Gibson transportation consulting, inc.

DRAFT

MEMORANDUM

TO: Glauco Lolli-Ghetti, Palatine Capital Partners Acquisitions, LLC

FROM: Patrick A. Gibson, P.E., PTOE
Richard Gibson, LEED Green Associate

DATE: July 27, 2021

RE: Vehicle Miles Traveled Screening Evaluation for the
18618 Oxnard Street Self-Storage Project
Tarzana, California **Ref:** J1931

Gibson Transportation Consulting, Inc. reviewed the proposed self-storage development (Project) at 18618 Oxnard Street in the Tarzana community of the City of Los Angeles (City) and prepared vehicle miles traveled (VMT) and trip generation analyses for the Project. This memorandum summarizes the results of our analyses.

PROJECT DESCRIPTION

The Project proposes to construct 103,500 square feet (sf) of gross building area containing a self-storage facility. The site is currently occupied by a 47,136 sf building containing Columbia College Hollywood, a film and graphic design college with a student enrollment of approximately 870 students.[1] The building will be adaptively re-used as part of the Project to provide approximately 52,000 sf of self-storage area. An additional 51,500 sf building will be constructed on the existing surface parking lot. The Project will provide 23 parking spaces in a surface parking lot along the western edge of the buildings. The Project site plan is shown in Figure 1.

METHODOLOGY

The City adopted *Transportation Assessment Guidelines* (Los Angeles Department of Transportation [LADOT], July 2020) (TAG), which establishes the methodology for assessing transportation impacts for development projects based on the updated California Environmental Quality Act (CEQA) guidelines from the State of California Governor's Office of Planning and Research in its implementation of Senate Bill 743 (Steinberg, 2013) (SB 743), which requires that a project's potential CEQA transportation impacts be evaluated based on VMT.

[1] Data from National Center for Education Statistics (https://nces.ed.gov/collegenavigator/?q=columbia+college+hollywood&s=CA&id=112570#retgrad)

Per the TAG, SB 743 "directed lead agencies to revise transportation assessment guidelines to include a transportation performance metric that promotes: the reduction of greenhouse gas emissions, the development of multi modal networks, and access to diverse land uses." The intention of SB 743 is to encourage development that shortens the distance between housing, jobs, and services, increases the availability of affordable housing options in proximity to public transit, offers attractive non-vehicular transportation alternatives, provides strong transportation demand management programs, and promotes walking and bicycling trips.

Section 1.3 of the TAG outlines initial screening criteria to determine if a transportation for a development project is required:

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

- *If a Transportation Project is likely to either: (1) induce additional vehicle miles traveled by increasing vehicle capacity; or (2) reduce roadway through-lane capacity on a street that exceeds 750 vehicles per hour per lane for at least two (2) consecutive hours in a 24-hour period after the project is completed, a transportation assessment is generally required.*

- *A transportation assessment is required by City ordinance or regulation.*

If the above screening criteria are not met, then a transportation assessment is not required. Further, 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?*

SCREENING ANALYSIS

Application of *City of Los Angeles VMT Calculator Version 1.3* (LADOT, July 2020) (VMT Calculator) showed that the Project is expected to generate a total of 221 daily trips, a net reduction of 368 daily trips when accounting for the existing use.[2] Since this result does not meet the threshold of 250 net daily vehicle trips, a transportation assessment is not required. Further, the Project would not result in any significant VMT transportation impacts and no mitigation measures are required.

The VMT Calculator screening results are provided in the Attachment.

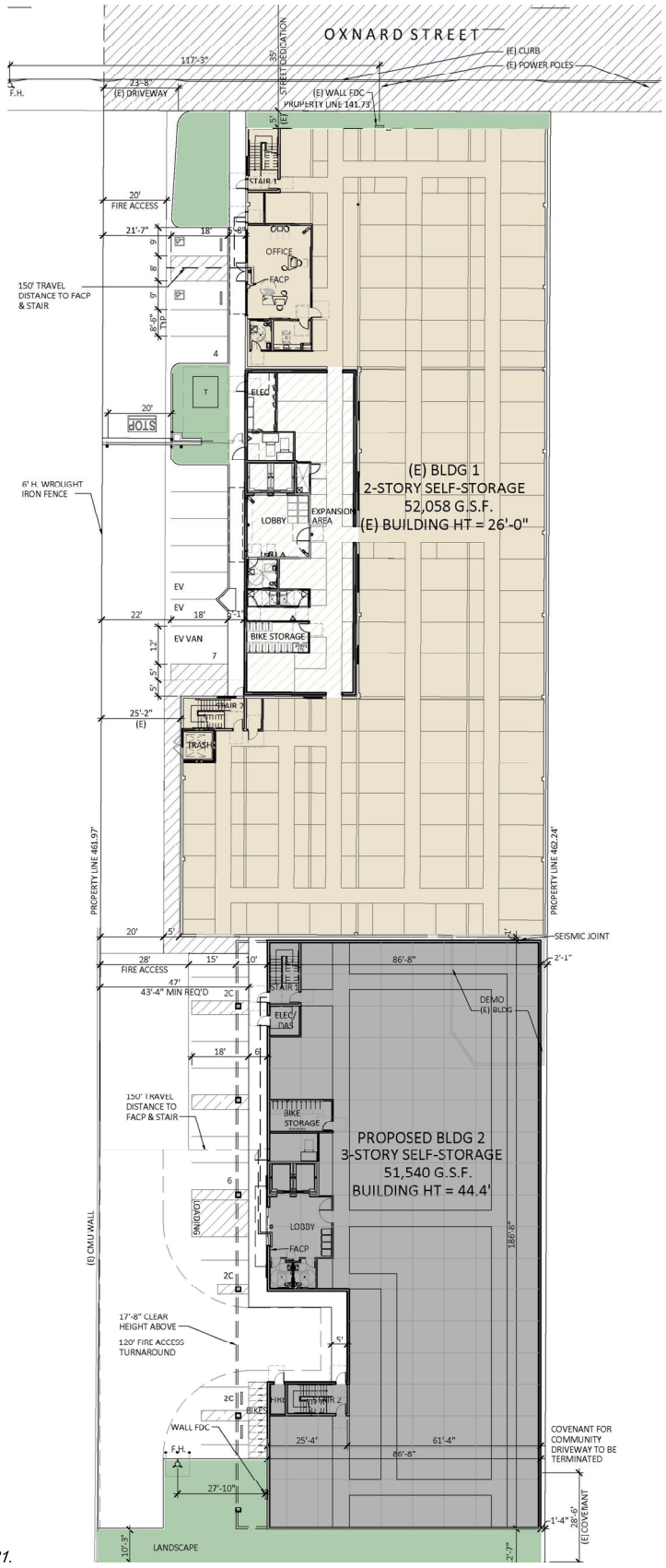
[2] To be conservative, a student population of 435 students (one-half the estimated enrollment) was used for the analysis.

PEAK HOUR TRIP GENERATION

While the Project will not result in a significant transportation impact according to the VMT screening analysis, peak hour trip generation volumes are provided in Table 1 for informational purposes. As shown, after trip reduction credits for existing uses, the Project will generate a net reduction of 55 trips (45 inbound, 10 outbound) in the morning peak hour and a net reduction of 47 trips (13 inbound, 34 outbound) during the afternoon peak hour.

CONCLUSION

Based on the analysis detailed above, the Project would not generate enough daily traffic to warrant a transportation assessment and would not result in VMT impacts. The Project would reduce peak hour traffic at nearby intersections due to the replacement of an existing use that generates greater traffic demand.



Source: Palatine Capital Partners. June, 2021.

PROJECT SITE PLAN

FIGURE
1

TABLE 1
PROJECT TRIP GENERATION

TRIP GENERATION RATES [a]									
Land Use	**ITE Land Use**	**Rate**	**Daily**	**Morning Peak Hour**			**Afternoon Peak Hour**		
				In	**Out**	**Total**	**In**	**Out**	**Total**
Mini-Warehouse	151	per ksf	[b]	60%	40%	0.10	47%	53%	0.17
University/College	550	per student	[b]	78%	22%	0.15	32%	68%	0.15

TRIP GENERATION ESTIMATES									
Land Use	**ITE Land Use**	**Size**	**Daily**	**Morning Peak Hour**			**Afternoon Peak Hour**		
				In	**Out**	**Total**	**In**	**Out**	**Total**
Existing Use Credits									
University/College	550	435 students [c]	(589)	(51)	(14)	(65)	(21)	(44)	(65)
TOTAL - EXISTING USE CREDIT			**(589)**	**(51)**	**(14)**	**(65)**	**(21)**	**(44)**	**(65)**
Proposed Project									
Mini-Warehouse	151	103.500 ksf	221	6	4	10	8	10	18
TOTAL - PROPOSED PROJECT			**221**	**6**	**4**	**10**	**8**	**10**	**18**
NET NEW TRIPS			**(368)**	**(45)**	**(10)**	**(55)**	**(13)**	**(34)**	**(47)**

Notes:
ksf = 1,000 square feet
[a] Source: *Trip Generation, 10th Edition,* Institute of Transportation Engineers, 2017 unless otherwise noted.
[b] Source: LADOT VMT Calculator version 1.3
[c] To be conservative a student populaiotn of 50% enrollment was assumed

Attachment

VMT Calculator Worksheets

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

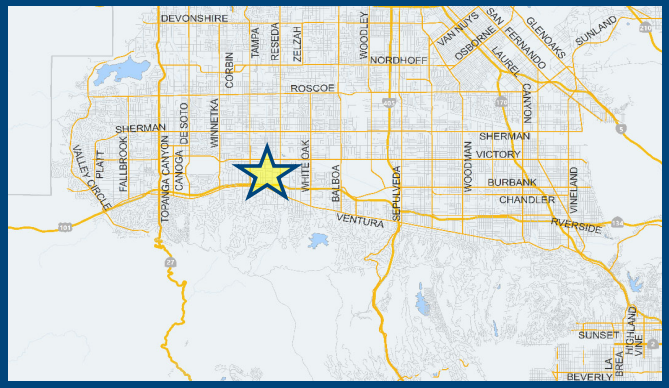
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 18618 Oxnard Street Self-Storage

Scenario: With Project

Address: 18618 W OXNARD ST, 91356



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

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
School | University		Students
School | University	435	Students

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Industrial | Warehousing/Self-Storage		ksf
Industrial | Warehousing/Self-Storage	103.5	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed
589 Daily Vehicle Trips	221 Daily Vehicle Trips
4,869 Daily VMT	1,891 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	-368 Net Daily Trips
The net increase in daily VMT ≤ 0	-2,978 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is not required to perform VMT analysis.

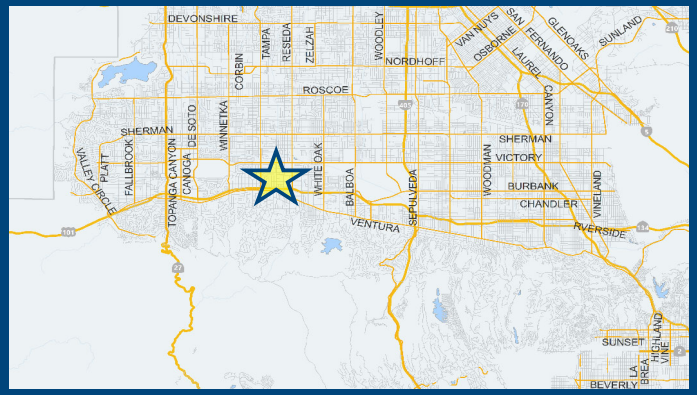
Measuring the Miles

7/6/2021

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: 18618 Oxnard Street Self-Storage
Scenario: With Project
Address: 18618 W OXNARD ST, 91356



Proposed Project Land Use Type	Value	Unit
Industrial | Warehousing/Self-Storage	103.5	ksf

TDM Strategies

Select each section to show individual strategies
Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

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

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

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

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

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

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With
221 Daily Vehicle Trips	**221** Daily Vehicle Trips
1,891 Daily VMT	**1,891** Daily VMT
N/A Household VMT per Capita	**N/A** Household VMT
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With
Household: N/A Threshold = 9.4 15% Below APC	**Household: N/A** Threshold = 9.4 15% Below APC
Work: N/A Threshold = 11.6 15% Below APC	**Work: N/A** Threshold = 11.6 15% Below APC

Measuring the Miles

7/6/2021

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: July 6, 2021
Project Name: 18618 Oxnard Street Self-Storage
Project Scenario: With Project
Project Address: 18618 W OXNARD ST, 91356

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	*0*	*DU*
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	103.500	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: July 6, 2021
Project Name: 18618 Oxnard Street Self-Storage
Project Scenario: With Project
Project Address: 18618 W OXNARD ST, 91356

Version 1.3

Analysis Results			
Total Employees: N/A Total Population: N/A			
Proposed Project		***With Mitigation***	
221	**Daily Vehicle Trips**	**N/A**	**Daily Vehicle Trips**
N/A	**Daily VMT**	**N/A**	**Daily VMT**
N/A	**Household VMT per Capita**	**N/A**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?			
APC: South Valley			
Impact Threshold: 15% Below APC Average Household = 9.4 Work = 11.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 9.4 Work > 11.6	N/A N/A	Household > 9.4 Work > 11.6	N/A N/A

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: July 6, 2021
Project Name: 18618 Oxnard Street Self-Storage
Project Scenario: With Project
Project Address: 18618 W OXNARD ST, 91356

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Parking cash-out	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Price workplace parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Residential area parking permits	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
Transit	Reduce transit headways	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Transit subsidies	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Education & Encouragement	Voluntary travel behavior change program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Commute Trip Reductions	Required commute trip reduction program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Employer sponsored vanpool or shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Ride-share program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Shared Mobility	Car-share	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
	School carpool program	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
MAX. TDM EFFECT	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

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

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: July 6, 2021
Project Name: 18618 Oxnard Street Self-Storage
Project Scenario: With Project
Project Address: 18618 W OXNARD ST, 91356

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	0	0.0%	0	N/A	N/A	N/A
Home Based Other Production	0	0.0%	0	N/A	N/A	N/A
Non-Home Based Other Production	52	-1.9%	51	N/A	N/A	N/A
Home-Based Work Attraction	49	-14.3%	42	N/A	N/A	N/A
Home-Based Other Attraction	105	-26.7%	77	N/A	N/A	N/A
Non-Home Based Other Attraction	52	-1.9%	51	N/A	N/A	N/A

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	N/A	N/A	N/A	N/A	N/A	N/A
Home Based Other Production	N/A	N/A	N/A	N/A	N/A	N/A
Non-Home Based Other Production	N/A	N/A	N/A	N/A	N/A	N/A
Home-Based Work Attraction	N/A	N/A	N/A	N/A	N/A	N/A
Home-Based Other Attraction	N/A	N/A	N/A	N/A	N/A	N/A
Non-Home Based Other Attraction	N/A	N/A	N/A	N/A	N/A	N/A

MXD VMT Methodology Per Capita & Per Employee

Total Population: N/A
Total Employees: N/A
APC: South Valley

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