FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

3433 W 8th St
DOT Case No. CEN20-49928

Date: June 29, 2020

To: Milena Zasadzien, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **UPDATED TRANSPORTATION IMPACT VMT ANALYSIS FOR THE PROPOSED MIXED-USE PROJECT LOCATED AT 3433 WEST 8TH STREET (ENV-2019-2568-EAF)**

On September 12, 2019, the Department of Transportation (DOT) issued a traffic assessment report to the Department of City Planning for the proposed mixed-use project located at 3433 West 8th Street. The proposed project was subject to a transportation analysis, prepared by Crain & Associates, dated September 9, 2019, in which the study included the detailed analysis of 11 signalized intersections and determined that under the previous traffic impact criteria, one of these study intersections would be significantly impacted by project-related traffic prior to mitigation. The previous transportation analysis concluded by identifying the transportation mitigation measures designed to reduce the project's traffic impacts to no impacts. However, subsequent to the releasing of the report, pursuant to the Senate Bill (SB 743) and the recent changes to the Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as the criteria by which to determine transportation impacts under CEQA. Therefore, in response to this action, the applicant submitted a VMT analysis for the proposed project on May 29, 2020 in addition to the analysis submitted in September 9, 2019. Therefore, please replace the previous December 19, 2018 DOT assessment, in its entirety, with this report.

DOT has reviewed the transportation analysis prepared by Crain & Associates, dated May 29, 2020, for proposed mixed-use project located at 3433 West 8th Street. In compliance with SB 743 and CEQA, a VMT analysis is required to identify the project's ability to promote the reductions of green-house gas emissions, access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact, in this regard, is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

The proposed mixed-use development will remove one single-family home and 22,000 square feet (sf) of shopping center space to construct a multi-story building consisting of 223 apartment units; of which 28 will be affordable housing units, approximately 25,000 sf of retail, and 15,500 sf of creative office space. Vehicle access to the project site, as illustrated in **Attachment A** will be

provided via two one-way driveways. The driveway located on Harvard Boulevard will have ingress operation. The driveway located on Hobart Boulevard will have egress operation. The project is expected to be completed by 2023.

B. CEQA Screening Threshold

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

C. Transportation Impacts

On July 30, 2019, pursuant to Senate Bill (SB) 743 and the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as a criteria in determining transportation impacts under CEQA. The new DOT Transportation Assessment Guidelines (TAG) provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

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

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

As cited in the VMT Analysis report prepared by Crain & Associates, the VMT projections for the proposed project, without mitigation, are 5.6 for the Household VMT per capita and 5.8 for the Work VMT per employee. The VMT projections for the proposed project with mitigation are 4.2 Household VMT per capita and 5.8 Work VMT per employee. Therefore, it is concluded that implementation of the Project would result with no significant impacts in Household or Work VMT. A copy of the VMT Calculator summary reports is provided as **Attachment B** to this report.

D. Safety, Access, and Circulation

During the preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The

authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the Los Angeles Municipal Code (LAMC), Section 16.05. Therefore, DOT continues to require and review a project's site access, circulation, and operational plan to determine if any safety and access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the project has completed a circulation analysis using a "level of service" screening methodology that indicates that the trips generated by the proposed development will likely result in adverse circulation conditions at one location. DOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes these potential deficiencies are provided as **Attachment C** to this report.

PROJECT REQUIREMENTS

A. Corrective Measures (Non-CEQA Analysis)
To comply with transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the following:

1. Transportation Demand Management (TDM) Program
The purpose of a TDM plan is to reduce the use of single occupant vehicles (SOV) by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. A TDM plan should include design features, transportation services, education, and incentives intended to reduce the amount of SOV during commute hours. Through strategic building design and orientation, this project can facilitate access to transit, can provide a pedestrian-friendly environment, can promote non-automobile travel and can support the goals of a trip-reduction program.

A preliminary TDM program shall be prepared and provided for DOT review prior to the issuance of the first building permit for this project and a final TDM program approved by DOT is required prior to the issuance of the first certificate of occupancy for the project. The TDM program should include, but not be limited to, the following strategies:

- Provide an on-site transportation coordinator to promote the TDM program and alternatives to the car and facilitate rideshare;
- Transportation Information Center, educational programs, kiosks and/or other measures;
- Implementation of vehicle trip reduction incentives and services for Project employees and/or tenants; provide on-site education on alternative transportation modes;
- Parking incentives and support for formation of carpools/vanpools;
- Incentives such as discounted transit passes for using alternative travel modes;
- Unbundling and lease of parking spaces for residents;
- Contribute a one-time fixed fee contribution of **$50,000** to be deposited into the City's Bicycle Plan Trust fund to implement bicycle improvements in the vicinity of the project;
- Record a Covenant and Agreement to ensure that the TDM program will be maintained;

2. Transportation Systems Management (TSM) Improvements

Some of the signalized intersections within the project study area require an upgrade to the traffic signal equipment and hardware. Many of the traffic signals at these intersections currently operate using newer controllers (Type 2070), which provide for enhanced and real-time operation of the traffic signal timing. When supplemented by additional roadway system loops and closed circuit television (CCTV) cameras, DOT can identify the causes of delay and implement instant signal timing remedies to improve the flow of vehicles and buses. Collectively, these traffic signal upgrades provide a system-wide benefit by reducing delays experienced by motorists at the study intersections. To enhance the traffic signal system in the area and improve the network capacity for real-time video monitoring of intersection, corridor, transit, and pedestrian operations by reducing delays experienced by motorists at study intersections, the following TSM improvement was identified:

Install new CCTV at the following intersection:

- Irolo Street and 8th Street

Should the project be approved, then a final determination on how to implement the CCTV installation will be made by DOT prior to the issuance of the first building permit. The installation will be implemented **either** by the applicant through the B-Permit process of the Bureau of Engineering (BOE), **or** through payment of a one-time fixed fee to DOT to fund the cost of the upgrade. If DOT selects the payment option, then the applicant would be required to pay DOT, and DOT shall design and construct the upgrade.

If the upgrade is implemented by the applicant through the B-Permit process, then this TSM improvement must be guaranteed prior to the issuance of any building permit and completed prior to the issuance of any certificate of occupancy. Temporary certificates of occupancy may be granted in the events of any delay through no fault of the applicant, provided that, in each case, the applicant has demonstrated reasonable efforts and due diligence to the satisfaction of DOT.

3. Implementation of Improvements and Mitigation Measures

The applicant should be responsible for the cost and implementation of any necessary traffic equipment modifications associated with the proposed TSM improvements described above. All proposed TSM improvements within the City of Los Angeles must be **guaranteed** through Bureau of Engineering's (BOE) B-Permit process, prior to the issuance of any building permits and **completed** prior to the issuance of any certificates of occupancy. Temporary certificates of occupancy may be granted in the event of any delay through no fault of the applicant, provided that, in each case, the applicant has demonstrated reasonable efforts and due diligence to the satisfaction of DOT. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor email DOT's B-Permit Coordinator at ladot.planprocessing@lacity.org to arrange a pre-design meeting to finalize the proposed design needed for the project.

If a proposed traffic mitigation measure does not receive the required approval during plan

review, a substitute mitigation measure may be provided subject to the approval of LADOT or other governing agency with jurisdiction over the mitigation location, upon demonstration that the substitute measure is environmentally equivalent or superior to the original measure in mitigating the project's significant traffic impact. To the extent that a mitigation measure proves to be infeasible and no substitute mitigation is available, then a significant traffic impact would remain.

B. Additional Requirements and Considerations

To comply with the transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the improvements listed below.

1. Parking Requirements

The project is required to provide a total of 413 vehicle parking spaces, but will be incorporating the replacement of bicycle parking to reduce the total number of vehicle parking spaces to a total of 340 vehicle parking spaces and will be providing a total of 324 bicycle parking (296 long-term and 28 short-term). The applicant should also check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

2. Highway Dedication and Street Improvements

Per the new Mobility Element, **8th Street** has been designated as Avenue II that would require a 28-foot half-width roadway within a 43-foot half-width right-of-way. **Harvard Boulevard** has been designated as Collector that would require a 20-foot half-width roadway within a 33-foot half-width right-of-way. **Hobart Boulevard** has been designated as Local Street – Standard that would require a 18-foot half-width roadway within a 30-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

3. Project Access and Circulation

The proposed site plan illustrated in **Attachment A** is acceptable to DOT; however, review of the study does not constitute approval of the driveway locations, dimensions, access, and circulation scheme, and loading/unloading area for the project. Any changes to the project's site access, circulation scheme, or loading/unloading area after issuance of this report would require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section at 201 N. Figueroa Street, 5th Floor, Room 550, at (213) 482-7024. The applicant should contact DOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design efforts so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. If any project driveway will be signalized, the applicant should contact DOT's Permit Plan Review Section ladot.planprocessing@lacity.org for review of the traffic signal plan. All new driveways should be Case 2 driveways and 30 feet for two-way operations and any security gates should be a minimum 30 feet from the property line. Should the project include a supermarket, DOT recommends that a dock manager and/or flag person be employed to assist delivery truck access to the loading area. DOT may recommend additional requirements once a complete review of the loading operations is conducted.

4. Worksite Traffic Control Requirements
   DOT recommends that a construction work site traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to http://ladot.lacity.org/what-we-do/plan-review to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related traffic be restricted to off-peak hours to the extent feasible.

5. Development Review Fees
   Section 19.15 of the Los Angeles Municipal Code identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Kevin Arucan of my staff (213) 972-4970.

Attachments

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c: Jordan Beroukhim, Council District No. 10
Bhuvan Bajaj Hollywood-Wilshire, DOT
Taimour Tanavoli, Case Management Office, DOT
Matthew Masuda, Central District, BOE
Hilary Mau, Crain & Associates

FIGURE 2

4/25/2019

FN: 8th(3433W)MixedUse\SITE PLAN

PROJECT SITE PLAN

CRAIN & ASSOCIATES
Transportation Planning
Traffic Engineering
300 Corporate Pointe, Suite 470
Culver City, California 90230
PH (310) 473 6508 F (310) 444 9771
www.crainandassociates.com

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

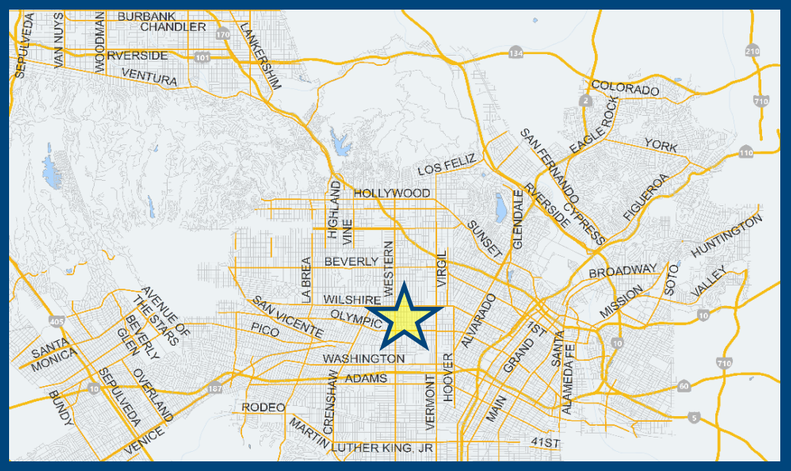
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 3433 8th Street Mixed-Use

Scenario: With Project

Address: 3433 W 8TH ST, 90005



If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Retail | General Retail	20	ksf
Housing | Single Family	1	DU
Retail | General Retail	22.000	ksf

☐ 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
Office | General Office	15.5	ksf
Housing | Multi-Family	223	DU
Retail | General Retail	25	ksf
Office | General Office	15.5	ksf
Housing | Affordable Housing - Family	28	DU

☐ 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
580 Daily Vehicle Trips	1,539 Daily Vehicle Trips
3,810 Daily VMT	9,626 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	959 Net Daily Trips
The net increase in daily VMT ≤ 0	5,816 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	25.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

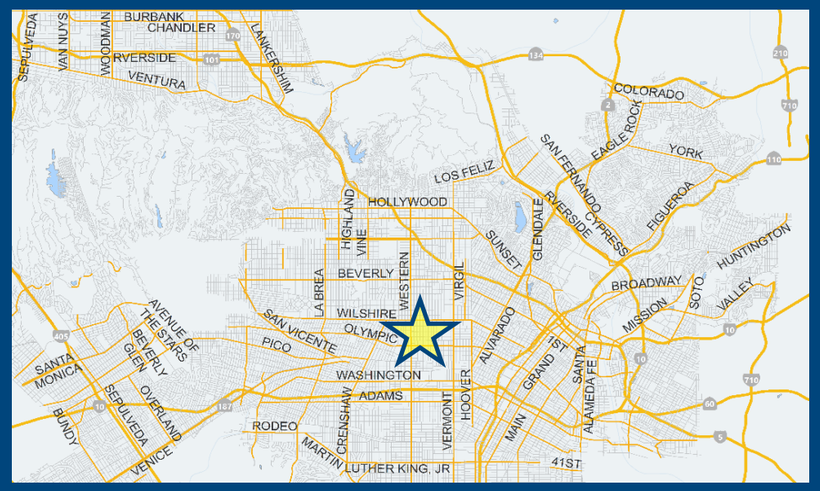
CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

Project Information

Project: 3433 8th Street Mixed-Use

Scenario: With Project

Address: 3433 W 8TH ST, 90005



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	223	DU
Retail | General Retail	25	ksf
Office | General Office	15.5	ksf
Housing | Affordable Housing - Family	28	DU

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

413 city code parking provision for the project site

340 actual parking provision for the project site

Unbundle Parking

☐ Proposed Prj ☑ Mitigation

200 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)

25 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 Mitigation
1,385 Daily Vehicle Trips	**1,243** Daily Vehicle Trips
8,665 Daily VMT	**7,823** Daily VMT
5.6 Household VMT per Capita	**4.2** Household VMT per Capita
5.8 Work VMT per Employee	**5.8** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: No Threshold = 7.6 15% Below APC	**Work: No** Threshold = 7.6 15% Below APC

Measuring the Miles

5/11/2020

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: May 9, 2020
Project Name: 3433 8th Street Mixed-Use
Project Scenario: With Project
Project Address: 3433 W 8TH ST, 90005

Version 1.2

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	223	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	28	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	General Retail	25.000	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	15.500	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: May 9, 2020
Project Name: 3433 8th Street Mixed-Use
Project Scenario: With Project
Project Address: 3433 W 8TH ST, 90005

Version 1.2

Analysis Results			
Total Employees: 112 Total Population: 590			
Proposed Project		***With Mitigation***	
1,385	**Daily Vehicle Trips**	**1,243**	**Daily Vehicle Trips**
8,665	**Daily VMT**	**7,823**	**Daily VMT**
5.6	**Household VMT per Capita**	**4.2**	**Household VMT per Capita**
5.8	**Work VMT per Employee**	**5.8**	**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	No	Work > 7.6	No

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	413	413
		Actual parking provision (spaces)	340	340
	Unbundle parking	Monthly cost for parking ($)	*$0*	$200
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$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*	Yes
	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)	Yes	Yes
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*

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	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	*0%*	24%	*0%*	*0%*	*0%*	24%	*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: May 9, 2020
Project Name: 3433 8th Street Mixed-Use
Project Scenario: With Project
Project Address: 3433 W 8TH ST, 90005

Version 1.2

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%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	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	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
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 sections 1 - 2
	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	*10%*	*32%*	*10%*	*11%*	*10%*	*32%*	*10%*	*11%*	*10%*	*11%*	*10%*	*11%*
MAX. TDM EFFECT	*10%*	*32%*	*10%*	*11%*	*10%*	*32%*	*10%*	*11%*	*10%*	*11%*	*10%*	*11%*

= 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: May 9, 2020
Project Name: 3433 8th Street Mixed-Use
Project Scenario: With Project
Project Address: 3433 W 8TH ST, 90005

Version 1.2

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	338	-30.2%	236	7.5	2,535	1,770
Home Based Other Production	904	-58.0%	380	5.0	4,520	1,900
Non-Home Based Other Production	252	-14.7%	215	8.3	2,092	1,785
Home-Based Work Attraction	162	-34.6%	106	6.8	1,102	721
Home-Based Other Attraction	736	-58.0%	309	5.0	3,680	1,545
Non-Home Based Other Attraction	343	-14.6%	293	6.5	2,230	1,905

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	-10.0%	212	1,593	-32.0%	160	1,203
Home Based Other Production	-10.0%	342	1,710	-32.0%	258	1,292
Non-Home Based Other Production	-10.0%	194	1,607	-10.5%	192	1,597
Home-Based Work Attraction	-10.0%	95	649	-10.5%	95	645
Home-Based Other Attraction	-10.0%	278	1,391	-10.5%	276	1,382
Non-Home Based Other Attraction	-10.0%	264	1,715	-10.5%	262	1,704

MXD VMT Methodology Per Capita & Per Employee

Total Population: 590
Total Employees: 112
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**3,303**	**2,495**
Total Home Based Work Attraction VMT	**649**	**645**
Total Home Based VMT Per Capita	**5.6**	**4.2**
Total Work Based VMT Per Employee	**5.8**	**5.8**

Table 10
Level of Service (LOS) Summary
Future (2023) Without and With Project

No.	Intersection	Peak Hour	Without Project V/C	Without Project LOS	With Project V/C	With Project LOS	Impact	Adverse Queuing
1	Western Avenue &	AM	0.817	D	0.823	D	0.006	No
	8th Street	PM	0.789	C	0.797	C	0.008	No
2	Oxford Avenue &	AM	0.555	A	0.560	A	0.005	No
	8th Street	PM	0.519	A	0.523	A	0.004	No
3	Hobart Boulevard &	AM	0.659	B	0.663	B	0.004	No
	Wilshire Boulevard	PM	0.674	B	0.684	B	0.010	No
4	Hobart Boulevard &	AM	0.503	A	0.513	A	0.010	No
	8th Street	PM	0.680	B	0.705	C	0.025	No
5	Hobart Boulevard &	AM	0.252	A	0.255	A	0.003	No
	James M. Wood Boulevard	PM	0.508	A	0.514	A	0.006	No
6	Harvard Boulevard &	AM	0.636	B	0.636	B	0.000	No
	Wilshire Boulevard	PM	0.751	C	0.757	C	0.006	No
7	Harvard Boulevard &	AM	0.599	A	0.613	B	0.014	No
	8th Street	PM	0.759	C	0.788	C	0.029	No
8	Harvard Boulevard &	AM	0.401	A	0.405	A	0.004	No
	James M. Wood Boulevard	PM	0.452	A	0.455	A	0.003	No
9	Irolo Street &	AM	0.608	B	0.612	B	0.004	No
	7th Street	PM	0.711	C	0.711	C	0.000	No
10	Irolo Street &	AM	0.934	E	0.942	E	0.008	No
	8th Street	PM	1.097	F	1.109	F	0.012	Yes
11	Normandie Avenue &	AM	0.514	A	0.516	A	0.002	No
	8th Street	PM	0.586	A	0.589	A	0.003	No

Table 12
Level of Service (LOS) Summary
Future (2023) Without and With Project Mitigation Measures

No.	Intersection	Peak Hour	Without Project V/C	Without Project LOS	With Project With Mitigation V/C	With Project With Mitigation LOS	Impact	Adverse Queuing
10	Irolo Street &	AM	0.934	E	0.932	E	-0.002	No
	8th Street	PM	1.097	F	1.099	F	0.002	No