

Appendix FEIR-4

Trip Generation Comparison

**TABLE 1
TRIP GENERATION RATE COMPARISON**

| Land Use | ITE Land Use Code | Rate | Daily | AM Peak Hour | | | PM Peak Hour | | |
|---|-------------------|-------------------|--------|--------------|-----|-------|--------------|-----|-------|
| | | | | In | Out | Total | In | Out | Total |
| <u>Trip Generation, 9th Edition</u> [a] | | | | | | | | | |
| Apartment | 220 | per dwelling unit | 6.65 | 20% | 80% | 0.51 | 65% | 35% | 0.62 |
| Shopping Center | 820 | per 1,000 sf | 42.70 | 62% | 38% | 0.96 | 48% | 52% | 3.71 |
| Supermarket | 850 | per 1,000 sf | 102.24 | 62% | 38% | 3.40 | 51% | 49% | 9.48 |
| Fast-Food Restaurant with Drive-Through Window | 934 | per 1,000 sf | 496.12 | 51% | 49% | 45.42 | 52% | 48% | 32.65 |
| <u>Trip Generation, 10th Edition</u> [b] | | | | | | | | | |
| Multi-Family Residential (Mid-Rise) | 221 | per dwelling unit | 5.44 | 26% | 74% | 0.36 | 61% | 39% | 0.44 |
| Shopping Center | 820 | per 1,000 sf | 37.75 | 62% | 38% | 0.94 | 48% | 52% | 3.81 |
| Supermarket | 850 | per 1,000 sf | 106.78 | 60% | 40% | 3.82 | 51% | 49% | 9.24 |
| Fast-Food Restaurant with Drive-Through Window | 934 | per 1,000 sf | 470.95 | 51% | 49% | 40.19 | 52% | 48% | 32.67 |
| <u>Trip Generation, 11th Edition</u> [c] | | | | | | | | | |
| Multi-Family Residential (Mid-Rise) - Not Close to Rail Transit [d] | 221 | per dwelling unit | 4.54 | 23% | 77% | 0.37 | 61% | 39% | 0.39 |
| Multi-Family Residential (Mid-Rise) - Close to Rail Transit [d] | 221 | per dwelling unit | 4.75 | 56% | 44% | 0.32 | 43% | 57% | 0.29 |
| Strip Retail Plaza (<40,000 sf) | 822 | per 1,000 sf | 54.45 | 60% | 40% | 2.36 | 50% | 50% | 6.59 |
| Supermarket | 850 | per 1,000 sf | 93.84 | 59% | 41% | 2.86 | 50% | 50% | 8.95 |
| Fast-Food Restaurant with Drive-Through Window | 934 | per 1,000 sf | 467.48 | 51% | 49% | 44.61 | 52% | 48% | 33.03 |

Notes

[a] Source: *Trip Generation, 9th Edition*, Institute of Transportation Engineers, 2012.

[b] Source: *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017.

[c] Source: *Trip Generation, 11th Edition*, Institute of Transportation Engineers, 2021.

[d] *Trip Generation, 11th Edition* provides trip generation rates for multi-family residential based on the proximity to transit rail service. A site is considered "close to transit" if it is located within 0.50 miles walking distance of a transit rail station.

**TABLE 2
APPROVED TRANSPORTATION IMPACT STUDY PROJECT TRIP GENERATION ESTIMATES
ITE TRIP GENERATION, 9TH EDITION**

| Trip Generation Rates [a] | | | | | | | | | |
|--|-------------------|-------------------|--------|--------------|-----|-------|--------------|-----|-------|
| Land Use | ITE Land Use Code | Rate | Daily | AM Peak Hour | | | PM Peak Hour | | |
| | | | | In | Out | Total | In | Out | Total |
| Apartment | 220 | per dwelling unit | 6.65 | 20% | 80% | 0.51 | 65% | 35% | 0.62 |
| Shopping Center | 820 | per 1,000 sf | 42.70 | 62% | 38% | 0.96 | 48% | 52% | 3.71 |
| Supermarket | 850 | per 1,000 sf | 102.24 | 62% | 38% | 3.40 | 51% | 49% | 9.48 |
| Fast-Food Restaurant with Drive-Through Window | 934 | per 1,000 sf | 496.12 | 51% | 49% | 45.42 | 52% | 48% | 32.65 |

| Trip Generation Estimates | | | | | | | | | |
|--|-------------------|-----------|--------------|--------------|------------|------------|--------------|------------|------------|
| Land Use | ITE Land Use Code | Size | Daily | AM Peak Hour | | | PM Peak Hour | | |
| | | | | In | Out | Total | In | Out | Total |
| Existing Uses to be Removed | | | | | | | | | |
| Commercial | 820 | 18,525 sf | 791 | 11 | 7 | 18 | 33 | 36 | 69 |
| <i>Less 15% Transit/Bike/Walk-In [b]</i> | | | (119) | (2) | (1) | (3) | (5) | (5) | (10) |
| <i>Less 50% Pass-by [c]</i> | | | (336) | (5) | (3) | (8) | (14) | (16) | (30) |
| Subtotal - Commercial | | | 336 | 4 | 3 | 7 | 14 | 15 | 29 |
| Supermarket | 850 | 78,328 sf | 8,008 | 165 | 101 | 266 | 379 | 364 | 743 |
| <i>Less 15% Transit/Bike/Walk-In [b]</i> | | | (1,201) | (25) | (15) | (40) | (57) | (54) | (111) |
| <i>Less 40% Pass-by [c]</i> | | | (2,723) | (56) | (34) | (90) | (129) | (124) | (253) |
| Subtotal - Supermarket | | | 4,084 | 84 | 52 | 136 | 193 | 186 | 379 |
| Fast-Food Restaurant | 934 | 3,943 sf | 1,956 | 91 | 88 | 179 | 67 | 62 | 129 |
| <i>Less 15% Transit/Bike/Walk-In [b]</i> | | | (293) | (14) | (13) | (27) | (10) | (9) | (19) |
| <i>Less 50% Pass-by [c]</i> | | | (832) | (39) | (37) | (76) | (29) | (26) | (55) |
| Subtotal - Fast-Food Restaurant | | | 831 | 38 | 38 | 76 | 28 | 27 | 55 |
| TOTAL - EXISTING USES TO BE REMOVED | | | 5,251 | 126 | 93 | 219 | 235 | 228 | 463 |
| Proposed Project | | | | | | | | | |
| Apartments | 220 | 735 du | 4,888 | 75 | 300 | 375 | 296 | 160 | 456 |
| <i>Less 15% Transit/Bike/Walk-In [b]</i> | | | (733) | (11) | (45) | (56) | (44) | (24) | (68) |
| <i>Less Internal Capture [d]</i> | | | (187) | (1) | (3) | (4) | (25) | (5) | (30) |
| Subtotal - Apartments | | | 3,968 | 63 | 252 | 315 | 227 | 131 | 358 |
| Supermarket | 850 | 59,100 sf | 6,042 | 125 | 76 | 201 | 286 | 274 | 560 |
| <i>Less 15% Transit/Bike/Walk-In [b]</i> | | | (906) | (19) | (11) | (30) | (43) | (41) | (84) |
| <i>Less 40% Pass-by [c]</i> | | | (2,054) | (42) | (26) | (68) | (97) | (93) | (190) |
| Subtotal - Supermarket | | | 3,082 | 64 | 39 | 103 | 146 | 140 | 286 |
| Shopping Center - Retail/Restaurant | 820 | 36,720 sf | 1,568 | 22 | 13 | 35 | 65 | 71 | 136 |
| <i>Less 15% Transit/Bike/Walk-In [b]</i> | | | (235) | (3) | (2) | (5) | (10) | (10) | (20) |
| <i>Less Internal Capture [d]</i> | | | (193) | (2) | (1) | (3) | (6) | (16) | (22) |
| <i>Less 50% Pass-by [c]</i> | | | (570) | (9) | (5) | (14) | (23) | (24) | (47) |
| Subtotal - Shopping Center | | | 570 | 8 | 5 | 13 | 26 | 21 | 47 |
| TOTAL - PROPOSED PROJECT | | | 7,620 | 135 | 296 | 431 | 399 | 292 | 691 |
| NET NEW PROJECT TRIPS | | | 2,369 | 9 | 203 | 212 | 164 | 64 | 228 |

Notes

du = Dwelling Unit

sf = Square Feet

[a] Source: *Trip Generation, 9th Edition*, Institute of Transportation Engineers, 2012.

[b] Based on *Traffic Study Policies and Procedures* (LADOT, August 2014), a 15% transit reduction was applied due to a Metro transit station stop being located less than 1/4 mile from the Project Site and to account for bike or walk-in trips.

[c] Pass-by trips are those traveling through the study area regardless of the existence of the Project and are based on *Traffic Study Policies and Procedures* (LADOT, August 2014).

[d] Mixed Use Internal Capture credit was developed based on the NCHRP 8-51 Internal Trip Capture Estimation Tool.

**TABLE 3
REVISED PROJECT TRIP GENERATION ESTIMATES
ITE TRIP GENERATION, 10TH EDITION**

| Trip Generation Rates [a] | | | | | | | | | |
|--|-------------------|-------------------|--------|--------------|-----|-------|--------------|-----|-------|
| Land Use | ITE Land Use Code | Rate | Daily | AM Peak Hour | | | PM Peak Hour | | |
| | | | | In | Out | Total | In | Out | Total |
| Multi-Family Residential (Mid-Rise) | 221 | per dwelling unit | 5.44 | 26% | 74% | 0.36 | 61% | 39% | 0.44 |
| Shopping Center | 820 | per 1,000 sf | 37.75 | 62% | 38% | 0.94 | 48% | 52% | 3.81 |
| Supermarket | 850 | per 1,000 sf | 106.78 | 60% | 40% | 3.82 | 51% | 49% | 9.24 |
| Fast-Food Restaurant with Drive-Through Window | 934 | per 1,000 sf | 470.95 | 51% | 49% | 40.19 | 52% | 48% | 32.67 |

| Trip Generation Estimates | | | | | | | | | |
|---|-------------------|-----------|--------------|--------------|-------------|-------------|--------------|-------------|-------------|
| Land Use | ITE Land Use Code | Size | Daily | AM Peak Hour | | | PM Peak Hour | | |
| | | | | In | Out | Total | In | Out | Total |
| Existing Uses to be Removed | | | | | | | | | |
| Commercial | 820 | 18,525 sf | 699 | 11 | 6 | 17 | 34 | 37 | 71 |
| <i>Less 15% Transit/Bike/Walk-In [b]</i> | | | (105) | (2) | (1) | (3) | (5) | (6) | (11) |
| <i>Less 50% Pass-by [c]</i> | | | (297) | (4) | (3) | (7) | (14) | (16) | (30) |
| Subtotal - Commercial | | | 297 | 5 | 2 | 7 | 15 | 15 | 30 |
| Supermarket | 850 | 78,328 sf | 8,364 | 179 | 120 | 299 | 369 | 355 | 724 |
| <i>Less 15% Transit/Bike/Walk-In [b]</i> | | | (1,255) | (27) | (18) | (45) | (56) | (53) | (109) |
| <i>Less 40% Pass-by [c]</i> | | | (2,844) | (61) | (41) | (102) | (125) | (121) | (246) |
| Subtotal - Supermarket | | | 4,265 | 91 | 61 | 152 | 188 | 181 | 369 |
| Fast-Food Restaurant | 934 | 3,943 sf | 1,857 | 81 | 77 | 158 | 67 | 62 | 129 |
| <i>Less 15% Transit/Bike/Walk-In [b]</i> | | | (279) | (12) | (12) | (24) | (10) | (9) | (19) |
| <i>Less 50% Pass-by [c]</i> | | | (789) | (34) | (33) | (67) | (29) | (26) | (55) |
| Subtotal - Fast-Food Restaurant | | | 789 | 35 | 32 | 67 | 28 | 27 | 55 |
| TOTAL - EXISTING USES TO BE REMOVED | | | 5,351 | 131 | 95 | 226 | 231 | 223 | 454 |
| Proposed Project | | | | | | | | | |
| Apartments | 221 | 735 du | 3,998 | 69 | 196 | 265 | 197 | 126 | 323 |
| <i>Less 15% Transit/Bike/Walk-In [b]</i> | | | (600) | (10) | (30) | (40) | (29) | (19) | (48) |
| <i>Less Internal Capture [d]</i> | | | (153) | (1) | (2) | (3) | (17) | (4) | (21) |
| Subtotal - Apartments | | | 3,245 | 58 | 164 | 222 | 151 | 103 | 254 |
| Supermarket | 850 | 69,000 sf | 7,368 | 158 | 106 | 264 | 325 | 313 | 638 |
| <i>Less 15% Transit/Bike/Walk-In [b]</i> | | | (1,105) | (24) | (16) | (40) | (49) | (47) | (96) |
| <i>Less 40% Pass-by [c]</i> | | | (2,505) | (54) | (36) | (90) | (111) | (106) | (217) |
| Subtotal - Supermarket | | | 3,758 | 80 | 54 | 134 | 165 | 160 | 325 |
| Shopping Center - Retail/Restaurant | 820 | 26,000 sf | 982 | 15 | 9 | 24 | 48 | 51 | 99 |
| <i>Less 15% Transit/Bike/Walk-In [b]</i> | | | (147) | (2) | (2) | (4) | (7) | (8) | (15) |
| <i>Less Internal Capture [d]</i> | | | (117) | (1) | (1) | (2) | (4) | (11) | (15) |
| <i>Less 50% Pass-by [c]</i> | | | (359) | (6) | (3) | (9) | (17) | (18) | (35) |
| Subtotal - Shopping Center | | | 359 | 6 | 3 | 9 | 20 | 14 | 34 |
| TOTAL - PROPOSED PROJECT | | | 7,362 | 144 | 221 | 365 | 336 | 277 | 613 |
| NET NEW PROJECT TRIPS - REVISED PROJECT | | | 2,011 | 13 | 126 | 139 | 105 | 54 | 159 |
| NET NEW PROJECT TRIPS - APPROVED TRANSPORTATION IMPACT STUDY PROJECT | | | 2,369 | 9 | 203 | 212 | 164 | 64 | 228 |
| DIFFERENCE IN TRIPS (REVISED PROJECT - APPROVED TIS PROJECT) | | | (358) | 4 | (77) | (73) | (59) | (10) | (69) |

Notes

du = Dwelling Unit
sf = Square Feet

[a] Source: *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017.

[b] Based on *Transportation Assessment Guidelines* (LADOT, July 2019), a 15% transit reduction was applied due to a Metro transit station stop being located less than 1/4 mile from the Project Site and to account for bike or walk-in trips.

[c] Pass-by trips are those traveling through the study area regardless of the existence of the Project and are based on *Transportation Assessment Guidelines*.

[d] Mixed Use Internal Capture credit was developed based on the NCHRP 8-51 Internal Trip Capture Estimation Tool.

**TABLE 4A
REVISED PROJECT TRIP GENERATION ESTIMATES
ITE TRIP GENERATION, 11TH EDITION**

| Trip Generation Rates [a] | | | | | | | | | |
|---|-------------------|-------------------|--------|--------------|-----|-------|--------------|-----|-------|
| Land Use | ITE Land Use Code | Rate | Daily | AM Peak Hour | | | PM Peak Hour | | |
| | | | | In | Out | Total | In | Out | Total |
| Multi-Family Residential (Mid-Rise) - Not Close to Rail Transit | 221 | per dwelling unit | 4.54 | 23% | 77% | 0.37 | 61% | 39% | 0.39 |
| Strip Retail Plaza (<40,000 sf) | 822 | per 1,000 sf | 54.45 | 60% | 40% | 2.36 | 50% | 50% | 6.59 |
| Supermarket | 850 | per 1,000 sf | 93.84 | 59% | 41% | 2.86 | 50% | 50% | 8.95 |
| Fast-Food Restaurant with Drive-Through Window | 934 | per 1,000 sf | 467.48 | 51% | 49% | 44.61 | 52% | 48% | 33.03 |

| Trip Generation Estimates | | | | | | | | | |
|---|-------------------|-----------|--------------|--------------|-------------|-------------|--------------|-------------|-------------|
| Land Use | ITE Land Use Code | Size | Daily | AM Peak Hour | | | PM Peak Hour | | |
| | | | | In | Out | Total | In | Out | Total |
| Existing Uses to be Removed | | | | | | | | | |
| Commercial | 820 | 18,525 sf | 1,009 | 26 | 18 | 44 | 61 | 61 | 122 |
| | | | (151) | (4) | (3) | (7) | (9) | (9) | (18) |
| | | | (429) | (11) | (8) | (19) | (26) | (26) | (52) |
| Subtotal - Commercial | | | 429 | 11 | 7 | 18 | 26 | 26 | 52 |
| Supermarket | 850 | 78,328 sf | 7,350 | 132 | 92 | 224 | 351 | 350 | 701 |
| | | | (1,103) | (20) | (14) | (34) | (53) | (52) | (105) |
| | | | (2,499) | (45) | (31) | (76) | (119) | (119) | (238) |
| Subtotal - Supermarket | | | 3,748 | 67 | 47 | 114 | 179 | 179 | 358 |
| Fast-Food Restaurant | 934 | 3,943 sf | 1,843 | 90 | 86 | 176 | 68 | 62 | 130 |
| | | | (276) | (13) | (13) | (26) | (10) | (10) | (20) |
| | | | (784) | (38) | (37) | (75) | (29) | (26) | (55) |
| Subtotal - Fast-Food Restaurant | | | 783 | 39 | 36 | 75 | 29 | 26 | 55 |
| TOTAL - EXISTING USES TO BE REMOVED | | | 4,960 | 117 | 90 | 207 | 234 | 231 | 465 |
| Proposed Project | | | | | | | | | |
| Apartments | 221 | 735 du | 3,337 | 63 | 209 | 272 | 175 | 112 | 287 |
| | | | (501) | (9) | (32) | (41) | (26) | (17) | (43) |
| | | | (128) | (1) | (2) | (3) | (15) | (4) | (19) |
| Subtotal - Apartments | | | 2,708 | 53 | 175 | 228 | 134 | 91 | 225 |
| Supermarket | 850 | 69,000 sf | 6,475 | 116 | 81 | 197 | 309 | 309 | 618 |
| | | | (971) | (18) | (12) | (30) | (47) | (46) | (93) |
| | | | (2,202) | (40) | (27) | (67) | (105) | (105) | (210) |
| Subtotal - Supermarket | | | 3,302 | 58 | 42 | 100 | 157 | 158 | 315 |
| Shopping Center - Retail/Restaurant | 820 | 26,000 sf | 1,416 | 37 | 24 | 61 | 86 | 85 | 171 |
| | | | (212) | (5) | (4) | (9) | (13) | (13) | (26) |
| | | | (169) | (3) | (2) | (5) | (7) | (19) | (26) |
| | | | (518) | (14) | (10) | (24) | (30) | (30) | (60) |
| Subtotal - Shopping Center | | | 517 | 15 | 8 | 23 | 36 | 23 | 59 |
| TOTAL - PROPOSED PROJECT | | | 6,527 | 126 | 225 | 351 | 327 | 272 | 599 |
| NET NEW PROJECT TRIPS - REVISED PROJECT | | | 1,567 | 9 | 135 | 144 | 93 | 41 | 134 |
| NET NEW PROJECT TRIPS - APPROVED TRANSPORTATION IMPACT STUDY PROJECT | | | 2,369 | 9 | 203 | 212 | 164 | 64 | 228 |
| DIFFERENCE IN TRIPS (REVISED PROJECT - APPROVED TIS PROJECT) | | | (802) | 0 | (68) | (68) | (71) | (23) | (94) |

Notes

du = Dwelling Unit

sf = Square Feet

[a] Source: *Trip Generation, 11th Edition*, Institute of Transportation Engineers, 2021.

[b] Based on *Transportation Assessment Guidelines* (LADOT, July 2020), a 15% transit reduction was applied due to a Metro transit station stop being located less than 1/4 mile from the Project Site and to account for bike or walk-in trips.

[c] Pass-by trips are those traveling through the study area regardless of the existence of the Project and are based on *Transportation Assessment Guidelines*.

[d] Mixed Use Internal Capture credit was developed based on the NCHRP 8-51 Internal Trip Capture Estimation Tool.

**TABLE 4B
REVISED PROJECT TRIP GENERATION ESTIMATES
ITE TRIP GENERATION, 11TH EDITION**

| Trip Generation Rates [a] | | | | | | | | | |
|---|-------------------|-------------------|--------|--------------|-----|-------|--------------|-----|-------|
| Land Use | ITE Land Use Code | Rate | Daily | AM Peak Hour | | | PM Peak Hour | | |
| | | | | In | Out | Total | In | Out | Total |
| Multi-Family Residential (Mid-Rise) - Close to Rail Transit | 221 | per dwelling unit | 4.75 | 56% | 44% | 0.32 | 43% | 57% | 0.29 |
| Strip Retail Plaza (<40,000 sf) | 822 | per 1,000 sf | 54.45 | 60% | 40% | 2.36 | 50% | 50% | 6.59 |
| Supermarket | 850 | per 1,000 sf | 93.84 | 59% | 41% | 2.86 | 50% | 50% | 8.95 |
| Fast-Food Restaurant with Drive-Through Window | 934 | per 1,000 sf | 467.48 | 51% | 49% | 44.61 | 52% | 48% | 33.03 |

| Trip Generation Estimates | | | | | | | | | |
|---|-------------------|-----------|--------------|--------------|--------------|-------------|--------------|------------|--------------|
| Land Use | ITE Land Use Code | Size | Daily | AM Peak Hour | | | PM Peak Hour | | |
| | | | | In | Out | Total | In | Out | Total |
| Existing Uses to be Removed | | | | | | | | | |
| Commercial | 820 | 18,525 sf | 1,009 | 26 | 18 | 44 | 61 | 61 | 122 |
| | | | (151) | (4) | (3) | (7) | (9) | (9) | (18) |
| | | | (429) | (11) | (8) | (19) | (26) | (26) | (52) |
| Subtotal - Commercial | | | 429 | 11 | 7 | 18 | 26 | 26 | 52 |
| Supermarket | 850 | 78,328 sf | 7,350 | 132 | 92 | 224 | 351 | 350 | 701 |
| | | | (1,103) | (20) | (14) | (34) | (53) | (52) | (105) |
| | | | (2,499) | (45) | (31) | (76) | (119) | (119) | (238) |
| Subtotal - Supermarket | | | 3,748 | 67 | 47 | 114 | 179 | 179 | 358 |
| Fast-Food Restaurant | 934 | 3,943 sf | 1,843 | 90 | 86 | 176 | 68 | 62 | 130 |
| | | | (276) | (13) | (13) | (26) | (10) | (10) | (20) |
| | | | (784) | (38) | (37) | (75) | (29) | (26) | (55) |
| Subtotal - Fast-Food Restaurant | | | 783 | 39 | 36 | 75 | 29 | 26 | 55 |
| TOTAL - EXISTING USES TO BE REMOVED | | | 4,960 | 117 | 90 | 207 | 234 | 231 | 465 |
| Proposed Project | | | | | | | | | |
| Apartments | 221 | 735 du | 3,491 | 132 | 103 | 235 | 92 | 121 | 213 |
| | | | (157) | (3) | (1) | (4) | (9) | (5) | (14) |
| Subtotal - Apartments | | | 3,334 | 129 | 102 | 231 | 83 | 116 | 199 |
| Supermarket | 850 | 69,000 sf | 6,475 | 116 | 81 | 197 | 309 | 309 | 618 |
| | | | (971) | (18) | (12) | (30) | (47) | (46) | (93) |
| | | | (2,202) | (40) | (27) | (67) | (105) | (105) | (210) |
| Subtotal - Supermarket | | | 3,302 | 58 | 42 | 100 | 157 | 158 | 315 |
| Shopping Center - Retail/Restaurant | 820 | 26,000 sf | 1,416 | 37 | 24 | 61 | 86 | 85 | 171 |
| | | | (212) | (5) | (4) | (9) | (13) | (13) | (26) |
| | | | (169) | (3) | (2) | (5) | (7) | (19) | (26) |
| | | | (518) | (14) | (10) | (24) | (30) | (30) | (60) |
| Subtotal - Shopping Center | | | 517 | 15 | 8 | 23 | 36 | 23 | 59 |
| TOTAL - PROPOSED PROJECT | | | 7,153 | 202 | 152 | 354 | 276 | 297 | 573 |
| NET NEW PROJECT TRIPS - REVISED PROJECT | | | 2,193 | 85 | 62 | 147 | 42 | 66 | 108 |
| NET NEW PROJECT TRIPS - APPROVED TRANSPORTATION IMPACT STUDY PROJECT | | | 2,369 | 9 | 203 | 212 | 164 | 64 | 228 |
| DIFFERENCE IN TRIPS (REVISED PROJECT - APPROVED TIS PROJECT) | | | (176) | 76 | (141) | (65) | (122) | 2 | (120) |

Notes

du = Dwelling Unit

sf = Square Feet

[a] Source: *Trip Generation, 11th Edition*, Institute of Transportation Engineers, 2021.

[b] Based on *Transportation Assessment Guidelines* (LADOT, July 2020), a 15% transit reduction was applied due to a Metro transit station stop being located less than 1/4 mile from the Project Site and to account for bike or walk-in trips.

[c] Pass-by trips are those traveling through the study area regardless of the existence of the Project and are based on *Transportation Assessment Guidelines*.

[d] Mixed Use Internal Capture credit was developed based on the NCHRP 8-51 Internal Trip Capture Estimation Tool.