJECT DESCRIPTION

The Project Site is located south of 104th Street between Yukon Avenue and 10th Avenue. The Project Site is bounded by 104th Street to the north, 10th Avenue and Woodworth-Monroe TK-8 Academy to the east, residential uses to the south, and Morningside High School to the west. The Project Site is currently developed with recreational facilities including tennis courts, basketball courts, baseball fields, and open recreational field space within the Morningside High School campus, and vacant school buildings within the vacant Woodworth Elementary School campus. The Project proposes construction of 571 townhome units, consisting of 514 market-rate units and 57 affordable units. The affordable units, which represent 10 percent of the total, would be designated for Very Low Income households. To serve residents and guests, the Project would provide approximately 375,622 SF of open space, including 20,799 SF of private open space and 354,823 SF of common open space. A copy of the project site plan is provided on **Attachment A**.

The Project Site is also located approximately 2.5 miles east of the Los Angeles International Airport (LAX) and approximately 1.0 mile north of the Hawthorne Municipal Airport. Nearby transit access lines include Metro Line 117, which travels along Century Boulevard connecting Inglewood to LAX, Westchester, Vermont, Watts and Norwalk, and Metro Line 210, which travels along Crenshaw Boulevard, connecting Inglewood to the Redondo Beach Transit Center, Downtown Los Angeles, Mid-City and Hollywood. Other bus lines serving the Project Site near Yukon Avenue include the Los Angeles County Lennox Shuttle, providing service from Lenox, Inglewood, Centinela Hospital, County offices, parks, public schools, libraries, and shopping centers.

Project Trip Generation

Trip generation estimates for the proposed Project are based on fitted curved equations of adjacent street traffic for the analysis periods from the Institute of Transportation Engineers Trip Generation Manual (11th Edition) for Single-Family Attached Housing (ITE Land Use 215) and Affordable Housing (ITE Land Use Code 223). The estimated trip generation includes a 5% trip credit due to proximity to transit routes.

The fitted curve equations and the estimated project trip generation are shown on **Attachment B**. The Project is estimated to generate 4,007 daily trips, with 276 trips (86 inbound and 190 outbound) during the morning peak hour and 322 trips (184 inbound and 138 outbound) during the evening peak hour.

EXISTING CONDITIONS

Existing Transit Facilities

Public bus transit services are provided within the Project vicinity by the Los Angeles County Metropolitan Transportation Authority (Metro) lines, the County of Los Angeles shuttle system (LA Go Bus), and the City of Torrance (Torrance Transit).

The bus stop closest to the Project Site is Metro Line 210 located at the intersection of 104th Street and Crenshaw Boulevard, approximately 0.1 miles away from the Project Site. The closest Metro Line 117 bus stop to the Project Site is located at the intersection of Century Boulevard and Crenshaw Boulevard, approximately 0.4 miles away from the Project Site. Existing bus routes and stops within a quarter mile of the Project Site are shown in **Figure 1**. A description of the bus routes serving the Project area is provided below.

<u>EXISTING BUS ROUTES SERVING THE PROJECT AREA</u>		
Transit Route	Headway	Closest Stop Distance to Project Site
LA Go Bus The Link – Lennox Shuttle ¹	Weekday: 30 mins Weekend: 30 mins	0.2 miles at 104 th Street and Yukon Avenue
Metro Line 117 ²	Weekday: 15 mins Weekend: 40 mins	0.4 miles at Century Boulevard and Crenshaw Boulevard
Metro Line 210 ³	Weekday: 10 mins Weekend: 15 mins	0.1 miles at 104 th Street and Crenshaw Boulevard
Torrance Transit Line 10 ⁴	Weekday: 15 mins Weekend: 15 mins	1 mile at Century Boulevard and Prairie Avenue

¹ Source: <https://pw.lacounty.gov/core-service-areas/uploads/2024/09/LennoxBrochure.pdf>

² Source: https://cdn.beta.metro.net/wp-content/uploads/2024/12/12182149/117_TT_12-15-24.pdf

³ Source: https://cdn.beta.metro.net/wp-content/uploads/2024/12/12182536/210_TT_12-15-24.pdf

⁴ Source: <https://transit.torranceca.gov/routes-schedules/line-10>

LA Go Bus The Link – Lennox Shuttle operates between Centinela Hospital and Lennox Park in the City of Inglewood. The Lennox Shuttle operates Monday through Friday from approximately 7:00 AM to 6:00 PM with approximately 30-minute headways, and on Saturday from approximately 9:00 AM to 6:00 PM with approximately 30-minute headways. The closest Lennox Shuttle bus stop to the Project Site is located at the intersection of 104th Street and Yukon Avenue, approximately 0.2 miles away from the Project Site.

Metro Line 117 operates between the Los Angeles International Airport and Downey via Century Boulevard and Imperial Highway. Line 117 operates Monday through Friday from approximately 5:15 AM to 2:05 AM with approximately 15-minute headways, and Saturday and Sunday from approximately 5:20 AM to 2:05 AM with approximately 40-minute headways. The closest Metro Line 117 bus stop to the Project Site is located at the intersection of Century Boulevard and Crenshaw Boulevard, approximately 0.4 miles away from the Project Site.

Metro Line 210 operates between Hollywood/Vine Station and South Bay Galleria via Crenshaw Boulevard. Line 210 operates Monday through Friday from approximately 4:55 AM to 1:15 AM with approximately 10-minute headways, and Saturday and Sunday from approximately 5:45 AM to 1:15 AM with approximately 15-minute headways. The closest Metro Line 210 bus stop to the Project Site is located at the intersection of 104th Street and Crenshaw Boulevard, approximately 0.1 miles away from the Project Site.

Torrance Transit Line 10 operates between Pacific Coast Highway at Crenshaw Boulevard Station in Torrance and Downtown Inglewood Station. Line 10 operates Monday through Friday from approximately 5:30 AM to 10:38 PM with approximately 15-minute headways. Line 10 operates Saturday from approximately 5:52 AM to 10:25 PM with approximately 15-minute headways, and Sunday from approximately 5:49 AM to 10:17 PM with approximately 15-minute headways. The closest Torrance Transit Line 10 bus stop to the Project Site is located at the intersection of Century Boulevard and Prairie Avenue, approximately one mile away from the Project Site.



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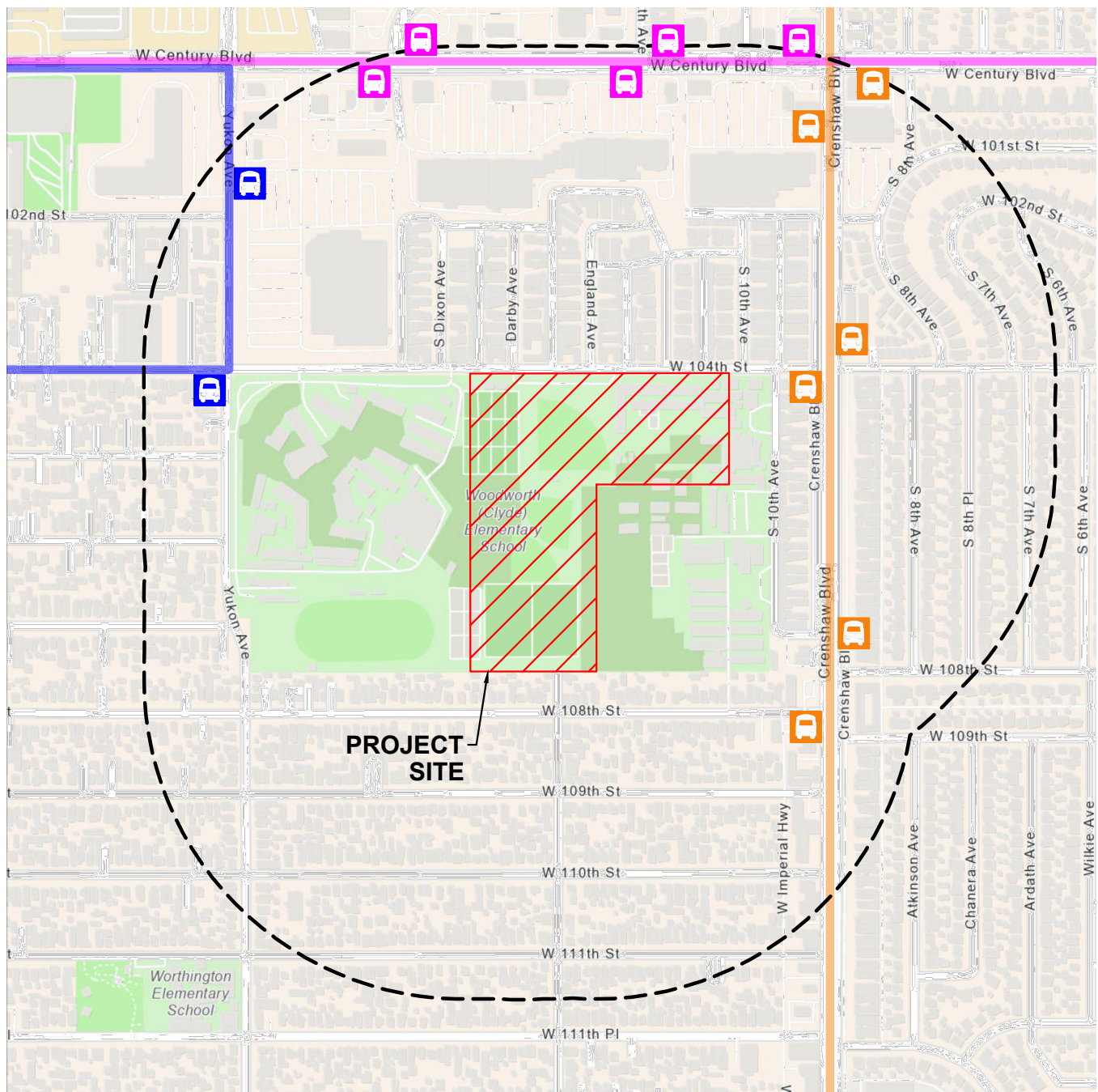


FIGURE 1
CITY OF INGLEWOOD
EXISTING BUS ROUTE WITHIN A
QUARTER MILE OF PROJECT SITE

LEGEND:



= Bus Stop



= LA Go Bus The Link - Lennox



= Metro Line 117



= Metro Line 210



= 1/4 Mile Radius Boundary

Existing Pedestrian Facilities

Pedestrian infrastructure consists of facilities such as sidewalks, crosswalks, pedestrian signals, curb access ramps, Americans with Disabilities Act (ADA) compliant tactile warning strips, and curb extensions, among other things. These facilities are widely provided within the Project vicinity. Marked crosswalks, pedestrian signals, and curb ramps are provided, as applicable at the study intersections. Existing pedestrian facilities within a quarter mile of the Project Site are shown in **Figure 2**.

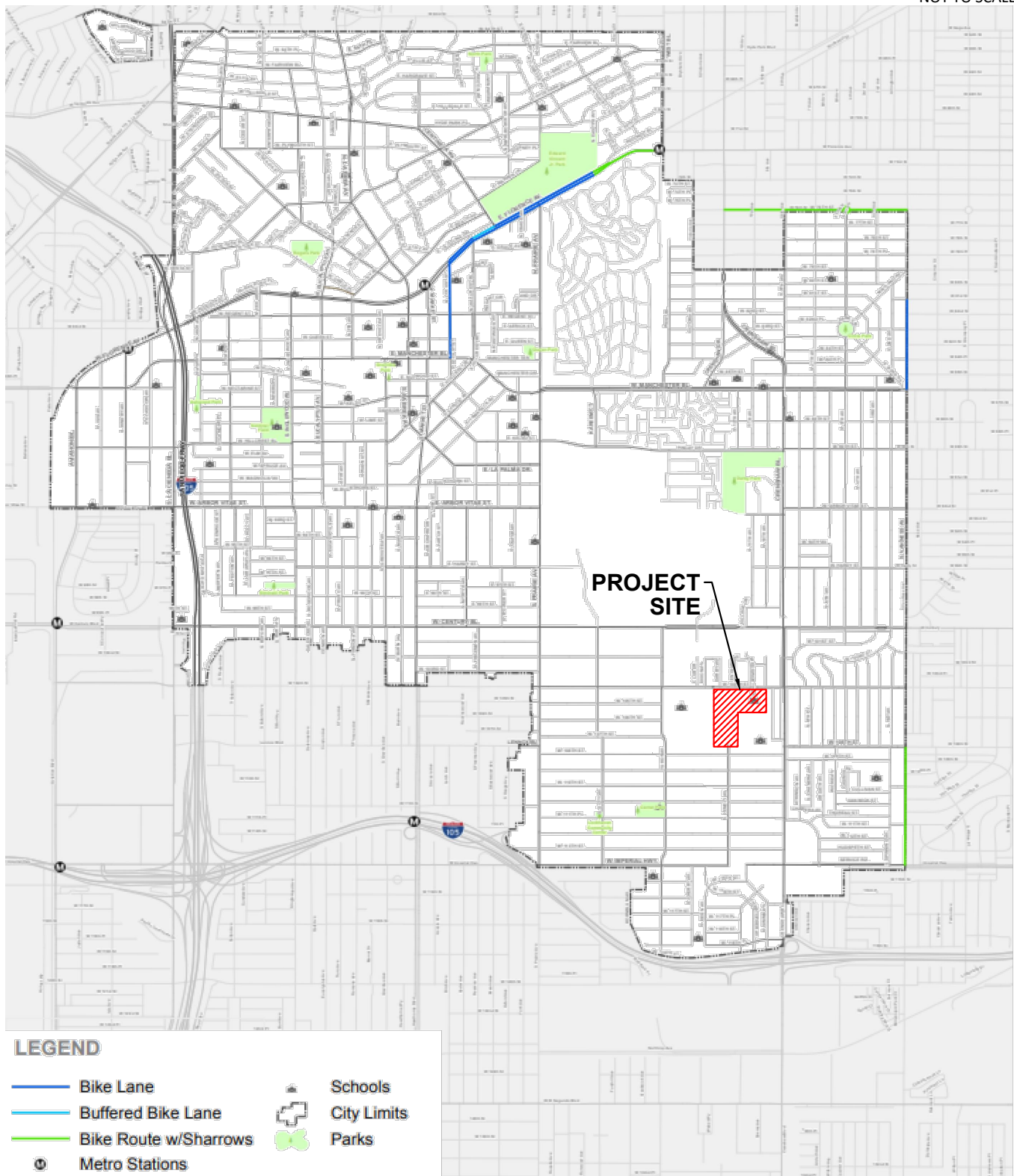
Existing Bicycle Facilities

Bicycle infrastructure consists of both facilities within the roadway as well as public bicycle parking spaces. The Federal and State transportation systems recognize three primary bikeway facilities: Bicycle Paths (Class I), Bicycle Lanes (Class II), and Bicycle Routes (Class III). Bicycle Paths (Class I) are exclusive car free facilities that are typically not located within a roadway area. Bicycle Lanes (Class II) are part of the street design that is dedicated only for bicycles and identified by a striped lane separating vehicle lanes from Bicycle Lanes. Bicycle Routes (Class III), which do not have dedicated bikes lanes or striping on roadways, are preferably located on collector and lower volume arterial streets.

According to the City of Inglewood's *Active Transportation and Safe Route to School Plan* (ATP/SRTS; May 2022), Yukon Avenue, between 104th and 105th Streets, had overall the highest number of pedestrians and bicyclists in the entire City counted during September 2016 to December 2016. The large number of students walking and bicycling on Yukon Avenue may be attributable to the close proximity of both the Morningside High School and Monroe Middle School to nearby residences. The City currently only has 3.2 total miles of bikeways, with 1.5 miles as Class II Bike Lanes and 1.7 miles as Class III Bike Routes. The nearest bicycle facility to the Project Site is approximately 0.8 miles east, which is a north-south Class III Bike Route located on Van Ness Avenue between 108th Street and Imperial Highway. The existing and proposed bicycle infrastructures in the Project vicinity is illustrated in **Figures 3 and 4**, respectively. As presented in **Figure 4**, there are plans for a north-south Class III Bike Route with sharrows on Yukon Avenue between Century Boulevard and 113th Street and a Class II Buffered Bike Lane on Yukon Avenue south of 104th Street to just north of Imperial Highway. In addition, along the Project frontage, there are plans for an east-west Class III Bike Route with sharrows on 104th Street between Prairie Avenue and Van Ness Avenue.



NOT TO SCALE

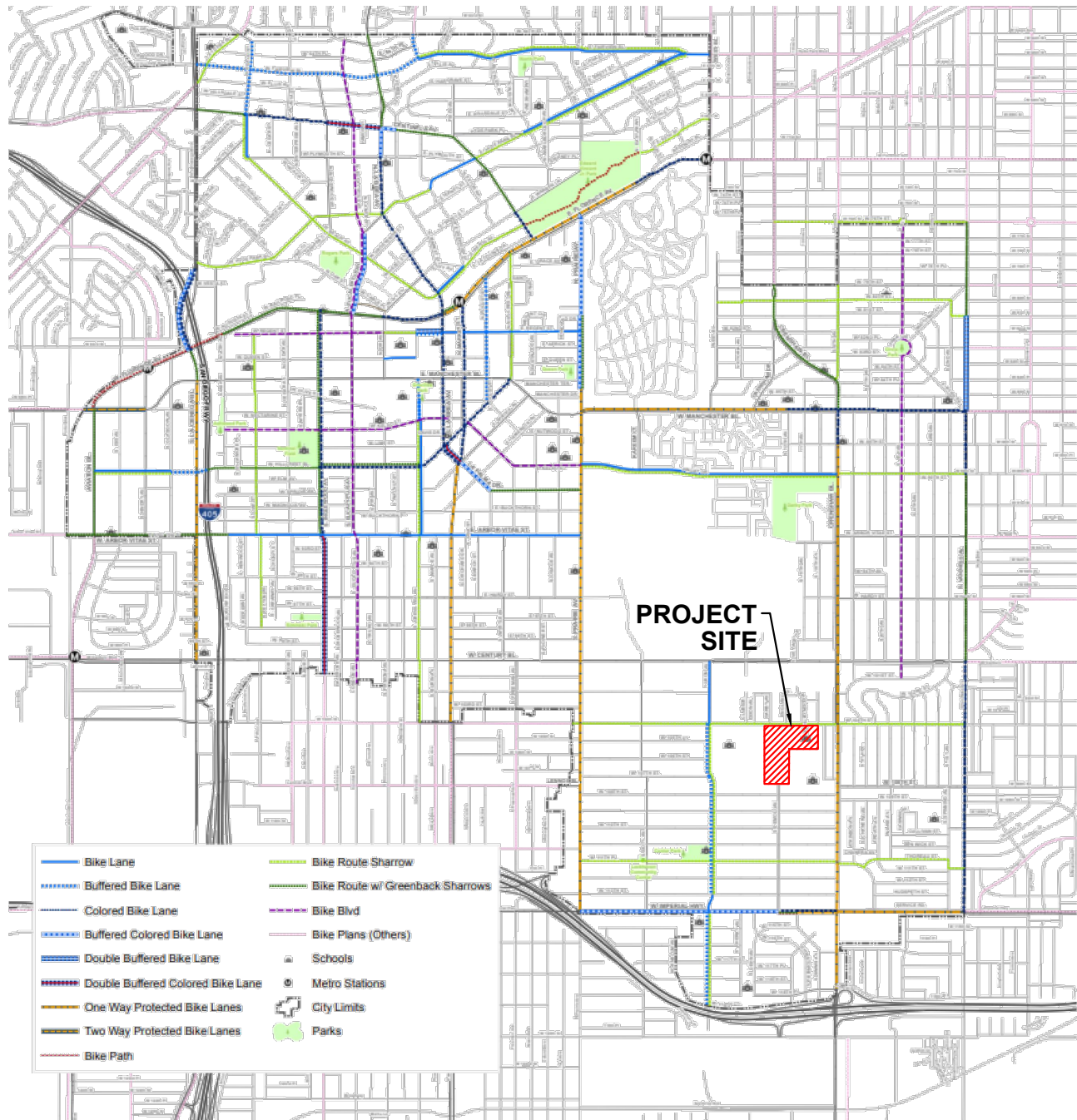


SOURCE: INGLEWOOD ACTIVE TRANSPORTATION & SAFE ROUTES TO SCHOOL PLAN, MAY 17, 2022

FIGURE 3
CITY OF INGLEWOOD
EXISTING BICYCLE FACILITIES



NOT TO SCALE



SOURCE: INGLEWOOD ACTIVE TRANSPORTATION & SAFE ROUTES TO SCHOOL PLAN, MAY 17, 2022

FIGURE 4
CITY OF INGLEWOOD
PROPOSED BICYCLE FACILITIES

PROPOSED TDM ELEMENTS

The Project will implement a comprehensive TDM Plan with the objective of reducing single-occupancy vehicle trips and VMT by encouraging the use of alternative transportation modes. An initial set of TDM measures is proposed for the Project and summarized below. The final TDM plan that is approved by Public Works shall be provided prior to the Certificate of Occupancy and will remain in effect for the life of the Project. The TDM Plan would include the following strategies as VMT mitigation measures:

Unbundled Parking

Residential parking will be unbundled from the cost of housing and offered through separate agreements or lease addenda. At the time of Certificate of Occupancy, implementation may be formalized via covenant and included as a condition of approval. This strategy may help incentivize households to reduce vehicle ownership, promoting use of shared mobility, walking, biking, and transit. The Project will charge a monthly parking fee (modeled at \$230/month) consistent with market rates.

Reduced Parking Supply

The Project proposes a parking supply reduction from the City's parking code. Based on the City of Inglewood parking code, the parking requirement for the Project is 1,332 parking spaces. The proposed parking supply for the Project is 1,122 parking spaces, resulting in a reduction of 210 parking spaces. A reduction in parking supply incentivizes residents to use other modes of transportation such as transit. The reduced supply may be feasible due to the Project's proximity to transit and supportive measures such as car-share, bike-share, and improved pedestrian connectivity.

Promotions and Marketing

The Project would provide marketing and promotional material to at least 95% of residents to promote nearby transit routes and facilities and nearby multi-modal infrastructure (bike lanes and sidewalks) to encourage residents to use multi-modal facilities and reduce VMT. This program may include:

- Educational materials such as pamphlets provided to all residents during move-in
- Ongoing email and mobile communications promoting car-share, bike-share, and transit
- Incentives for new residents

Car-Share

Car-share is a VMT mitigation measure noted in the City's Worksheet. The Project would promote a phone application (app) for the community that allows residents to share information with regards to similar travel destinations to encourage residents to carpool to those similar destinations instead of using single-occupancy vehicles (SOV), thus reducing VMT.

Bike-Share

The Project would provide a communal bike rack with communal bikes that residents can use to encourage bike riding to nearby destinations and would reduce VMT.

Pedestrian Network Enhancements

The Project provides sidewalks to all residences and connects to the off-site sidewalk network, which encourages multi-modal transportation, as opposed to using vehicles, and thus reducing VMT.

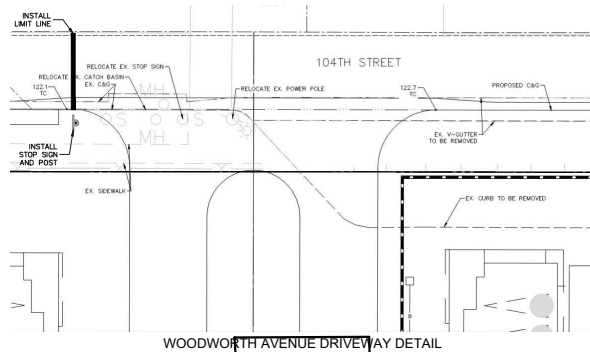
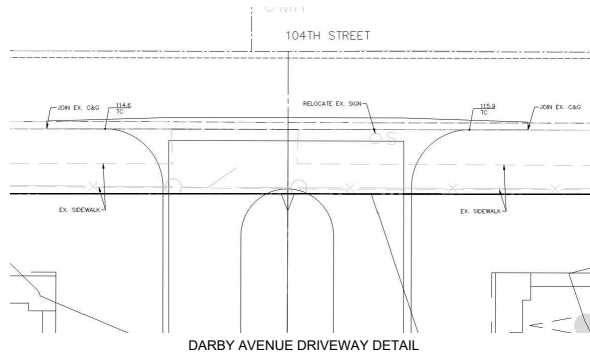
CONCLUSION

The TDM Plan is intended to reduce single-occupancy vehicle trips and encourage the use of alternative modes of transportation to and from the Project Site. The TDM Plan provides for a range of strategies designed to maximize walking, biking, transit use, and other non-single-occupant vehicle travel modes.

The TDM Plan shall be a dynamic document that is expected to be revised and refined as monitoring is performed, experience is gained, additional information is obtained regarding the Project's transportation trends, and as technology or infrastructure advancements become available. The final TDM Plan shall be recorded at the LA County Assessor's Office. The proposed VMT mitigation measures must remain in order to mitigate VMT impacts. Other strategies can be added to the TDM plan during the life of the Project. Any modifications to the TDM Plan shall be subject to review and approval by the City Public Works Department. In reviewing any proposed changes, the City Public Works Department shall ensure that the TDM Plan, as revised, remains equally or more effective in achieving its transportation goals.



NOT TO SCALE



NOTE: SEE FIGURE 15 AND FIGURE 16 FOR VEHICLE TURNING AND SIGHT DISTANCE ANALYSES

ATTACHMENT A PROJECT SITE PLAN



**TABLE 3
SUMMARY OF PROJECT TRIP GENERATION
MORNINGSIDE RESIDENTIAL PROJECT**

Land Use	ITE Code	Unit	Trip Generation Rates ¹						
			Daily ²	AM Peak Hour ³			PM Peak Hour ⁴		
				In	Out	Total	In	Out	Total
Single-Family Attached Housing	215	DU	-	-	-	-	-	-	-
Affordable Housing	223	DU	-	-	-	-	-	-	-
Land Use	Quantity	Unit	Trip Generation Estimates						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Single-Family Attached Housing	514	DU	3,866	81	180	262	174	131	304
Affordable Housing	57	DU	352	9	20	29	21	14	35
<i>Transit Credit (5%)</i> ⁵			-211	-5	-10	-15	-10	-7	-17
Total Project Trips			4,007	86	190	276	184	138	322
¹ Source: Institute of Transportation Engineers (ITE) <u>Trip Generation Manual</u> , 11 th Edition. ² Trip generation estimated using the fitted curve equation: $T=7.62(X)-50.48$, representing the Weekday traffic for ITE Code 215 and $T=3.73(X)+139.35$, representing the Weekday traffic for ITE Code 223. ³ Trip generation estimated using the fitted curve equation: $T=0.52(X)-5.70$, representing the AM peak hour of adjacent street traffic for ITE Code 215 and $T=0.21(X)+17.21$, representing the AM peak hour of adjacent street traffic for ITE Code 223. ⁴ Trip generation estimated using the fitted curve equation: $T=0.60(X)-3.93$, representing the PM peak hour of adjacent street traffic for ITE Code 215 and $LN(T)=0.72LN(X)+0.64$, representing the PM peak hour of adjacent street traffic for ITE Code 223. ⁵ A 5% transit trip credit applied to project trip generation based on proximity to transit routes and the American Community Survey.									

ATTACHMENT B PROJECT TRIP GENERATION