APPENDIX I-2:

SUPPLEMENTAL VMT ANALYSIS

The Mobility Group,
Enlightenment Plaza Project VMT Analysis,
February 5, 2020

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

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

321 N Madison Av
DOT Case No. CEN19-48497

Date: March 3, 2020

To: Debbie Lawrence, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **UPDATED TRANSPORTATION IMPACT ASSESSMENT FOR THE PROPOSED FLEXIBLE ENLIGHTENMENT PLAZA AFFORDABLE HOUSING PROJECT AT 321 NORTH MADISON AVENUE (CPC-2019-5596-GPAJ-ZCJ-SP-SPP-SPR/VTT-82798/ENV-2019-5597-SE)**

On October 22, 2019, the Department of Transportation (DOT) issued a traffic assessment report to the Department of City Planning for the affordable housing project at 321 North Madison Avenue, which was subject to a transportation analysis dated September 2019 prepared by The Mobility Group. However, since the report was released, the project has changed slightly and a January 14, 2020 revised transportation analysis was prepared and submitted by The Mobility Group. Additionally, the applicant submitted a VMT analysis dated February 5, 2020 for the proposed project pursuant to the City of Los Angeles adoption of vehicle miles traveled (VMT) as the criteria by which to determine transportation impacts under CEQA Senate Bill (SB) 743 and due to the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines. Please replace the previous DOT assessment report dated October 22, 2019, in its entirety, with this report, which addresses the totality of the transportation analysis.

The DOT has reviewed the transportation analyses prepared by The Mobility Group, dated January 14, 2020 and February 3, 2020, for the proposed Enlightenment Plaza Affordable Housing Project located at 321 North Madison Avenue within the Central Area Planning Commission (APC) and a Transit Oriented Community (TOC) Tier 4. In compliance with SB 743 and the CEQA guidelines, a VMT analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, the 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 project proposes to remove the existing AT&T Service Yard at 316 North Juanita Avenue and three multi-family dwelling units at 3812 West Oakwood Avenue and construct five buildings with Affordable Housing units and mental and physical health, financial, employment services for on-site residents who were formerly homeless. The project land uses have been slightly modified since the October 22, 2019 DOT report was released:

Land Use	Original Project	Revised Project
Affordable Housing (Permanent Supportive)	454 units	449 units
Apartment (Manager)	-	5 units
Residential Services	5,127 square feet	5,700 square feet

Madison Avenue will provide the main vehicular access (ingress and egress) as well as serve as a centralized drop-off and pick-up area zone. Vehicular access will also be provided from Oakwood Avenue and Juanita Avenue as illustrated in **Attachment A**. In the future, the project may request vacation of the northern portion of Madison Avenue between the project main entrance and Oakwood Avenue and the portion of Oakwood Avenue from Juanita Avenue to Westmoreland Avenue. The vacated street sections would have a control barrier and would be accessible to project residents and employees with use of a key card or similar device to operate the control barrier. A similar option would be provided for the adjacent PATH Metro Villas project on the east side of Madison Avenue at 320-340 North Madison Avenue. The proposed 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 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) Trip Generation Manual, 9th Edition 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. It should be noted that because the project Memorandum of Understanding (MOU) was approved prior to July 2019, the project is not required to use the new TAG, but the project has voluntarily submitted a VMT analysis. A copy of the VMT calculator version 1.2 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 SB 743 and the recent changes to Section 15064.3 of the State's CEQA Guidelines, the City of Los Angeles adopted VMT as a criteria in determining transportation impacts under CEQA. The new DOT 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 February 5, 2020 VMT Analysis report, prepared by The Mobility Group, the proposed project is projected to have a Household VMT per capita of 5.4 and Work VMT per employee of 0. Therefore, it is concluded that implementation of the Project would result in no significant VMT impact. A copy of the VMT Calculator summary report is provided as **Attachment B**.

D. 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). Therefore, DOT continues to require and review a project's site access, circulation, and operational plan to determine if any 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 not likely result in adverse circulation conditions at several locations. 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 is provided as **Attachment C** to this report. Additionally, the study included a circulation analysis considering the potential street vacations of Madison Avenue and of Oakwood Avenue as previously mentioned in this report. These street vacations would not change the outcome of the circulation analysis or the VMT analysis.

PROJECT REQUIREMENTS

A. Non-CEQA Related Requirements and Considerations

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. Parking Requirements

The study does not specify the number of parking spaces that will be provided onsite. The applicant should check with the Departments of Building and Safety and City Planning on the number of Code-required parking spaces required for this project within a TOC Tier 4.

2. Highway Dedication and Street Widening Requirements

Per the new Mobility Element of the General Plan, **Madison Avenue**, **Juanita Avenue**, and **Oakwood Avenue**, Local Streets, would require an 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 if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

3. Project Access and Circulation

The conceptual site plan for the project (see **Attachment A**) is acceptable to DOT. However, the review of this study does not constitute approval of the dimensions for any new proposed driveway. This requires separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 North Figueroa Street, 5th Floor, Room 550, at 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design.

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 truck traffic be restricted to off-peak hours to the extent feasible.

5. Development Review Fees
Section 19.15 of the LAMC 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 Eileen Hunt of my staff at (213) 972-8481.

Attachments

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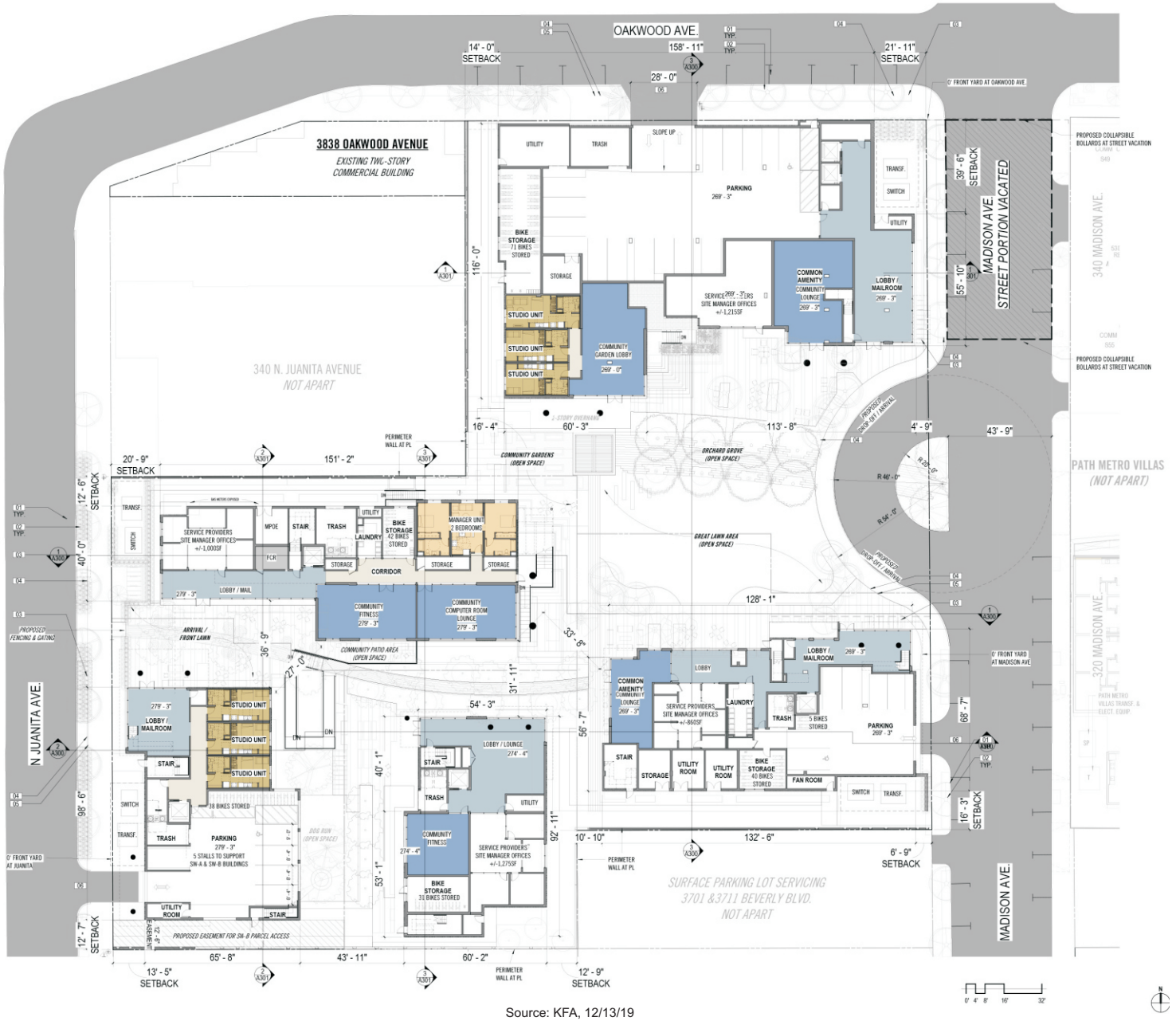
c: Craig Bullock, Council District 13
Matthew Masuda, Central District, BOE
Bhuvan Bajaj, Hollywood/Wilshire District, DOT
Taimour Tanavoli, Case Management, DOT
Michael Bates, The Mobility Group



Source: KFA, 12/13/19

2/5/20

Figure 1.2
Project Site Plan

Enlightenment Plaza Project

The **Mobility** Group
Transportation Strategies & Solutions

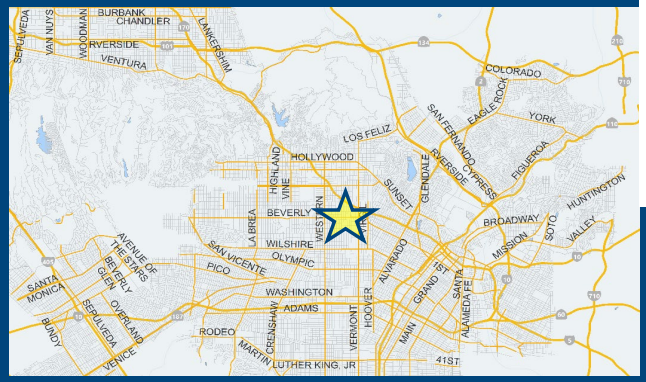
ATTACHMENT B
CEN19-48497_321 N Madison Av

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: Enlightenment Plaza
Scenario: Proposed Project
Address: 321 N MADISON AVE, 90004



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
Housing | Single Family		DU
(custom) Light Industrial | Retail/Non-Retail	Non-Retail	LU type
(custom) Light Industrial | Residents	0	Person
(custom) Light Industrial | Employees	30	Person
(custom) Light Industrial | Daily	170	Trips
(custom) Light Industrial | HBW-Attraction Split	19	Percent
(custom) Light Industrial | HBO-Attraction Split	41	Percent
(custom) Light Industrial | NHB-Attraction Split	20	Percent
(custom) Light Industrial | HBW-Production Split	0	Percent
(custom) Light Industrial | HBO-Production Split	0	Percent
(custom) Light Industrial | NHB-Production Split	20	Percent

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

Proposed Project Land Use

Land Use Type	Value	Unit
Housing | Multi-Family	5	DU
Housing | Affordable Housing - Permanent Suppor	449	DU
Housing | Multi-Family	5	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
0 Daily Vehicle Trips	544 Daily Vehicle Trips
0 Daily VMT	3,228 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	544 Net Daily Trips
The net increase in daily VMT ≤ 0	3,228 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

2/5/2020

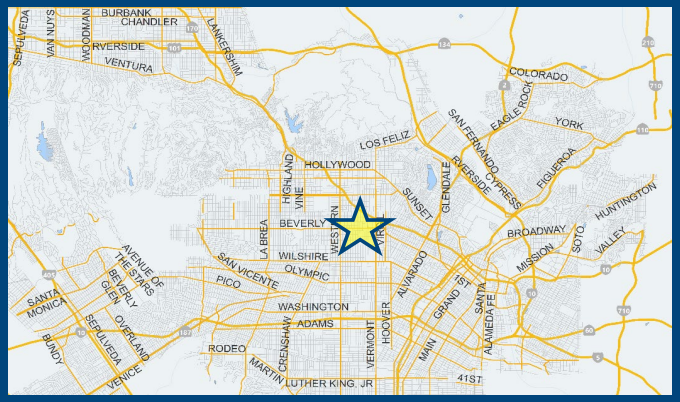
CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

Project Information

Project: Enlightenment Plaza

Scenario: Proposed Project

Address: 321 N MADISON AVE, 90004



Proposed Project Land Use Type	Value	Unit
Housing | Affordable Housing - Permanent Suppor	449	DU
Housing | Multi-Family	5	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	100	city code parking provision for the project site
☐ Proposed Prj ☐ Mitigation	74	actual parking provision for the project site
Unbundle Parking	150	monthly parking cost (dollar) for the project site
☐ Proposed Prj ☐ Mitigation		
Parking Cash-Out	50	percent of employees eligible
☐ Proposed Prj ☐ Mitigation		
Price Workplace Parking	6.00	daily parking charge (dollar)
☐ Proposed Prj ☐ Mitigation	25	percent of employees subject to priced parking
Residential Area Parking Permits	200	cost (dollar) of annual permit
☐ Proposed Prj ☐ Mitigation		

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
544 Daily Vehicle Trips	**544** Daily Vehicle Trips
3,228 Daily VMT	**3,228** Daily VMT
5.4 Household VMT per Capita	**5.4** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	**Work: N/A** Threshold = 7.6 15% Below APC

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 5, 2020
Project Name: Enlightenment Plaza
Project Scenario: Proposed Project
Project Address: 321 N MADISON AVE, 90004

Version 1.2

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	5	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	449	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	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*

Other	*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 5, 2020
Project Name: Enlightenment Plaza
Project Scenario: Proposed Project
Project Address: 321 N MADISON AVE, 90004

Version 1.2

Analysis Results			
Total Employees: 0 Total Population: 514			
Proposed Project		***With Mitigation***	
544	**Daily Vehicle Trips**	**544**	**Daily Vehicle Trips**
3,228	**Daily VMT**	**3,228**	**Daily VMT**
5.4	**Household VMT per Capita**	**5.4**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 7.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0 Work > 7.6	No N/A	Household > 6.0 Work > 7.6	No N/A

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: February 5, 2020
Project Name: Enlightenment Plaza
Project Scenario: Proposed Project
Project Address: 321 N MADISON AVE, 90004

Version 1.2

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: February 5, 2020
Project Name: Enlightenment Plaza
Project Scenario: Proposed Project
Project Address: 321 N MADISON AVE, 90004

Version 1.2

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: February 5, 2020
Project Name: Enlightenment Plaza
Project Scenario: Proposed Project
Project Address: 321 N MADISON AVE, 90004

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	169	-9.5%	153	8.1	1,369	1,239
Home Based Other Production	452	-34.1%	298	5.1	2,305	1,520
Non-Home Based Other Production	0	0.0%	0	7.6	0	0
Home-Based Work Attraction	0	0.0%	0	6.9	0	0
Home-Based Other Attraction	82	-36.6%	52	4.6	377	239
Non-Home Based Other Attraction	45	-8.9%	41	5.6	252	230

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	0.0%	153	1,239	0.0%	153	1,239
Home Based Other Production	0.0%	298	1,520	0.0%	298	1,520
Non-Home Based Other Production	0.0%	0	0	0.0%	0	0
Home-Based Work Attraction	0.0%	0	0	0.0%	0	0
Home-Based Other Attraction	0.0%	52	239	0.0%	52	239
Non-Home Based Other Attraction	0.0%	41	230	0.0%	41	230

MXD VMT Methodology Per Capita & Per Employee

Total Population: 514
Total Employees: 0
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**2,759**	**2,759**
Total Home Based Work Attraction VMT	**0**	**0**
Total Home Based VMT Per Capita	**5.4**	**5.4**
Total Work Based VMT Per Employee	**N/A**	**N/A**

Table 5.1 Future Without Project - Intersection LOS AM Peak Hour

No.	Intersection	Existing Conditions		Future Without Project Conditions	
		V/C	LOS	V/C	LOS
1	Vermont Ave & 101 NB on-ramp	0.540	A	0.593	A
2	Vermont Ave & 101 NB off-ramp	0.419	A	0.452	A
3	Vermont Ave & Rosewood Ave	0.583	A	0.624	B
4	Vermont Ave & Oakwood Ave	0.554	A	0.592	A
5	Vermont Ave & Beverly Blvd	0.694	B	0.762	C
6	Vermont Ave & W 1st St	0.597	A	0.643	B
7	Kenmore Ave & Beverly Blvd	0.421	A	0.449	A
8	New Hampshire Ave & Beverly Blvd	0.575	A	0.624	B
9	Beverly Blvd & Temple St & Westmoreland Ave	0.722	C	0.786	C
10	Temple St & Virgil Ave & Silver Lake Blvd	0.852	D	0.899	D
11	Beverly Blvd & Virgil Ave & Council St	0.720	C	0.770	C
12	101 SB off-ramp & Rosewood Ave	0.267	A	0.285	A

Table 5.2 Future Without Project - Intersection LOS PM Peak Hour

No.	Intersection	Existing Conditions		Future Without Project Conditions	
		V/C	LOS	V/C	LOS
1	Vermont Ave & 101 NB on-ramp	0.335	A	0.373	A
2	Vermont Ave & 101 NB off-ramp	0.435	A	0.468	A
3	Vermont Ave & Rosewood Ave	0.584	A	0.637	B
4	Vermont Ave & Oakwood Ave	0.565	A	0.615	B
5	Vermont Ave & Beverly Blvd	0.688	B	0.757	C
6	Vermont Ave & W 1st St	0.716	C	0.771	C
7	Kenmore Ave & Beverly Blvd	0.389	A	0.434	A
8	New Hampshire Ave & Beverly Blvd	0.556	A	0.601	B
9	Beverly Blvd & Temple St & Westmoreland Ave	0.608	B	0.704	C
10	Temple St & Virgil Ave & Silver Lake Blvd	0.856	D	0.916	E
11	Beverly Blvd & Virgil Ave & Council St	0.771	C	0.836	D
12	101 SB off-ramp & Rosewood Ave	0.349	A	0.380	A

Table 6.1 Future With Project - Intersection LOS AM Peak Hour

No.	Intersection	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Adverse Queuing
		V/C	LOS	V/C	LOS		
1	Vermont Ave & 101 NB on-ramp	0.593	A	0.595	A	0.002	No
2	Vermont Ave & 101 NB off-ramp	0.452	A	0.453	A	0.001	No
3	Vermont Ave & Rosewood Ave	0.624	B	0.625	B	0.001	No
4	Vermont Ave & Oakwood Ave	0.592	A	0.593	A	0.001	No
5	Vermont Ave & Beverly Blvd	0.762	C	0.770	C	0.008	No
6	Vermont Ave & W 1st St	0.643	B	0.643	B	0.000	No
7	Kenmore Ave & Beverly Blvd	0.449	A	0.451	A	0.002	No
8	New Hampshire Ave & Beverly Blvd	0.624	B	0.627	B	0.003	No
9	Beverly Blvd & Temple St & Westmoreland Ave	0.786	C	0.792	C	0.006	No
10	Temple St & Virgil Ave & Silver Lake Blvd	0.899	D	0.900	D	0.001	No
11	Beverly Blvd & Virgil Ave & Council St	0.770	C	0.771	C	0.001	No
12	101 SB off-ramp & Rosewood Ave	0.285	A	0.286	A	0.001	No

Table 6.2 Future With Project - Intersection LOS PM Peak Hour

No.	Intersection	Future Without Project Conditions		Future With Project Conditions		Change in V/C	Adverse Queuing
		V/C	LOS	V/C	LOS		
1	Vermont Ave & 101 NB on-ramp	0.373	A	0.374	A	0.001	No
2	Vermont Ave & 101 NB off-ramp	0.468	A	0.469	A	0.001	No
3	Vermont Ave & Rosewood Ave	0.637	B	0.639	B	0.002	No
4	Vermont Ave & Oakwood Ave	0.615	B	0.616	B	0.001	No
5	Vermont Ave & Beverly Blvd	0.757	C	0.764	C	0.007	No
6	Vermont Ave & W 1st St	0.771	C	0.772	C	0.001	No
7	Kenmore Ave & Beverly Blvd	0.434	A	0.436	A	0.002	No
8	New Hampshire Ave & Beverly Blvd	0.601	B	0.603	B	0.002	No
9	Beverly Blvd & Temple St & Westmoreland Ave	0.701	C	0.704	C	0.003	No
10	Temple St & Virgil Ave & Silver Lake Blvd	0.915	E	0.916	E	0.001	No
11	Beverly Blvd & Virgil Ave & Council St	0.836	D	0.836	D	0.000	No
12	101 SB off-ramp & Rosewood Ave	0.380	A	0.381	A	0.001	No

The **Mobility** Group
Transportation Strategies & Solutions

Memorandum

To: Wes Pringle, LADOT

From: Michael Bates

Subject: Enlightenment Plaza Project – VMT Analysis

Date: February 5, 2020

Introduction

This memorandum provides an analysis of vehicle-miles traveled (VMT) for the Enlightenment Plaza Project using the most recent version of the City of Los Angeles VMT Calculator Version 1.2. The analysis shows that with applying the VMT impact criteria established by LADOT, the Proposed Project would not have significant VMT impacts. The project has an approved Transportation Impact Study (TIS). This information is being provided to supplement that study.

Background to VMT Analysis

State of California Senate Bill 743[1], requires the Governor's Office of Planning and Research to change the California Environmental Quality Act (CEQA) guidelines regarding transportation impact analysis. Under SB 743, the focus of transportation analysis will shift from driver delay – typically measured by traffic level of service (LOS) – to a new measurement that better address the state's goals on reduction of greenhouse gas emission (GHG), creation of multimodal transportation and promotion of mixed-use developments. Since 2014, the Governor's Office of Planning and Research has been developing guidelines and has recommended that vehicle-miles traveled (VMT) replace LOS as the primary measure of transportation impacts. Fully implemented guidelines were originally scheduled to be in place by January 1, 2016. However, an extension has allowed cities more time to establish an analysis methodology. The City of Los Angeles has updated its travel demand model, and has developed and calibrated to local conditions an impact evaluation methodology and transportation impact thresholds based on VMT. This is called the VMT Calculator. The City of Los Angeles has adopted the new CEQA methodology and thresholds as of July 30, 2019.

[1] SB 743(Steinberg, 2013).

VMT Analysis

VMT Screening

In accordance with LADOT, an initial assessment of the development project is conducted to determine if a VMT transportation assessment is required. A Development Project is defined as any proposed land use project that changes the use within an existing structure, creates an addition to an existing structure, or new construction, which includes any occupied floor area.

With respect to VMT, a VMT transportation assessment is required for Development Projects or Transportation Projects that meet the following criteria:

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

For the purpose of screening for daily vehicle trips, a proposed project's daily vehicle trips should be estimated using the VMT Calculator tool or the most recent edition of the ITE Trip Generation Manual. TDM strategies should not be considered for the purpose of screening. If existing land uses are present on the project site or there were previously terminated land uses that meet the criteria for trip credits, the daily vehicle trips generated by the existing or qualified terminated land uses can be estimated using the VMT Calculator tool and subtracted from the Project's daily vehicle trips to determine the increase in daily vehicle trips.

In accordance with these provisions, the project is expected to generate a net increase of 374 daily trips and thus a project VMT analysis is required. The summary results of the project screening are provided in Table 1 below. The VMT Calculator results for existing trips are shown on Appendix A.

VMT Thresholds

The LADOT VMT Calculator analyses in terms of Household VMT per Capita, and Work VMT per Employee. LADOT has identified thresholds for significant VMT impacts by sub-area of the city. For the area of the Proposed Project he following thresholds have been identified:

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

Table 1. Trip Generation – Project Screening

	Land Use	*Scale*	*Daily Vehicle Trips*
Proposed	Permanent Supportive Housing	449 DU	
	Apartments	5 DU	
	Sub-total		544
Existing	AT&T Yard		
	Sub-total		170
	Net Difference [Proposed – Existing]		374
	Analysis Required (Net Difference > 250)		Yes

VMT with Project

The VMT results are summarized in Table 2. The results show that with the Proposed Project, the Household VMT per Capita would be 5.4 compared to the threshold of 6.0, and the Work VMT per Capita would be 0.0 compared to the threshold of 7.6. Therefore, it is concluded that the Project would not cause significant VMT impacts. Appendix B provides the analysis results. The detailed application of the VMT calculator is described below.

Table 2 Summary of VMT Results

Category	*Household*			*Work*		
Scenario	*Household VMT Threshold*	*Household VMT Per Capita*	*Impact*	*Work VMT Threshold*	*Work VMT per Employee*	*Impact*
VMT With Proposed Project	6.0	5.4	No	7.6	0.0	No

Application of the LADOT VMT Calculator

Input on Project Land Use Information

This part of the VMT Calculator includes entering the Project location address by its latitude and longitude (to identify the specific location of the Project for the correct application of the VMT Calculator localized data), and the type and quantity of proposed land uses. Table 3 shows the land use quantities used for the traffic impact analysis in the Enlightenment Plaza Project Transportation Study (as shown in Table 3.1 of the Transportation Study), and input to the Calculator. Note that the existing AT&T Service Yard was entered into the Calculator with the trip totals in Table 3.1 of the Transportation Study.

Table 3. Project Land Uses

Land Use	*Quantity*
Existing Land Uses	
AT&T Service Yard Light Industrial	7,862 SF
Proposed Land Uses	
Permanent Supportive Housing Apartments	449 DU's 5 DU's

Input on Project Design Features and Mitigation Measures

The VMT Calculator allows input of various TDM strategies as either Project Design Features or as Mitigation Measures. No Project Design Features or Mitigation Measures that would affect trips for the Enlightenment Plaza Project were identified in the approved Traffic Study. The Calculator indicated the Proposed Project would not cause a significant VMT impact. For these two reasons, none were input into the VMT calculator.

Appendix A

VMT Analysis Results

VMT Calculator Inputs and Outputs

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

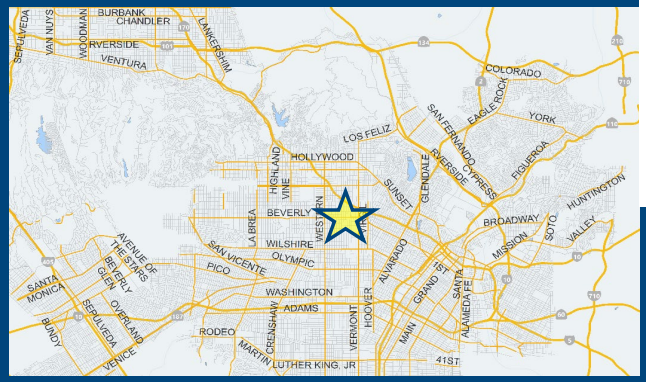
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: Enlightenment Plaza

Scenario: Proposed Project

Address: 321 N MADISON AVE, 90004



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
Housing | Single Family		DU
(custom) Light Industrial | Retail/Non-Retail	Non-Retail	LU type
(custom) Light Industrial | Residents	0	Person
(custom) Light Industrial | Employees	30	Person
(custom) Light Industrial | Daily	170	Trips
(custom) Light Industrial | HBW-Attraction Split	19	Percent
(custom) Light Industrial | HBO-Attraction Split	41	Percent
(custom) Light Industrial | NHB-Attraction Split	20	Percent
(custom) Light Industrial | HBW-Production Split	0	Percent
(custom) Light Industrial | HBO-Production Split	0	Percent
(custom) Light Industrial | NHB-Production Split	20	Percent

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

Proposed Project Land Use

Land Use Type	Value	Unit
Housing | Multi-Family	5	DU
Housing | Affordable Housing - Permanent Suppor	449	DU
Housing | Multi-Family	5	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
0 Daily Vehicle Trips	544 Daily Vehicle Trips
0 Daily VMT	3,228 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	544 Net Daily Trips
The net increase in daily VMT ≤ 0	3,228 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

2/5/2020

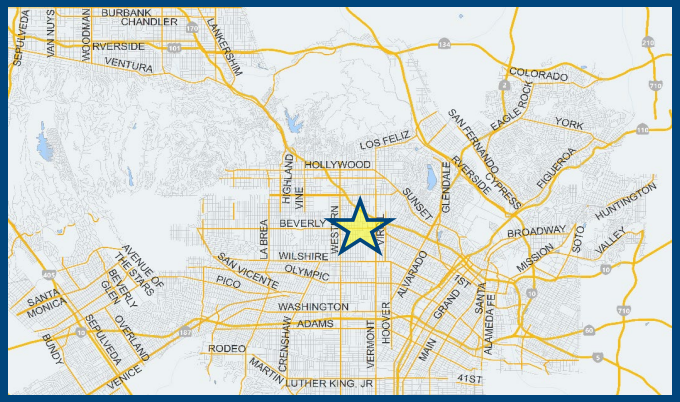
CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

Project Information

Project: Enlightenment Plaza

Scenario: Proposed Project

Address: 321 N MADISON AVE, 90004



Proposed Project Land Use Type	Value	Unit
Housing | Affordable Housing - Permanent Suppor	449	DU
Housing | Multi-Family	5	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	100	city code parking provision for the project site
☐ Proposed Prj ☐ Mitigation	74	actual parking provision for the project site
Unbundle Parking	150	monthly parking cost (dollar) for the project site
☐ Proposed Prj ☐ Mitigation		
Parking Cash-Out	50	percent of employees eligible
☐ Proposed Prj ☐ Mitigation		
Price Workplace Parking	6.00	daily parking charge (dollar)
☐ Proposed Prj ☐ Mitigation	25	percent of employees subject to priced parking
Residential Area Parking Permits	200	cost (dollar) of annual permit
☐ Proposed Prj ☐ Mitigation		

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
544 Daily Vehicle Trips	**544** Daily Vehicle Trips
3,228 Daily VMT	**3,228** Daily VMT
5.4 Household VMT per Capita	**5.4** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	**Work: N/A** Threshold = 7.6 15% Below APC

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 5, 2020
Project Name: Enlightenment Plaza
Project Scenario: Proposed Project
Project Address: 321 N MADISON AVE, 90004

Version 1.2

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	5	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	449	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	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*

Other	*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 5, 2020
Project Name: Enlightenment Plaza
Project Scenario: Proposed Project
Project Address: 321 N MADISON AVE, 90004

Version 1.2

Analysis Results			
Total Employees: 0 Total Population: 514			
Proposed Project		***With Mitigation***	
544	**Daily Vehicle Trips**	**544**	**Daily Vehicle Trips**
3,228	**Daily VMT**	**3,228**	**Daily VMT**
5.4	**Household VMT per Capita**	**5.4**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 7.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0 Work > 7.6	No N/A	Household > 6.0 Work > 7.6	No N/A

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: February 5, 2020
Project Name: Enlightenment Plaza
Project Scenario: Proposed Project
Project Address: 321 N MADISON AVE, 90004

Version 1.2

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: February 5, 2020
Project Name: Enlightenment Plaza
Project Scenario: Proposed Project
Project Address: 321 N MADISON AVE, 90004

Version 1.2

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: February 5, 2020
Project Name: Enlightenment Plaza
Project Scenario: Proposed Project
Project Address: 321 N MADISON AVE, 90004

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	169	-9.5%	153	8.1	1,369	1,239
Home Based Other Production	452	-34.1%	298	5.1	2,305	1,520
Non-Home Based Other Production	0	0.0%	0	7.6	0	0
Home-Based Work Attraction	0	0.0%	0	6.9	0	0
Home-Based Other Attraction	82	-36.6%	52	4.6	377	239
Non-Home Based Other Attraction	45	-8.9%	41	5.6	252	230

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	0.0%	153	1,239	0.0%	153	1,239
Home Based Other Production	0.0%	298	1,520	0.0%	298	1,520
Non-Home Based Other Production	0.0%	0	0	0.0%	0	0
Home-Based Work Attraction	0.0%	0	0	0.0%	0	0
Home-Based Other Attraction	0.0%	52	239	0.0%	52	239
Non-Home Based Other Attraction	0.0%	41	230	0.0%	41	230

MXD VMT Methodology Per Capita & Per Employee

Total Population: 514
Total Employees: 0
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**2,759**	**2,759**
Total Home Based Work Attraction VMT	**0**	**0**
Total Home Based VMT Per Capita	**5.4**	**5.4**
Total Work Based VMT Per Employee	**N/A**	**N/A**