



#### **MEMORANDUM**

TO: Laura Rodriguez, Eyestone Environmental

FROM: Jonathan Chambers, P.E.

DATE: October 19, 2020

RE: Transportation Assessment for the

Alternatives to the 1111 Sunset Boulevard Mixed-Use Project

Los Angeles, California

This memorandum summarizes the analysis of potential transportation impacts for alternatives to the 1111 Sunset Boulevard Mixed-Use Project (Project). Transportation impacts for the Project were analyzed in Draft Transportation Assessment for the 1111 Sunset Boulevard Mixed-Use Project (Gibson Transportation Consulting, Inc., June 2020) (TA).

#### PROJECT SUMMARY AND IMPACTS

#### **Project Description**

1111 Sunset Boulevard, LLC proposes two development scenarios: the Mixed-Use Development Scenario and the No-Hotel Development Scenario. The Mixed-Use Development Scenario would include up to 737 residential units (including up to 76 affordable housing units), up to 180 hotel rooms, up to 48,000 square feet (sf) of office space, and up to 95,000 sf of general commercial floor area. The No-Hotel Development Scenario would include up to 827 residential units (including up to 76 affordable housing units), up to 48,000 sf of office space, and up to 95,000 sf of general commercial floor area. Under both development scenarios, the commercial uses would consist of approximately 35,000 sf of restaurant space, a 27,300 sf grocery store, 14,500 sf of health club / gym / spa uses, and 18,200 sf of other retail uses (Commercial Uses). The Project's land uses are summarized in Table 1 for each development scenario.

#### Analysis Methodology

The TA analyzed the potential for the Project to result in significant impacts according to the California Environmental Quality Act (CEQA) thresholds identified in Transportation Assessment Guidelines (Los Angeles Department of Transportation [LADOT], July 2020) (TAG). The four thresholds considered are:

- Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies
- Threshold T-2.1: Causing Substantial Vehicle Miles Traveled

**Ref:** J1388

- Threshold T-3: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use
- Freeway Safety Analysis

#### **Analysis Results**

The Project, under both development scenarios, was reviewed and found to be consistent with all of the plans, programs, ordinances, and policies listed in TAG Table 2.1-1. The Project, therefore, has no significant impact with regard to Threshold T-1 and no mitigation measures are required. It was similarly found not to contribute to a cumulatively significant impact with regard to Threshold T-1.

The Project, under both development scenarios, was also found not to exceed Threshold T-2.1 regarding vehicle miles traveled (VMT) based on the use of LADOT's VMT Calculator tool (version 1.3), as shown in Table 2. Both development scenarios were assessed for household VMT per resident and work VMT per employee and under both scenarios the Project was lower than the thresholds of significance. The Project would also not contribute to a cumulatively significant impact with regard to Threshold T-2.1. Nonetheless, the Project would implement various transportation demand management (TDM) measures that were developed as part of a mitigation program under the level of service (LOS) based analysis that was previously prepared for the Project. These same TDM measures would be applied to the Alternatives as applicable, though only those measures classified as Project Design Features (including a reduced parking supply and the provision of bicycle parking consistent with the Los Angeles Municipal Code) were incorporated into the VMT analysis for each Alternative.

The Project, under both development scenarios, was found not to have a significant impact with regard to Threshold T-3, and no mitigation measures are required. The Project would not contribute to cumulatively significant impacts with regard to Threshold T-3.

The Project, under both development scenarios, was found not to have a significant impact with regard to freeway safety. This analysis relates to whether the queue at the SR 110 southbound off-ramp to Figueroa Terrace would reach back to the freeway mainline lanes. The Project would also not contribute to cumulatively significant impacts on freeway safety.

#### **PROJECT ALTERNATIVES**

Six alternatives to the Project were identified (collectively, Alternatives) for analysis in the Project's environmental documentation. Each of these Alternatives were analyzed to determine how their transportation impacts compared with those of the Project. The following Alternatives were identified:

• <u>Alternative 1 – No Project</u>: Alternative 1 is a condition in which the Project is not built. Any change in traffic conditions would be the result of ambient growth and other developments, as the Project Site would not generate any new trips.

- Alternative 2 Community Plan: Alternative 2 represents the potential development that could occur on the Project Site in accordance with existing land use designations and zoning. Alternative 2 would include development of up to 587 residential units (including 502 units in high-rise towers and 85 in low-rise buildings), 48,000 sf of office space, and 75,000 sf of general commercial floor area, assumed consistent in makeup to the Project's commercial floor area.
- Alternative 3 Office Campus: Alternative 3 would not include residential or hotel components but would substantially increase the office space compared to the Project. It would include development of up to 633,418 sf of office space and 75,000 sf of general commercial floor area, assumed consistent in makeup to the Project's commercial floor area.
- Alternative 4 Retail and Residential Campus: Alternative 4 would increase residential
  and commercial floor area while eliminating office and hotel uses. It would include
  development of up to 827 residential units (including 784 in high-rise towers and 43 in lowrise buildings) and 200,000 sf of general commercial floor area. For Alternative 4, the
  commercial space is assumed to consist of 75,000 sf of general retail, 40,000 sf grocery
  store, 25,000 sf of health club / gym / spa uses, 30,000 sf of restaurant uses, and a 30,000
  sf movie theater (eight screens).
- Alternative 5 Reduced Density: Alternative 5 represents a 35% reduction in density from all land uses proportionally compared to the Mixed-Use Development Scenario. Therefore, it would consist of 479 residential units (including 394 in high-rise towers and 85 in low-rise buildings), a 117-room hotel with up to 13,000 sf of food and beverage and accessory retail space, up to 31,200 sf of office space, and up to 48,750 sf of general commercial floor area expected to consist of 16,250 sf of restaurant, a 17,745 sf grocery store, 9,425 sf of health club / gym / spa, and 5,330 sf of other retail uses.
- <u>Alternative 6 Residential Townhomes</u>: Alternative 6 would construct 250 residential townhomes in 300,000 sf of low-rise building area. It would eliminate office space, hotel, and all retail and restaurant space proposed by the Project.

Table 1 summarizes the land use program for both Project development scenarios and each of the Alternatives.

Each of the Alternatives, excepting Alternative 1 (No Project), is conceived as a pedestrian- and transit-oriented development that emphasizes accessibility by all travel modes, like the Project, and would widen all of the sidewalks adjacent to the Project Site to meet the standard widths from *Mobility Plan 2035: An Element of the General Plan* (Los Angeles Department of City Planning (LADCP), January 2016) (Mobility Plan). Each would include development of the Transportation Center near the pedestrian access from Sunset Boulevard that would support multi-modal mobility options such as bicycle and scooter rentals. Each would have the same access plan as the Project. Finally, each would include the same TDM program as the Project, as applicable, and would provide bicycle parking consistent with Los Angeles Municipal Code requirements.

Each of the Alternatives were analyzed in a manner consistent with the Project analysis from the TA for each of the four CEQA thresholds. For the VMT analysis, as with the Project, the TDM measures classified as Project Design Features were incorporated into the analysis of each

Alternative and other TDM measures were not. As with the Project, a supplemental VMT analysis was conducted for each Alternative with incorporation of all TDM measures for use in analyses of air quality, greenhouse gas, and energy in the Project's environmental documentation. VMT Calculator reports for each of the Alternatives only considering the Project Design Features are provided in Attachment A and supplemental VMT Calculator reports for each Alternative considering all TDM measures are provided in Attachment B. The queue reports for the freeway safety analysis are provided in Attachment C.

#### **ALTERNATIVE 1: NO PROJECT**

Alternative 1 would not change the Project Site from the existing condition and, therefore, would have no transportation impact under any of the four CEQA thresholds. However, under Alternative 1, the benefits of the Project would not be realized, including community-serving assets such as wider sidewalks around the Project Site, the Transportation Center near Sunset Boulevard, and the support of many City policies that the Project provides.

#### **ALTERNATIVE 2: COMMUNITY PLAN**

#### Threshold T-1 – Consistency Analysis

Alternative 2 is similar to the No-Hotel Development Scenario but with fewer residential units and less commercial space. Because Alternative 2 would provide the same basic Project Site plan and similar mix of land uses as the Project, it would be similarly consistent as the Project with regard to each of the plans, programs, ordinances, and policies identified in Table 2.1-1 of the TAG. It would not result in any significant impact nor require any mitigation measures under Threshold T-1.

#### Threshold T-2.1 - VMT Analysis

As shown in Table 3, Alternative 2 is estimated to generate 41,996 total daily VMT, which is less than the Project would generate under either development scenario. It would generate average household VMT per resident of 5.1, which is greater than the Project would generate under either development scenario, but less than the significant impact threshold. Alternative 2 would generate average work VMT per employee of 8.4, which is equal to the Project's results under the Mixed-Use Development Scenario and greater than the Project's results under the No-Hotel Development Scenario but less than the significant impact threshold. Alternative 2 would not contribute to a cumulatively significant impact under Threshold T-2.1.

#### Threshold T-3 - Hazards Analysis

Alternative 2 would have the same access plan as the Project, including six different access points around the Project Site. Because Alternative 2 would include less development than the Project, it would generate fewer vehicular, pedestrian, bicycle, and transit trips than the Project under either development scenario. Therefore, the potential operational impacts of Alternative 2 under Threshold T-3 would be less than those of the Project. Nonetheless, Threshold T-3 primarily deals

with the physical configuration of the access points, which would be the same between Alternative 2 and the Project. Therefore, like the Project, Alternative 2 would not result in any hazards from the design or operation of the access points and would not result in significant impacts. It would similarly not contribute to a cumulatively significant impact under Threshold T-3.

#### Freeway Safety Analysis

Alternative 2 would generate 16 morning peak hour trips and 24 afternoon peak hour trips on the SR 110 southbound off-ramp to Figueroa Terrace. Therefore, Alternative 2 does not meet the 25-trip threshold requiring analysis. Nonetheless, under Future with Alternative 2 Conditions, Alternative 2 would result in a ramp queue of 1.1 vehicles (approximately 28 feet based on 25 feet per vehicle) during the morning peak hour and 3.6 vehicles (90 feet) during the afternoon peak hour. The off-ramp provides approximately 500 feet of queuing space before reaching the freeway mainline lanes and, therefore, Alternative 2 would not result in a freeway safety impact nor contribute to a cumulatively significant impact, and no mitigation is required.

#### **ALTERNATIVE 3: OFFICE CAMPUS**

#### Threshold T-1 – Consistency Analysis

Alternative 3 would not include any residential or hotel uses but would instead construct up to 633,418 sf of office along with the commercial uses. Because Alternative 3 would provide the same basic Project Site plan and a mix of office and commercial land uses, it would be similarly consistent as the Project with regard to each of the plans, programs, ordinances, and policies identified in Table 2.1-1 of the TAG., except for those that address residential development. It would not result in any significant impact nor require any mitigation measures under Threshold T-1

#### Threshold T-2.1 – VMT Analysis

As shown in Table 4, Alternative 3 is estimated to generate 54,641 total daily VMT, which is less than the Project would generate under the Mixed-Use Development Scenario but greater than it would generate under the No-Hotel Development Scenario. With no residential component, it would not generate any household VMT per resident. Alternative 3 would generate average work VMT per employee of 7.2, which is less than the Project under either development scenario and lower than the significant impact threshold. Alternative 3 would not contribute to a cumulatively significant impact under Threshold T-2.1.

#### Threshold T-3 – Hazards Analysis

Alternative 3 would have the same access plan as the Project, including six different access points around the Project Site. Alternative 3 would generate more traffic than either Project development scenario on a daily basis and during each peak hour, and that traffic would be more concentrated in single directions (i.e., heavily inbound during the morning peak hour and outbound during the afternoon peak hour). Therefore, the potential operational impacts of Alternative 3 under

Threshold T-3 would be greater than those of the Project. Nonetheless, Threshold T-3 primarily deals with the physical configuration of the access points, which would be the same between Alternative 3 and the Project. Therefore, like the Project, Alternative 3 would not result in any hazards from the design or operation of the access points and would not result in significant impacts. It would similarly not contribute to a cumulatively significant impact under Threshold T-3.

#### Freeway Safety Analysis

Alternative 3 would generate 60 morning peak hour trips and 25 afternoon peak hour trips on the SR 110 southbound off-ramp to Figueroa Terrace. Under Future with Alternative 3 Conditions, Alternative 3 would result in a ramp queue of 1.7 vehicles (43 feet) during the morning peak hour and 3.6 vehicles (90 feet) during the afternoon peak hour. The off-ramp provides approximately 500 feet of queuing space before reaching the freeway mainline lanes and, therefore, Alternative 3 would not result in a freeway safety impact nor contribute to a cumulatively significant impact, and no mitigation is required.

#### **ALTERNATIVE 4: RETAIL AND RESIDENTIAL CAMPUS**

#### Threshold T-1 – Consistency Analysis

Alternative 4 would be similar to the No-Hotel Development Scenario, but instead of up to 48,000 sf of office space, it would have up to 200,000 sf of commercial uses (an increase of 105,000 sf compared to the No-Hotel Development Scenario). Because Alternative 4 would provide the same basic Project Site plan and a mix of residential and commercial land uses, it would be similarly consistent as the Project with regard to each of the plans, programs, ordinances, and policies identified in Table 2.1-1 of the TAG. It would not result in any significant impact nor require any mitigation measures under Threshold T-1.

#### Threshold T-2.1 – VMT Analysis

As shown in Table 5, Alternative 4 is estimated to generate 68,821 total daily VMT, which is greater than the Project would generate under either development scenario. It would generate average household VMT per resident of 4.9, which is equal to what the Project would generate under the No-Hotel Development Scenario and below the threshold for a significant VMT impact.

The TAG identifies a distinct VMT impact criterion for regional-serving retail projects, which it defines as retail projects that exceed 50,000 sf of floor area. Such a project would have a significant impact if it resulted in a net increase in VMT due to attracting retail customers from a longer distance than they currently travel to meet their commercial needs. Chapter 5 of the TA details an analysis of the Project's commercial uses under both Development Scenarios and concludes that the Project is not a regional-serving retail project and that, further, it would not result in a net increase in VMT because it would better serve the local community than existing more distant commercial uses. Similarly, Alternative 4, though providing more commercial space than the Project, would help to meet the current needs of the community as well as serving the additional demand generated by the Project's residents and would ultimately result in a net

reduction of regional VMT compared to conditions without Alternative 4. Therefore, the commercial uses of Alternative 4 would not result in a significant impact with respect to VMT.

Alternative 4 would not contribute to a cumulatively significant impact under Threshold T-2.1.

#### Threshold T-3 - Hazards Analysis

Alternative 4 would have the same access plan as the Project, including six different access points around the Project Site. Alternative 4 would generate more traffic than either Project development scenario on a daily basis and during the afternoon peak hour and, therefore, Access Points #1 and #3¹ would be required to accommodate more traffic under Alternative 4 than under the Project. Therefore, the potential operational impacts of Alternative 4 under Threshold T-3 would be greater than those of the Project. Nonetheless, Threshold T-3 primarily deals with the physical configuration of the access points, which would be the same between Alternative 4 and the Project. Therefore, like the Project, Alternative 4 would not result in any hazards from the design or operation of access points and would not result in significant impacts. It would similarly not contribute to a cumulatively significant impact under Threshold T-3.

#### Freeway Safety Analysis

Alternative 4 would generate 16 morning peak hour trips and 39 afternoon peak hour trips on the SR 110 southbound off-ramp to Figueroa Terrace. Under Future with Alternative 4 Conditions, Alternative 4 would result in a ramp queue of 1.1 vehicles (28 feet) during the morning peak hour and 4.0 vehicles (100 feet) during the afternoon peak hour. The off-ramp provides approximately 500 feet of queuing space before reaching the freeway mainline lanes and, therefore, Alternative 4 would not result in a freeway safety impact nor contribute to a cumulatively significant impact, and no mitigation is required.

#### **ALTERNATIVE 5: REDUCED DENSITY**

#### Threshold T-1 – Consistency Analysis

Alternative 5 is similar to the Mixed-Use Development Scenario but with 35% less density overall. Because Alternative 5 would provide the same basic Project Site plan and mix of land uses as the Project, it would be similarly consistent as the Project with regard to each of the plans, programs, ordinances, and policies identified in Table 2.1-1 of the TAG. It would not result in any significant impact nor require any mitigation measures under Threshold T-1.

#### Threshold T-2.1 – VMT Analysis

As shown in Table 6, Alternative 5 is estimated to generate 37,460 total daily VMT, which is less than the Project would generate. It would generate average household VMT per resident of 5.1,

<sup>&</sup>lt;sup>1</sup> Access Point #2 serves the Elysian Parking Facility and emergency vehicle access only. It does not provide access to the Alternative 4 parking structure.

which is greater than the Project would generate under either development scenario but less than the significant impact threshold. Alternative 5 would generate average work VMT per employee of 8.5, which is also greater than the Project under either development scenario but less than the significant impact threshold. Alternative 5 would not contribute to a cumulatively significant impact under Threshold T-2.1.

#### Threshold T-3 - Hazards Analysis

Alternative 5 would have the same access plan as the Project, including six different access points around the Project Site. Because Alternative 5 would include 35% less development than the Mixed-Use Development Scenario, it would generate fewer vehicular, pedestrian, bicycle, and transit trips than the Project. Therefore, the potential operational impacts of Alternative 5 under Threshold T-3 would be less than those of the Project. Nonetheless, Threshold T-3 primarily deals with the physical configuration of the access points, which would be the same between Alternative 5 and the Project. Therefore, like the Project, Alternative 5 would not result in any hazards from the design or operation of access points and would not result in significant impacts. It would similarly not contribute to a cumulatively significant impact under Threshold T-3.

#### **Freeway Safety Analysis**

Alternative 5 would generate 15 morning peak hour trips and 22 afternoon peak hour trips on the SR 110 southbound off-ramp to Figueroa Terrace. Therefore, Alternative 5 does not meet the 25-trip threshold requiring analysis. Nonetheless, under Future with Alternative 5 Conditions, Alternative 5 would result in a ramp queue of 1.1 vehicles (28 feet) during the morning peak hour and 3.5 vehicles (88 feet) during the afternoon peak hour. The off-ramp provides approximately 500 feet of queuing space before reaching the freeway mainline lanes and, therefore, Alternative 5 would not result in a freeway safety impact nor contribute to a cumulatively significant impact, and no mitigation is required.

#### **ALTERNATIVE 6: RESIDENTIAL TOWNHOMES**

#### Threshold T-1 – Consistency Analysis

Alternative 6 is a residential-only alternative with far less density than either Project development scenario. Because Alternative 6 would provide the same basic Project Site plan, it would be similarly consistent as the Project with regard to many of the plans, programs, ordinances, and policies identified in Table 2.1-1 of the TAG. However, as a single-use development rather than a mixed-use development, Alternative 6 would be less supportive of certain plans, programs, ordinances, and policies encouraging mixes of land uses than the Project would be.

Alternative 6 would be less supportive of Mobility Plan Policies 3.3, Land Use Access and Mix, and 5.2, VMT (as described below under Threshold T-2.1 – VMT Analysis, Alternative 6 would result in a higher VMT per resident than the Project under either development scenario).

Alternative 6 would be less supportive of policies in *Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan* (LADCP, March 2015). While it would support pedestrian

activity, it would not provide the commercial space that could include a health club / gym / spa in support of Policy 1.5, Plan for Health. It would also provide fewer affordable housing units compared to the Project and no employment or entrepreneurial opportunities, thereby being less supportive of Policies 1.6, Poverty and Health, 1.7, Displacement and Health, and 2.1, Access to Goods and Services. It would also be less supportive of Policy 5.7, Land Use Planning for Public Health and Greenhouse Gas Emission Reduction, due to the aforementioned new significant VMT impact.

Alternative 6 would continue to support many of the plans, programs, ordinances, and policies supported by the Project, and would not interfere with any others except as discussed above. Therefore, like the Project, Alternative 6 would not result in any significant impact nor require any mitigation measures under Threshold T-1.

#### Threshold T-2.1 – VMT Analysis

As shown in Table 7, Alternative 6 is estimated to generate 6,896 total daily VMT, which is less than the Project would generate under either development scenario. It would generate average household VMT per resident of 6.1, which is greater than the Project would generate under either development scenario but less than the significant impact threshold. Without an employment component, Alternative 6 would not generate any work VMT. Alternative 6 would not contribute to a cumulatively significant impact under Threshold T-2.1.

#### Threshold T-3 – Hazards Analysis

Alternative 6 would have the same access plan as the Project, including six different access points around the Project Site. Because Alternative 6 would include less development than the Project, it would generate fewer vehicular, pedestrian, bicycle, and transit trips than the Project under either development scenario. Therefore, the potential operational impacts of Alternative 6 under Threshold T-3 would be less than those of the Project. Nonetheless, Threshold T-3 primarily deals with the physical configuration of the access points, which would be the same between Alternative 6 and the Project. Therefore, like the Project, Alternative 6 would not result in any hazards from the design or operation of access points and would not result in significant impacts. It would similarly not contribute to a cumulatively significant impact under Threshold T-3.

#### Freeway Safety Analysis

Alternative 6 would generate three morning peak hour trips and nine afternoon peak hour trips on the SR 110 southbound off-ramp to Figueroa Terrace. Therefore, Alternative 6 does not meet the 25-trip threshold requiring analysis. Nonetheless, under Future with Alternative 6 Conditions, Alternative 6 would result in a ramp queue of 0.9 vehicles (23 feet) during the morning peak hour and 3.2 vehicles (80 feet) during the afternoon peak hour. The off-ramp provides approximately 500 feet of queuing space before reaching the freeway mainline lanes and, therefore, Alternative 6 would not result in a freeway safety impact nor contribute to a cumulatively significant impact, and no mitigation is required.

#### **SUMMARY AND CONCLUSION**

Table 8 summarizes the household VMT per resident and work VMT per employee for each Alternative. As shown, Alternative 4 would generate the most total VMT and Alternative 6 would generate the least, aside from Alternative 1 (No Project). Aside from the two Alternatives with no residential component, the Project's Mixed-Use Development Scenario would generate the lowest household VMT per resident at 4.8. Aside from the two alternatives with no employment component, Alternative 3 would generate the lowest work VMT per employee at 7.2. None of the alternatives would result in significant impacts with respect to VMT.

Table 9 summarizes the results of the analysis for each of the four CEQA thresholds for the Project and each Alternative. As shown, all alternatives would result in less-than-significant impacts under each CEQA threshold.

TABLE 1 **ALTERNATIVES LAND USE PROGRAM SUMMARY** 

Land Use	Project Mixed-Use Development Scenario	Project No-Hotel Development Scenario	Alternative 1 No Project	Alternative 2 Community Plan	Alternative 3 Office Campus	Alternative 4 Retail & Residential Campus	Alternative 5 Reduced Density	Alternative 6 Residential Townhomes
Residential Units	737 units	827 units	-	587 units	-	827 units	479 units	250 units
Market Rate	661 units	751 units	-	587 units	-	751 units	479 units	250 units
Affordable	76 units	76 units	-	-	-	76 units	-	-
Hotel	180 rooms	-	-	-	-	-	117 rooms	-
Hotel Retail [a]	10,000 sf	-	-	-	-	-	6,500 sf	-
Hotel Restaurant [b]	10,000 sf	-	-	-	-	-	6,500 sf	-
Office	48,000 sf	48,000 sf	-	48,000 sf	633,418 sf	-	31,200 sf	-
General Commercial	75,000 sf	95,000 sf	-	75,000 sf	75,000 sf	200,000 sf	48,750 sf	-
Retail	8,200 sf	18,200 sf	-	8,200 sf	8,200 sf	75,000 sf	5,330 sf	-
Health Club / Gym / Spa	14,500 sf	14,500 sf	-	14,500 sf	14,500 sf	25,000 sf	9,425 sf	-
Grocery Store	27,300 sf	27,300 sf	-	27,300 sf	27,300 sf	40,000 sf	17,745 sf	-
Restaurant	25,000 sf	35,000 sf	-	25,000 sf	25,000 sf	30,000 sf	16,250 sf	-
Movie Theater				-		900 seats		

Notes: sf = square feet

[a] For use in the VMT Calculator under Threshold T-2.1, hotel retail is combined with general retail.[b] For use in the VMT Calculator under Threshold T-2.1, hotel restaurant is combined with general restaurant.

TABLE 2
VMT ANALYSIS SUMMARY

Land Use Information	Mixed-Use Development Scenario	No-Hotel Development Scenario
Multi-Family Housing	661 units	751 units
Affordable Family Housing	76 units	76 units
Hotel	180 rooms	-
General Office	48,000 sf	48,000 sf
General Retail	18,200 sf	18,200 sf
High-Turnover Sit-Down Restaurant	35,000 sf	35,000 sf
Health Club	14,500 sf	14,500 sf
Grocery Store	27,300 sf	27,300 sf
VMT Analysis	Mixed-Use Development Scenario	No-Hotel Development Scenario
Resident Population	1,728	1,931
Employee Population	582	492
Project Area Planning Commission	East Los Angeles	East Los Angeles
Project Travel Behavior Zone	Compact Infill (Zone 3)	Compact Infill (Zone 3)
Total Daily VMT	56,710	53,035
Home-Based Production VMT	8,309	9,413
Home-Based Work Attraction VMT	4,886	4,095
Household VMT per Resident [a]	4.8	4.9
Impact Threshold	7.2	7.2
Significant Impact	NO	NO
Work VMT per Employee [b]	8.4	8.3
Impact Threshold	12.7	12.7
Significant Impact	NO	NO

- [a] Based on home-based production VMT.
- [b] Based on home-based work attraction VMT.

# TABLE 3 ALTERNATIVE 2 VMT ANALYSIS SUMMARY

Alternative 2 Information				
Alternative 2 Land Uses	Size			
Multi-Family Housing	587 units			
General Office	48,000 sf			
General Retail	8,200 sf			
High-Turnover Sit-Down Restaurant	25,000 sf			
Health Club	14,500 sf			
Grocery Store	27,300 sf			
Alternative 2 Analysis				
Resident Population	1,323			
Employee Population	432			
Project Area Planning Commission	East Los Angeles			
Project Travel Behavior Zone	Compact Infill (Zone 3)			
Total Daily VMT	41,996			
Home-Based Production VMT	6,708			
Home-Based Work Attraction VMT	3,622			
Household VMT per Resident [a]	5.1			
Impact Threshold	7.2			
Significant Impact	NO			
Work VMT per Employee [b]	8.4			
Impact Threshold	12.7			
Significant Impact	NO			

- [a] Based on home-based production VMT.
- [b] Based on home-based work attraction VMT.

# TABLE 4 ALTERNATIVE 3 VMT ANALYSIS SUMMARY

Alternative 3 Information					
Alternative 3 Land Uses	Size				
General Office	633,418 sf				
General Retail	8,200 sf				
High-Turnover Sit-Down Restaurant	25,000 sf				
Health Club	14,500 sf				
Grocery Store	27,300 sf				
Alternative 3 Analysis					
Resident Population	0				
Employee Population	2,774				
Project Area Planning Commission	East Los Angeles				
Project Travel Behavior Zone	Compact Infill (Zone 3)				
Total Daily VMT	54,641				
Home-Based Production VMT	0				
Home-Based Work Attraction VMT	19,863				
Household VMT per Resident [a]	n/a				
Impact Threshold	7.2				
Significant Impact	n/a				
Work VMT per Employee [b]	7.2				
Impact Threshold	12.7				
Significant Impact	NO				

- [a] Based on home-based production VMT.
- [b] Based on home-based work attraction VMT.

## TABLE 5 ALTERNATIVE 4 VMT ANALYSIS SUMMARY

Alternative 4 Information				
Alternative 4 Land Uses	Size			
Multi-Family Housing	751 units			
Affordable Family Housing	76 units			
General Retail	75,000 sf			
High-Turnover Sit-Down Restaurant	30,000 sf			
Health Club	25,000 sf			
Grocery Store	40,000 sf			
Movie Theater	900 seats			
Alternative 4 Analysis				
Resident Population	1,931			
Employee Population	473			
Project Area Planning Commission	East Los Angeles			
Project Travel Behavior Zone	Compact Infill (Zone 3)			
Total Daily VMT	68,821			
Home-Based Production VMT	9,365			
Home-Based Work Attraction VMT	3,925			
Household VMT per Resident [a]	4.9			
Impact Threshold	7.2			
Significant Impact	NO			
Work VMT per Employee [b]	n/a			
Impact Threshold	12.7			
Significant Impact	NO			

- [a] Based on home-based production VMT.
- [b] The VMT Calculator is not designed to calculate VMT specifically associated with customerserving commercial uses such as those of Alternative 4. Rather, the VMT analysis for Alternative 4 is based on a qualitative assessment of the net VMT effects of Alternative

# TABLE 6 ALTERNATIVE 5 VMT ANALYSIS SUMMARY

Alternative 5 Information				
Alternative 5 Land Uses	Size			
Multi-Family Housing	479 units			
Hotel	117 rooms			
General Office	31,200 sf			
General Retail	11,830 sf			
High-Turnover Sit-Down Restaurant	22,750 sf			
Health Club	9,425 sf			
Grocery Store	17,745 sf			
Alternative 5 Analysis				
Resident Population	1,079			
Employee Population	378			
Project Area Planning Commission	East Los Angeles			
Project Travel Behavior Zone	Compact Infill (Zone 3)			
Total Daily VMT	37,460			
Home-Based Production VMT	5,513			
Home-Based Work Attraction VMT	3,210			
Household VMT per Resident [a]	5.1			
Impact Threshold	7.2			
Significant Impact	NO			
Work VMT per Employee [b]	8.5			
Impact Threshold	12.7			
Significant Impact	NO			

- [a] Based on home-based production VMT.
- [b] Based on home-based work attraction VMT.

# TABLE 7 ALTERNATIVE 6 VMT ANALYSIS SUMMARY

Alternative 6 Information				
Alternative 6 Land Uses	Size			
Multi-Family Housing	250 units			
Alternative 6 Analysis				
Resident Population	563			
Employee Population	0			
Project Area Planning Commission	East Los Angeles			
Project Travel Behavior Zone	Compact Infill (Zone 3)			
Total Daily VMT	6,896			
Home-Based Production VMT	3,434			
Home-Based Work Attraction VMT	0			
Household VMT per Resident [a]	6.1			
Impact Threshold	7.2			
Significant Impact	NO			
Work VMT per Employee [b]	n/a			
Impact Threshold	12.7			
Significant Impact	NO			

- [a] Based on home-based production VMT.
- [b] Based on home-based work attraction VMT.

TABLE 8
ALTERNATIVES VMT IMPACT SUMMARY

	Peak Hour Significant Impacts							
Scenario and Location	Project Mixed-Use Development Scenario	Project No-Hotel Development Scenario	Alternative 1 No Project	Alternative 2 Community Plan	Alternative 3 Office Campus	Alternative 4 Retail & Residential Campus	Alternative 5 Reduced Density	Alternative 6 Residential Townhomes
Total Daily VMT	56,710	53,035	0	41,996	54,641	68,821	37,460	6,896
Household VMT per Resident	4.8	4.9	n/a	5.1	n/a	4.9	5.1	6.1
Impact Threshold	7.2	7.2	7.2	7.2	7.2	7.2	7.2	7.2
Significant Impact	NO	NO	NO	NO	NO	NO	NO	NO
Work VMT per Employee	8.4	8.3	n/a	8.4	7.2	n/a	8.5	n/a
Impact Threshold	12.7	12.7	12.7	12.7	12.7	12.7	12.7	12.7
Significant Impact	NO	NO	NO	NO	NO	NO	NO	NO

TABLE 9
ALTERNATIVES SIGNIFICANT IMPACT SUMMARY

Development Scenario or Alternative	Threshold T-1 Conflicting with Plans, Programs, Ordinances, or Policies	Threshold T-2.1 Causing Substantial Vehicle Miles Traveled	Threshold T-3 Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use	Freeway Safety Analysis
Project Mixed-Use Development Scenario	Less-than-significant	Less-than-significant	Less-than-significant	Less-than-significant
Project No-Hotel Development Scenario	Less-than-significant	Less-than-significant	Less-than-significant	Less-than-significant
No-Hotel Development Scenario	Less-than-significant	Less-than-significant	Less-than-significant	Less-than-significant
Alternative 2 Community Plan	Less-than-significant	Less-than-significant	Less-than-significant	Less-than-significant
Alternative 3 Office Campus	Less-than-significant	Less-than-significant	Less-than-significant	Less-than-significant
Alternative 4 Retail & Residential Campus	Less-than-significant	Less-than-significant	Less-than-significant	Less-than-significant
Alternative 5 Reduced Density	Less-than-significant	Less-than-significant	Less-than-significant	Less-than-significant
Alternative 6 Residential Townhomes	Less-than-significant	Less-than-significant	Less-than-significant	Less-than-significant

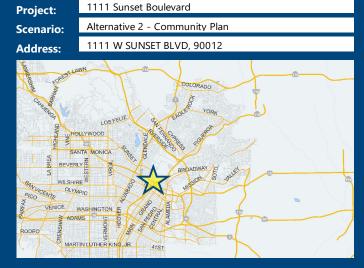
# Attachment A VMT Calculator Output

### Alternative 2 Community Plan

### **CITY OF LOS ANGELES VMT CALCULATOR Version 1.3**

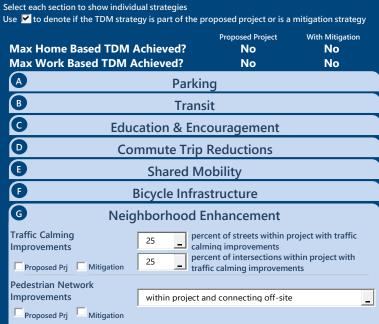


#### **Project Information**



#### **Proposed Project Land Use Type** Unit Value Housing | Multi-Family 587 DU Retail | General Retail 8.2 ksf Retail | Supermarket 27.3 ksf Retail | Health Club 14.5 ksf Retail | High-Turnover Sit-Down Restaurant 25 ksf 48 Office | General Office ksf

### **TDM Strategies**



#### **Analysis Results**

Proposed Project	With Mitigation		
<b>6,557</b> Daily Vehicle Trips	<b>6,557</b> Daily Vehicle Trips		
<b>41,966</b> Daily VMT	<b>41,966</b> Daily VMT		
<b>5.1</b> Houseshold VMT per Capita	<b>5.1</b> Houseshold VMT per Capita		
<b>8.4</b> Work VMT per Employee	<b>8.4</b> Work VMT per Employee		
Significant \	/MT Impact?		
Household: No Threshold = 7.2 15% Below APC	Household: No Threshold = 7.2 15% Below APC		
Work: No Threshold = 12.7 15% Below APC	Work: No Threshold = 12.7 15% Below APC		



**Report 1: Project & Analysis Overview** 

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard

Project Scenario: Alternative 2 - Community Plan

Project Address: 1111 W SUNSET BLVD, 90012



Project Information					
Land	d Use Type	Value	Units		
	Single Family	0	DU		
	Multi Family	587	DU		
Housing	Townhouse	0	DU		
	Hotel	0	Rooms		
	Motel	Value           0           587           0	Rooms		
	Family	0	DU		
Affordable Housing	Senior	0	DU		
Affordable Housing	Special Needs	0	DU		
	Permanent Supportive	Value  0 587 0 0 0 0 0 0 0 0 0 0 0 0 8.200 0.000 0.000 27.300 0.000 14.500 25.000 0.000	DU		
	General Retail	8.200	ksf		
	Furniture Store	0.000	ksf		
	Pharmacy/Drugstore	0.000	ksf		
	Supermarket	27.300	ksf		
	Bank	0.000	ksf		
	Health Club	14.500	ksf		
Retail	High-Turnover Sit-Down	25.000	Lock		
Ketali	Restaurant	25.000	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	48.000	ksf		
Office	Medical Office	0.000	ksf		
	Light Industrial	0.000	ksf		
Industrial	Manufacturing	0.000	ksf		
	Warehousing/Self-Storage	Value           0           587           0	ksf		
	University	0	Students		
	High School	0	Students		
School	Middle School	0	Students		
	Elementary	0	Students		
	Private School (K-12)	0	Students		
Other	,	0	Trips		

**Report 1: Project & Analysis Overview** 

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard

Project Scenario: Alternative 2 - Community Plan

Project Address: 1111 W SUNSET BLVD, 90012



Analysis Results						
	Total Employees: 432					
	• •					
	Total Population:					
Propose	ed Project	With Mi	itigation			
6,557	Daily Vehicle Trips	6,557	Daily Vehicle Trips			
41,966	Daily VMT	41,966	Daily VMT			
F 1	Household VMT	F 4	Household VMT per			
5.1	per Capita	5.1	Capita			
	Work VMT		Work VMT per			
8.4	per Employee	8.4	Employee			
	,					
	Significant VMT	Impact?				
	APC: East Los A	ngeles				
	Impact Threshold: 15% Beld	ow APC Average				
	Household = 7	7.2				
	Work = 12.7	,				
Propose	ed Project	With Mitigation				
VMT Threshold	Impact	VMT Threshold	Impact			
Household > 7.2	No	Household > 7.2	No			
Work > 12.7	No	Work > 12.7	No			

**Report 2: TDM Inputs** 

Date: October 17, 2020 Project Name: 1111 Sunset Boulevard

Project Scenario: Alternative 2 - Community Plan Project Address: 1111 W SUNSET BLVD, 90012



	TDM Strategy Inputs								
Stra	tegy Type	Description	Mitigations						
	Dadusa padina amalu	City code parking provision (spaces)		1661					
	Reduce parking supply	Act	Actual parking provision (spaces)	980	980				
	Unbundle parking	Monthly cost for parking (\$)	\$0	\$0					
Parking	Parking cash-out	Employees eligible (%)	0%	0%					
	Price workplace	Daily parking charge (\$)	\$0.00	\$0.00					
	parking	Employees subject to priced parking (%)	0%	0%					
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0					

(cont. on following page)

**Report 2: TDM Inputs** 

Date: October 17, 2020 Project Name: 1111 Sunset Boulevard

Project Scenario: Alternative 2 - Community Plan Project Address: 1111 W SUNSET BLVD, 90012



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

**Report 2: TDM Inputs** 

Date: October 17, 2020 Project Name: 1111 Sunset Boulevard

Project Scenario: Alternative 2 - Community Plan Project Address: 1111 W SUNSET BLVD, 90012



Strate	еду Туре	Description	<b>Proposed Project</b>	Mitigations
Required commute trip reduction program		Employees participating (%)	0%	0%
	Alternative Work Schedules and	Employees participating (%)	0%	0%
	Telecommute	Type of program	0	0
Commute Trip Reductions		Degree of implementation (low, medium, high)	0	0
	Employer sponsored vanpool or shuttle	Employees eligible (%)	0%	0%
		Employer size (small, medium, large)	0	0
	Ride-share program	Employees eligible (%)	0%	0%
	Car share	Car share project setting (Urban, Suburban, All Other)	0	0
Shared Mobility	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

**Report 2: TDM Inputs** 

Date: October 17, 2020 Project Name: 1111 Sunset Boulevard

Project Scenario: Alternative 2 - Community Plan Project Address: 1111 W SUNSET BLVD, 90012



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

**Report 3: TDM Outputs** 

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard
Project Scenario: Alternative 2 - Community Plan
Project Address: 1111 W SUNSET BLVD, 90012



#### **TDM Adjustments by Trip Purpose & Strategy**

		I lama D	ased Work	I lama D	ased Work	/ /	: Compact		ased Other	Non Home	Based Other	Non Homo	Based Other	
			useu vvork luction		action		luction		action		luction		виѕеи Отпет action	Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	_ 300766
	Reduce parking supply	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy
Parking	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Appendix, Parkin
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1 - 5
	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%	
	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy
Transit	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Appendix, Transis sections 1 - 3
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education &	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education &
Encouragement	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Encouragement sections 1 - 2
	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Reductions sections 1 - 4
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	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
Shared Mobility	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%	Appendix, Share
Jilai Cu Wiosility	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%	Mobility sections 1 - 3

**Report 3: TDM Outputs** 

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard

Project Scenario: Alternative 2 - Community Plan Project Address: 1111 W SUNSET BLVD, 90012



#### TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Inf	Р	lace	type:	Com	pact	Infi
-------------------------	---	------	-------	-----	------	------

			riace type. compact inini											
			ased Work luction		ased Work action		ased Other Juction		ased Other action		Based Other		Based Other	Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Source
	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
Bicycle Infrastructure	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%	Appendix, Bicycle Infrastructure
	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%	sections 1 - 3
Neighborhood	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,
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%	Neighborhood Enhancement sections 1 - 2

	Final Combined & Maximum TDM Effect											
	Home Bas Produ			sed Work action	Home Ba Produ		Home Bas Attra	sed Other action	Non-Home I Produ	Based Other uction	Non-Home I Attro	Based Other ection
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%
MAX. TDM EFFECT	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%

= Minimum (X%, 1-[(1-A)*(1-B)])							
	where X%=						
PLACE	urban	75%					
TYPE	compact infill	40%					
MAX:	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.

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard



Project Scenario: Alternative 2 - Community Plan Project Address: 1111 W SUNSET BLVD, 90012

Version 1.3

### **Report 4: MXD Methodology**

MXD Methodology - Project Without TDM								
	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT		
Home Based Work Production	526	-29.1%	373	7.5	3,945	2,798		
Home Based Other Production	1,457	-39.7%	878	5.6	8,159	4,917		
Non-Home Based Other Production	2,001	-3.9%	1,922	6.8	13,607	13,070		
Home-Based Work Attraction	627	-21.9%	490	8.5	5,330	4,165		
Home-Based Other Attraction	3,708	-33.7%	2,458	5.9	21,877	14,502		
Non-Home Based Other Attraction	1,486	-4.4%	1,421	6.2	9,213	8,810		

MXD Methodology with TDM Measures								
		Proposed Project		Project	with Mitigation M	easures		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT		
Home Based Work Production	-13.0%	324	2,433	-13.0%	324	2,433		
Home Based Other Production	-13.0%	763	4,275	-13.0%	763	4,275		
Non-Home Based Other Production	-13.0%	1,671	11,365	-13.0%	1,671	11,365		
Home-Based Work Attraction	-13.0%	426	3,622	-13.0%	426	3,622		
Home-Based Other Attraction	-13.0%	2,137	12,610	-13.0%	2,137	12,610		
Non-Home Based Other Attraction	-13.0%	1,236	7,661	-13.0%	1,236	7,661		

	MXD VMT Methodology Per Capita & Per E	mployee					
Total Population: 1,323							
Total Employees: 432							
	APC: East Los Angeles						
	Proposed Project	Project with Mitigation Measures					
Total Home Based Production VMT	6,708	6,708					
Total Home Based Work Attraction VMT	3,622	3,622					
Total Home Based VMT Per Capita	5.1	5.1					
Total Work Based VMT Per Employee	8.4	8.4					

10 of 10

# Alternative 3 Office Campus

### **CITY OF LOS ANGELES VMT CALCULATOR Version 1.3**

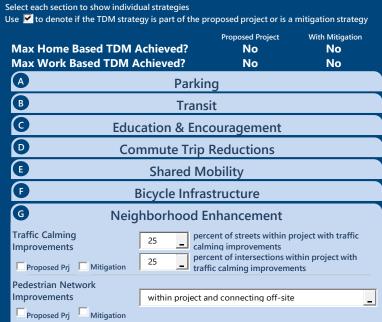


### **Project Information**



Proposed Project Land Use Type	Value	Unit
Retail   General Retail	8.2	ksf
Retail   Supermarket	27.3	ksf
Retail   Health Club	14.5	ksf
Retail   High-Turnover Sit-Down Restaurant	25	ksf
Office   General Office	633.418	ksf

#### **TDM Strategies**



#### **Analysis Results**

Proposed Project	With Mitigation	
7,907	7,907	
Daily Vehicle Trips	Daily Vehicle Trips	
54,641	54.641	
Daily VMT	Daily VMT	
0.0	0.0	
Houseshold VMT per Capita	Houseshold VMT per Capita	
	per Capita	
7.2	7.2	
Work VMT per Employee	Work VMT per Employee	
Significant \	/MT Impact?	
Household: No	Household: No	
Threshold = 7.2 15% Below APC	Threshold = 7.2 15% Below APC	
Work: No	Work: No	
Threshold = 12.7	Threshold = 12.7	
15% Below APC	15% Below APC	



**Report 1: Project & Analysis Overview** 

Date: October 17, 2020
Project Name: 1111 Sunset Boulevard

Project Scenario: Alternative 3 - Office Campus Project Address: 1111 W SUNSET BLVD, 90012



Project Information				
Land	l Use Type	Value	Units	
	Single Family	0	DU	
	Multi Family	0	DU	
Housing	Townhouse	0	DU	
	Hotel	0	Rooms	
	Motel	0	Rooms	
	Family	0	DU	
Affordable Housing	Senior	0	DU	
Affordable Housing	Special Needs	0	DU	
	Permanent Supportive	0	DU	
	General Retail	8.200	ksf	
	Furniture Store	0.000	ksf	
	Pharmacy/Drugstore	0.000	ksf	
	Supermarket	27.300	ksf	
	Bank	0.000	ksf	
	Health Club	14.500	ksf	
Datati	High-Turnover Sit-Down	25.000	1.6	
Retail	Restaurant		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	633.418	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	

**Report 1: Project & Analysis Overview** 

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard

Project Scenario: Alternative 3 - Office Campus

Project Address: 1111 W SUNSET BLVD, 90012



Analysis Results					
Total Employees: 2,774					
Total Population: 0					
Proposed Project		With Mitigation			
7,907	Daily Vehicle Trips	7,907	Daily Vehicle Trips		
54,641	Daily VMT	54,641	Daily VMT		
0	Household VMT	0	Household VMT per		
0	per Capita	0	Capita		
7.2	Work VMT	7.2	Work VMT per		
7.2	per Employee	7.2	Employee		
Significant VMT Impact?					
APC: East Los Angeles					
	Impact Threshold: 15% Below APC Average				
	Household = 7.2				
Work = 12.7					
Propose	Proposed Project		With Mitigation		
VMT Threshold	Impact	VMT Threshold	Impact		
Household > 7.2	No	Household > 7.2	No		
Work > 12.7	No	Work > 12.7	No		

**Report 2: TDM Inputs** 

Date: October 17, 2020
Project Name: 1111 Sunset Boulevard
Project Scenario: Alternative 3 - Office Campus
Project Address: 1111 W SUNSET BLVD, 90012



TDM Strategy Inputs					
Stra	Strategy Type		<b>Proposed Project</b>	Mitigations	
	Poduco parking cumply		1804	1804	
	Reduce parking supply	Actual parking provision (spaces)	1417	1417	
	Unbundle parking	Monthly cost for parking (\$)	\$0	\$0	
Parking	Parking cash-out	Employees eligible (%)	0%	0%	
	Price workplace	Daily parking charge (\$)	\$0.00	\$0.00	
	parking	Employees subject to priced parking (%)	0%	0%	
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0	

(cont. on following page)

**Report 2: TDM Inputs** 

Date: October 17, 2020
Project Name: 1111 Sunset Boulevard
Project Scenario: Alternative 3 - Office Campus
Project Address: 1111 W SUNSET BLVD, 90012



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

**Report 2: TDM Inputs** 

Date: October 17, 2020
Project Name: 1111 Sunset Boulevard
Project Scenario: Alternative 3 - Office Campus
Project Address: 1111 W SUNSET BLVD, 90012



Strate	еду Туре	Description	Proposed Project	Mitigations
	Required commute trip reduction program	Employees participating (%)	0%	0%
	Alternative Work Schedules and	Employees participating (%)	0%	0%
	Telecommute	Type of program	0	0
Commute Trip Reductions		Degree of implementation (low, medium, high)	0	0
	Employer sponsored vanpool or shuttle	Employees eligible (%)	0%	0%
		Employer size (small, medium, large)	0	0
	Ride-share program	Employees eligible (%)	0%	0%
	Car share	Car share project setting (Urban, Suburban, All Other)	0	0
Shared Mobility	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

**Report 2: TDM Inputs** 

Date: October 17, 2020
Project Name: 1111 Sunset Boulevard
Project Scenario: Alternative 3 - Office Campus
Project Address: 1111 W SUNSET BLVD, 90012



TDM Strategy Inputs, Cont.						
Strate	еду Туре	Description	<b>Proposed Project</b>	Mitigations		
	Implement/Improve on-street bicycle facility	Provide bicycle facility along site (Yes/No)	0	0		
Bicycle Infrastructure	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)	0	0		
	Traffic calming	Streets with traffic calming improvements (%)	0%	0%		
Neighborhood	improvements	Intersections with traffic calming improvements (%)	0%	0%		
Enhancement	Pedestrian network improvements	Included (within project and connecting offsite/within project only)	0	0		

**Report 3: TDM Outputs** 

Employer sponsored

Ride-share program

program

**Shared Mobility** 

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard
Project Scenario: Alternative 3 - Office Campus

Project Address: 1111 W SUNSET BLVD, 90012



sections 1 - 4

TDM Strategy Appendix, Shared

Mobility sections 1 - 3

#### **TDM Adjustments by Trip Purpose & Strategy** Place type: Compact Infill Home Based Other Home Based Work Home Based Work Home Based Other Non-Home Based Other Non-Home Based Other Production Attraction Production Attraction Production Attraction Source Proposed Mitigated Proposed Mitigated Proposed Mitigated Proposed Mitigated Proposed Mitigated Proposed Mitigated Reduce parking supply 11% 11% 11% 11% 11% 11% 11% 11% 11% 11% 11% 11% TDM Strategy Appendix, Parking **Parking** sections Price workplace 1 - 5 0% parking TDM Strategy **Transit** Appendix, Transit sections 1 - 3 **TDM Strategy** Appendix, **Education &** Education & **Encouragement** Encouragement 0% sections 1 - 2 Required commute TDM Strategy Appendix, **Commute Trip** Commute Trip Reductions Reductions

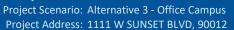
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0%

Report 3: TDM Outputs

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard





#### TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

						riace type	Compact	1111111						
			ased Work luction		ased Work action		sed Other uction		ased Other action		Based Other uction		Based Other	Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Source
	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
Bicycle Infrastructure	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%	Appendix, Bicycle Infrastructure
	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%	sections 1 - 3
Neighborhood	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,
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%	Neighborhood Enhancement sections 1 - 2

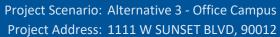
				Final Con	nbined &	Maximun	n TDM Ef	fect				
	Home Bas Produ			sed Work action	Home Ba Produ		Home Bas Attra	sed Other action	Non-Home I Produ	Based Other uction	Non-Home I Attro	Based Other
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%
MAX. TDM EFFECT	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%

= Min	= Minimum (X%, 1-[(1-A)*(1-B)])				
	where X%=				
PLACE	urban	75%			
TYPE	compact infill	40%			
MAX:	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.

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard





Version 1.3

R	lepor	t 4:	MXD	Metho	do	logy
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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	7.5	0	0
Home Based Other Production	0	0.0%	0	5.6	0	0
Non-Home Based Other Production	1,891	-5.0%	1,796	6.8	12,859	12,213
Home-Based Work Attraction	3,156	-16.5%	2,634	8.5	26,826	22,389
Home-Based Other Attraction	4,154	-35.3%	2,686	5.9	24,509	15,847
Non-Home Based Other Attraction	1,891	-5.0%	1,797	6.2	11,724	11,141

	MXD	Methodology wi	th TDM Measu	res		
		Proposed Project		Project	with Mitigation M	easures
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-11.3%			-11.3%		
Home Based Other Production	-11.3%			-11.3%		
Non-Home Based Other Production	-11.3%	1,593	10,835	-11.3%	1,593	10,835
Home-Based Work Attraction	-11.3%	2,337	19,863	-11.3%	2,337	19,863
Home-Based Other Attraction	-11.3%	2,383	14,059	-11.3%	2,383	14,059
Non-Home Based Other Attraction	-11.3%	1,594	9,884	-11.3%	1,594	9,884

	MXD VMT Methodology Per Capita & Per E	mployee					
	Total Population: 0						
	Total Employees: 2,774						
	APC:	East Los Angeles					
	Proposed Project	Project with Mitigation Measures					
Total Home Based Production VMT	0	0					
Total Home Based Work Attraction VMT	19,863	19,863					
Total Home Based VMT Per Capita	0.0	0.0					
Total Work Based VMT Per Employee	7.2	7.2					

10 of 10

# Alternative 4 Retail & Residential Campus

#### **CITY OF LOS ANGELES VMT CALCULATOR Version 1.3**

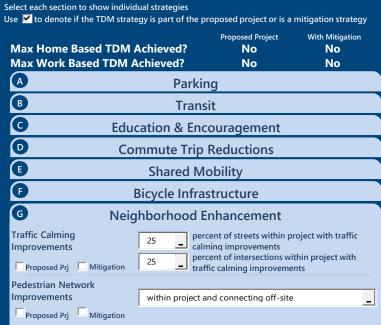


#### **Project Information**



#### **Proposed Project Land Use Type** Unit Value Housing | Multi-Family DU 751 Retail | General Retail 75 ksf Retail | Supermarket 40 ksf Retail | Health Club 25 ksf Retail | High-Turnover Sit-Down Restaurant 30 ksf Retail | Movie Theater 900 Seats Housing | Affordable Housing - Family 76 DU

#### **TDM Strategies**



#### **Analysis Results**

Proposed Project	With Mitigation
10,853	10,853
Daily Vehicle Trips	Daily Vehicle Trips
68,821	68,821
Daily VMT	Daily VMT
4.9	4.9
Houseshold VMT	Houseshold VMT per Capita
per Capita	рег Сарпа
N/A	N/A
Work VMT per Employee	Work VMT per Employee
Significant \	/MT Impact?
Household: No	Household: No
Threshold = 7.2 15% Below APC	Threshold = 7.2 15% Below APC
Work: N/A	Work: N/A
Threshold = 12.7	Threshold = 12.7
15% Below APC	15% Below APC



**Report 1: Project & Analysis Overview** 

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard

Project Scenario: Alternative 4 - Retail & Residential Camp



	Project Informa	tion		
Land	Value	Units		
	Single Family	0	DU	
	Multi Family	751	DU	
Housing	Townhouse	0	DU	
	Hotel	0	Rooms	
	Motel	0	Rooms	
	Family	76	DU	
Affordable Housing	Senior	0	DU	
Affordable Housing	Special Needs	0	DU	
	Permanent Supportive	0	DU	
	General Retail	75.000	ksf	
	Furniture Store	0.000	ksf	
	Pharmacy/Drugstore	0.000	ksf	
	Supermarket	40.000	ksf	
	Bank	0.000	ksf	
	Health Club	25.000	ksf	
Datail	High-Turnover Sit-Down	22.222	ksf	
Retail	Restaurant	30.000		
	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	900	Seats	
Office	General Office	0.000	ksf	
Office	Medical Office	0.000	ksf	
	Light Industrial	0.000	ksf	
Industrial	Manufacturing	0.000	ksf	
	Warehousing/Self-Storage	0.000	ksf	
	University	0	Students	
	High School	0	Students	
School	Middle School	0	Students	
	Elementary	0	Students	
	Private School (K-12)	0	Students	
Other	,	0	Trips	

**Report 1: Project & Analysis Overview** 

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard

Project Scenario: Alternative 4 - Retail & Residential Camp



	Analysis Results					
	Total Employees:	473				
	Total Population:	1,931				
Proposi	ed Project	With M	itigation			
10,853	Daily Vehicle Trips	10,853	Daily Vehicle Trips			
68,821	Daily VMT	68,821	Daily VMT			
4.9	Household VMT per Capita	4.9	Household VMT per Capita			
N/A	Work VMT per Employee	N/A Work VMT per Employee				
	Significant VMT	Impact?				
	APC: East Los A	ngeles				
	Impact Threshold: 15% Beld	ow APC Average				
	Household = 7	7.2				
	Work = 12.7	7				
Propose	ed Project	With M	itigation			
VMT Threshold	Impact	VMT Threshold	Impact			
Household > 7.2	No	Household > 7.2	No			
Work > 12.7	N/A	Work > 12.7	N/A			

**Report 2: TDM Inputs** 

Date: October 17, 2020 Project Name: 1111 Sunset Boulevard

Project Scenario: Alternative 4 - Retail & Residential Cam

Project Address: 1111 W SUNSET BLVD, 90012



	TDM Strategy Inputs								
Stra	Strategy Type Description Proposed Project Mitigations								
	Dadwa zadia zawali	City code parking provision (spaces)	2638	2638					
	Reduce parking supply	Actual parking provision (spaces)	1141	1141					
	Unbundle parking	Monthly cost for parking (\$)	\$0	\$0					
Parking	Parking cash-out	Employees eligible (%)	0%	0%					
	Price workplace	Daily parking charge (\$)	\$0.00	\$0.00					
	parking	Employees subject to priced parking (%)	0%	0%					
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0					

(cont. on following page)

**Report 2: TDM Inputs** 

Date: October 17, 2020 Project Name: 1111 Sunset Boulevard

Project Scenario: Alternative 4 - Retail & Residential Cam



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

**Report 2: TDM Inputs** 

Date: October 17, 2020 Project Name: 1111 Sunset Boulevard

Project Scenario: Alternative 4 - Retail & Residential Cam



Strate	еду Туре	Description	<b>Proposed Project</b>	Mitigations
	Required commute trip reduction program	Employees participating (%)	0%	0%
	Alternative Work Schedules and	Employees participating (%)	0%	0%
	Telecommute	Type of program	0	0
Commute Trip Reductions		Degree of implementation (low, medium, high)	0	0
	Employer sponsored vanpool or shuttle		0%	0%
		Employer size (small, medium, large)	0	0
	Ride-share program	Employees eligible (%)	0%	0%
	Car share	Car share project setting (Urban, Suburban, All Other)	0	0
Shared Mobility	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

**Report 2: TDM Inputs** 

Date: October 17, 2020 Project Name: 1111 Sunset Boulevard

Project Scenario: Alternative 4 - Retail & Residential Cam



	TDM	Strategy Inputs,	, Cont.	
Strate	еду Туре	Description	<b>Proposed Project</b>	Mitigations
	Implement/Improve on-street bicycle facility	Provide bicycle facility along site (Yes/No)	0	0
Bicycle Infrastructure	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)	0	0
	Traffic calming	Streets with traffic calming improvements (%)	0%	0%
Neighborhood	improvements	Intersections with traffic calming improvements (%)	0%	0%
Enhancement	Pedestrian network improvements	Included (within project and connecting offsite/within project only)	0	0

Employer sponsored

Ride-share program

program

**Shared Mobility** 

Report 3: TDM Outputs

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard







sections 1 - 4

TDM Strategy Appendix, Shared

Mobility sections 1 - 3

#### **TDM Adjustments by Trip Purpose & Strategy** Place type: Compact Infill Home Based Other Home Based Work Home Based Work Home Based Other Non-Home Based Other Non-Home Based Other Production Attraction Production Attraction Production Attraction Source Proposed Mitigated Proposed Mitigated Proposed Mitigated Proposed Mitigated Proposed Mitigated Proposed Mitigated Reduce parking supply 13% 13% 13% 13% 13% 13% 13% 13% 13% 13% 13% 13% TDM Strategy Appendix, Parking **Parking** sections Price workplace 1 - 5 0% parking TDM Strategy **Transit** Appendix, Transit sections 1 - 3 **TDM Strategy** Appendix, **Education &** Education & **Encouragement** Encouragement 0% sections 1 - 2 Required commute TDM Strategy Appendix, **Commute Trip** Commute Trip Reductions Reductions

0%

0%

**Report 3: TDM Outputs** 

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard







#### TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

						i lace type	. Compact							
			ased Work luction		ased Work action		ased Other Juction		ased Other action		Based Other		Based Other	Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Source
	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
Bicycle Infrastructure	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%	Appendix, Bicycle Infrastructure
	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%	sections 1 - 3
Neighborhood	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,
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%	Neighborhood Enhancement sections 1 - 2

	Final Combined & Maximum TDM Effect											
	Home Based Work Production			sed Work action	Home Ba Produ		Home Bas Attra	sed Other action	Non-Home I Produ	Based Other uction	Non-Home I Attro	Based Other
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%
MAX. TDM EFFECT	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%

= Min	= Minimum (X%, 1-[(1-A)*(1-B)])					
	where X%=					
PLACE urban 75%						
TYPE	compact infill	40%				
MAX:	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.

**Report 4: MXD Methodology** 

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard



Project Address: 1111 W SUNSET BLVD, 90012



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	737	-28.4%	528	7.5	5,528	3,960		
Home Based Other Production	2,042	-40.5%	1,216	5.6	11,435	6,810		
Non-Home Based Other Production	3,346	-4.0%	3,211	6.8	22,753	21,835		
Home-Based Work Attraction	686	-22.6%	531	8.5	5,831	4,514		
Home-Based Other Attraction	6,808	-34.1%	4,488	5.9	40,167	26,479		
Non-Home Based Other Attraction	2,623	-4.4%	2,508	6.2	16,263	15,550		

	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	-13.0%	459	3,443	-13.0%	459	3,443				
Home Based Other Production	-13.0%	1,057	5,922	-13.0%	1,057	5,922				
Non-Home Based Other Production	-13.0%	2,792	18,986	-13.0%	2,792	18,986				
Home-Based Work Attraction	-13.0%	462	3,925	-13.0%	462	3,925				
Home-Based Other Attraction	-13.0%	3,902	23,024	-13.0%	3,902	23,024				
Non-Home Based Other Attraction	-13.0%	2,181	13,521	-13.0%	2,181	13,521				

	MXD VMT Methodology Per Capita & Per Employee							
	Total Population:	1,931						
	Total Employees:	473						
	APC: East Los Angeles							
	Proposed Project	Project with Mitigation Measures						
Total Home Based Production VMT	9,365	9,365						
Total Home Based Work Attraction VMT	3,925	3,925						
Total Home Based VMT Per Capita	al Home Based VMT Per Capita 4.9							
Total Work Based VMT Per Employee	tal Work Based VMT Per Employee N/A N/A							

# Alternative 5 Reduced Density

#### **CITY OF LOS ANGELES VMT CALCULATOR Version 1.3**

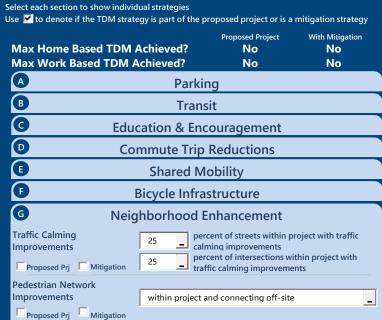


#### **Project Information**



Proposed Project Land Use Type	Value	Unit
Housing   Multi-Family	479	DU
Housing   Hotel	117	Rooms
Retail   General Retail	11.83	ksf
Retail   Supermarket	17.745	ksf
Retail   Health Club	9.425	ksf
Retail   High-Turnover Sit-Down Restaurant	22.75	ksf
Office   General Office	31.2	ksf

#### **TDM Strategies**



#### **Analysis Results**

Proposed Project	With Mitigation				
5,873	5,873				
Daily Vehicle Trips	Daily Vehicle Trips				
37,460	37,460				
Daily VMT	Daily VMT				
5.1	5.1				
Houseshold VMT per Capita	Houseshold VMT per Capita				
per Capita	рег Саріта				
8.5	8.5				
Work VMT per Employee	Work VMT per Employee				
Significant <sup>1</sup>	VMT Impact?				
Household: No	Household: No				
Threshold = 7.2 15% Below APC	Threshold = 7.2 15% Below APC				
Work: No	Work: No				
	110111.110				
Threshold = 12.7	Threshold = 12.7				



**Report 1: Project & Analysis Overview** 

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard

Project Scenario: Alternative 5 - Reduced Density



	Project Informa	tion		
Land	Value	Units		
	Single Family	0	DU	
	Multi Family	479	DU	
Housing	Townhouse	0	DU	
	Hotel	117	Rooms	
	Motel	0	Rooms	
	Family	0	DU	
Affordable Housing	Senior	0	DU	
Ajjoruuble nousilig	Special Needs	0	DU	
	Permanent Supportive	0	DU	
	General Retail	11.830	ksf	
	Furniture Store	0.000	ksf	
	Pharmacy/Drugstore	0.000	ksf	
	Supermarket	17.745	ksf	
	Bank	0.000	ksf	
	Health Club	9.425	ksf	
Retail	High-Turnover Sit-Down	22.750	leef	
Retail	Restaurant	22.750	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	31.200	ksf	
Office	Medical Office	0.000	ksf	
	Light Industrial	0.000	ksf	
Industrial	Manufacturing	0.000	ksf	
	Warehousing/Self-Storage	0.000	ksf	
	University	0	Students	
	High School	0	Students	
School	Middle School	0	Students	
	Elementary	0	Students	
	Private School (K-12)	0	Students	
Other		0	Trips	

**Report 1: Project & Analysis Overview** 

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard

Project Scenario: Alternative 5 - Reduced Density



	Analysis Res	sults					
	Total Employees:	378					
	Total Population:	1,079					
Propose	d Project	With Mi	tigation				
5,873	Daily Vehicle Trips	5,873	Daily Vehicle Trips				
37,460	Daily VMT	37,460	Daily VMT				
5.1	Household VMT	5.1	Household VMT per				
5.1	per Capita	5.1	Capita				
8.5	Work VMT	8.5	Work VMT per				
0.3	per Employee	0.5	Employee				
	Significant VMT	mpact?					
	APC: East Los A	ngeles					
	Impact Threshold: 15% Belo	ow APC Average					
	Household = 7	<sup>7</sup> .2					
	Work = 12.7	,					
Propose	d Project	With Mi	tigation				
VMT Threshold	Impact	VMT Threshold	Impact				
Household > 7.2	No	Household > 7.2	No				
Work > 12.7	No Work > 12.7 No						

**Report 2: TDM Inputs** 

Date: October 17, 2020 Project Name: 1111 Sunset Boulevard

Project Scenario: Alternative 5 - Reduced Density Project Address: 1111 W SUNSET BLVD, 90012



TDM Strategy Inputs									
Stra	Strategy Type Description Proposed Project Mitigations								
			1429	1429					
	Reduce parking supply	provision (spaces) Actual parking provision (spaces)	1097	1097					
	Unbundle parking	Monthly cost for parking (\$)	<i>\$0</i>	\$0					
Parking	Parking cash-out	Employees eligible (%)	0%	0%					
	Price workplace	Daily parking charge (\$)	\$0.00	\$0.00					
	parking	Employees subject to priced parking (%)	0%	0%					
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0					

(cont. on following page)

**Report 2: TDM Inputs** 

Date: October 17, 2020
Project Name: 1111 Sunset Boulevard

Project Scenario: Alternative 5 - Reduced Density Project Address: 1111 W SUNSET BLVD, 90012



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

**Report 2: TDM Inputs** 

Date: October 17, 2020 Project Name: 1111 Sunset Boulevard

Project Scenario: Alternative 5 - Reduced Density Project Address: 1111 W SUNSET BLVD, 90012



Strategy Type Description Proposed Project Mitigation								
	Required commute trip reduction program	Employees participating (%)	0%	0%				
	Alternative Work Schedules and	Employees participating (%)	0%	0%				
	Telecommute	Type of program	0	0				
Commute Trip Reductions		Degree of implementation (low, medium, high)	0	0				
Reductions	Employer sponsored vanpool or shuttle	Employees eligible (%)	0%	0%				
		Employer size (small, medium, large)	0	0				
	Ride-share program	Employees eligible (%)	0%	0%				
	Car share	Car share project setting (Urban, Suburban, All Other)	0	0				
Shared Mobility	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				

**Report 2: TDM Inputs** 

Date: October 17, 2020 Project Name: 1111 Sunset Boulevard

Project Scenario: Alternative 5 - Reduced Density Project Address: 1111 W SUNSET BLVD, 90012



	TDIV	Strategy Inputs,	Cont.					
Strategy Type Description Proposed Project Mitigations								
	Implement/Improve on-street bicycle facility	Provide bicycle facility along site (Yes/No)	0	0				
Bicycle Infrastructure	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)	0	0				
	Traffic calming	Streets with traffic calming improvements (%)	0%	0%				
Neighborhood	improvements	Intersections with traffic calming improvements (%)	0%	0%				
Enhancement	Pedestrian network improvements	Included (within project and connecting offsite/within project only)	0	0				

**Report 3: TDM Outputs** 

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard

Project Scenario: Alternative 5 - Reduced Density Project Address: 1111 W SUNSET BLVD, 90012



#### TDM Adjustments by Trip Purpose & Strategy

						Place type	: Compact	Infill						
			ased Work		ased Work		ased Other		ased Other		Based Other		Based Other	
		Proposed Proposed	duction Mitigated	Attr Proposed	action Mitigated	Proposed	<i>luction</i> Mitigated	Attr Proposed	action Mitigated	Proposed	<i>luction</i> Mitigated	Attr Proposed	maction Mitigated	_ Source
												I .		
	Reduce parking supply	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy
Parking	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Appendix, Parki
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1 - 5
	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%	
	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy
Transit	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Appendix, Tran sections 1 - 3
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education &	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education &
Encouragement	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Encouragement sections 1 - 2
	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
neudonono	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%	
	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
Shared Mobility	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%	Appendix, Sha
onarca wiodinty	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%	Mobility sectio 1 - 3

Report 3: TDM Outputs

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard Project Scenario: Alternative 5 - Reduced Density

Project Address: 1111 W SUNSET BLVD, 90012



#### TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

						Place type	. Compact	IIIIIII						
		Ноте В	ased Work	Ноте В	ased Work	Ноте Во	sed Other	Ноте Во	ased Other	Non-Home	Based Other	Non-Home	Based Other	
		Prod	luction	Attr	action	Prod	luction	Attr	action	Prod	uction	Attr	action	Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
	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
Bicycle Infrastructure	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%	Appendix, Bicycle Infrastructure
	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%	sections 1 - 3
Neighborhood	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,
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%	Neighborhood Enhancement sections 1 - 2

				Final Con	nbined &	Maximun	n TDM Ef	fect				
	Home Bas Produ			sed Work action	Home Ba Produ		Home Bas Attra	sed Other action	Non-Home I Produ	Based Other uction	Non-Home Attro	Based Other action
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%
MAX. TDM EFFECT	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%

= Minimum (X%, 1-[(1-A)*(1-B)])					
	where X%=				
PLACE	urban	75%			
TYPE	compact infill	40%			
MAX:	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.

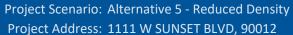
**Report 4: MXD Methodology** 

Non-Home Based Other Attraction

1,261

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard



6.2

7,818



Version 1.3

7,483

MXD Methodology - Project Without TDM						
	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	429	-29.4%	303	7.5	3,218	2,273
Home Based Other Production	1,189	-39.9%	715	5.6	6,658	4,004
Non-Home Based Other Production	1,681	-3.9%	1,615	6.8	11,431	10,982
Home-Based Work Attraction	549	-21.7%	430	8.5	4,667	3,655
Home-Based Other Attraction	3,637	-33.6%	2,416	5.9	21,458	14,254

1,207

-4.3%

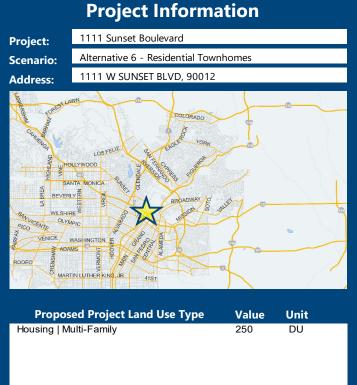
MXD Methodology with TDM Measures						
		Proposed Project		Project	with Mitigation M	easures
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-12.2%	266	1,996	-12.2%	266	1,996
Home Based Other Production	-12.2%	628	3,517	-12.2%	628	3,517
Non-Home Based Other Production	-12.2%	1,419	9,646	-12.2%	1,419	9,646
Home-Based Work Attraction	-12.2%	378	3,210	-12.2%	378	3,210
Home-Based Other Attraction	-12.2%	2,122	12,519	-12.2%	2,122	12,519
Non-Home Based Other Attraction	-12.2%	1,060	6,572	-12.2%	1,060	6,572

MXD VMT Methodology Per Capita & Per Employee						
Total Population: 1,079						
Total Employees: 378						
	APC: East Los Angeles					
	Proposed Project	Project with Mitigation Measures				
Total Home Based Production VMT	5,513	5,513				
Total Home Based Work Attraction VMT	3,210	3,210				
Total Home Based VMT Per Capita	5.1	5.1				
Total Work Based VMT Per Employee	8.5	8.5				

# Alternative 6 Residential Townhomes

#### **CITY OF LOS ANGELES VMT CALCULATOR Version 1.3**





#### **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 Parking В **Transit** 0 **Education & Encouragement** O **Commute Trip Reductions** E **Shared Mobility** F **Bicycle Infrastructure** G **Neighborhood Enhancement** Traffic Calming percent of streets within project with traffic Improvements calming improvements percent of intersections within project with Proposed Prj Mitigation traffic calming improvements Pedestrian Network Improvements within project and connecting off-site Proposed Pri Mitigation

#### **Analysis Results**

Proposed Project	With Mitigation
1,096	1,096
Daily Vehicle Trips	Daily Vehicle Trips
6,896	6,896
Daily VMT	Daily VMT
6.1	6.1
Houseshold VMT	Houseshold VMT
per Capita	per Capita
N/A	N/A
Work VMT	Work VMT
per Employee	per Employee
Significant '	VMT Impact?
Household: No	Household: No
Threshold = 7.2 15% Below APC	Threshold = 7.2 15% Below APC
13% below APC	15% below APC
Work: N/A	Work: N/A
	Threshold = 12.7
Threshold = 12.7 15% Below APC	15% Below APC



**Report 1: Project & Analysis Overview** 

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard

Project Scenario: Alternative 6 - Residential Townhomes



	Project Informa	ition		
Land	l Use Type	Value	Units	
	Single Family	0	DU	
	Multi Family	250	DU	
Housing	Townhouse	0	DU	
	Hotel	0	Rooms	
	Motel	0	Rooms	
	Family	0	DU	
Affordable Housing	Senior	0	DU	
Affordable Housing	Special Needs	0	DU	
	Permanent Supportive	0	DU	
	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	
Retail	High-Turnover Sit-Down	0.000	ksf	
NELUII	Restaurant	0.000		
	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	
Office	Medical Office	0.000	ksf	
	Light Industrial	0.000	ksf	
Industrial	Manufacturing	0.000	ksf	
	Warehousing/Self-Storage	0.000	ksf	
	University	0	Students	
	High School	0	Students	
School	Middle School	0	Students	
	Elementary	0	Students	
	Private School (K-12)	0	Students	
Other	. ,	0	Trips	

**Report 1: Project & Analysis Overview** 

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard

Project Scenario: Alternative 6 - Residential Townhomes



	Analysis Res	sults		
	Total Employees:	0		
	Total Population:	563		
Propose	ed Project	With Mitigation		
1,096	Daily Vehicle Trips	1,096	Daily Vehicle Trips	
6,896	Daily VMT	6,896	Daily VMT	
6.1	Household VMT per Capita	6.1	Household VMT per Capita	
N/A	Work VMT per Employee	N/A Work VMT per Employee		
	Significant VMT	Impact?		
	APC: East Los A	ngeles		
	Impact Threshold: 15% Belo	ow APC Average		
	Household = 7	7.2		
	Work = 12.7	7		
	Proposed Project		itigation	
VMT Threshold	Impact	VMT Threshold	Impact	
Household > 7.2	No	Household > 7.2	No	
Work > 12.7	N/A	Work > 12.7	N/A	

**Report 2: TDM Inputs** 

Date: October 17, 2020 Project Name: 1111 Sunset Boulevard

Project Scenario: Alternative 6 - Residential Townhomes

Project Address: 1111 W SUNSET BLVD, 90012



TDM Strategy Inputs					
Stra	Strategy Type		<b>Proposed Project</b>	Mitigations	
	Doduce narking cumb	City code parking provision (spaces)	0	0	
	Reduce parking supply	Actual parking provision (spaces)	0	0	
	Unbundle parking	Monthly cost for parking (\$)	\$0	\$0	
Parking	Parking cash-out	Employees eligible (%)	0%	0%	
	Price workplace	Daily parking charge (\$)	\$0.00	\$0.00	
	parking	Employees subject to priced parking (%)	0%	0%	
	Residential area parking permits	Cost of annual permit (\$)	\$0	<i>\$0</i>	

(cont. on following page)

**Report 2: TDM Inputs** 

Date: October 17, 2020 Project Name: 1111 Sunset Boulevard

Project Scenario: Alternative 6 - Residential Townhomes



Strate	ду Туре	Description	<b>Proposed Project</b>	Mitigations
		Reduction in headways (increase in frequency) (%)	0%	0%
	Reduce transit headways	Existing transit mode share (as a percent of total daily trips) (%)	0%	0%
		Lines within project site improved (<50%, >=50%)	0	0
Transit	Implement neighborhood shuttle	Degree of implementation (low, medium, high)	0	0
		Employees and residents eligible (%)	0%	0%
		Employees and residents eligible (%)	0%	0%
	Transit subsidies	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%

**Report 2: TDM Inputs** 

Date: October 17, 2020 Project Name: 1111 Sunset Boulevard

Project Scenario: Alternative 6 - Residential Townhomes



Strate	еду Туре	Description	<b>Proposed Project</b>	Mitigations
	Required commute trip reduction program	Employees participating (%)	0%	0%
	Alternative Work Schedules and	Employees participating (%)	0%	0%
	Telecommute	Type of program	0	0
Commute Trip Reductions		Degree of implementation (low, medium, high)	0	0
Reductions	Employer sponsored vanpool or shuttle	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

**Report 2: TDM Inputs** 

Date: October 17, 2020 Project Name: 1111 Sunset Boulevard

Project Scenario: Alternative 6 - Residential Townhomes



	TDM	Strategy Inputs,	, Cont.	
Strate	еду Туре	Description	<b>Proposed Project</b>	Mitigations
Implement/Improve on-street bicycle facility		Provide bicycle facility along site (Yes/No)	0	0
Bicycle Infrastructure	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)	0	0
	Traffic calming	Streets with traffic calming improvements (%)	0%	0%
Neighborhood	improvements	Intersections with traffic calming improvements (%)	0%	0%
Enhancement	Pedestrian network improvements	Included (within project and connecting offsite/within project only)	0	0

**Report 3: TDM Outputs** 

Date: October 17, 2020





Project Address: 1111 W SUNSET BLVD, 90012



#### **TDM Adjustments by Trip Purpose & Strategy**

						Place type	Compact	Infill						
		Ноте В	ased Work	Ноте Вс	sed Work	Ноте Во	sed Other	Ноте Во	ased Other	Non-Home	Based Other	Non-Home	Based Other	
		Prod	uction		action		uction		action		luction		action	Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy
Parking	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Appendix, Parkir
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1 - 5
	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%	
	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy
Transit	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Appendix, Transi sections 1 - 3
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education &	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education &
Encouragement	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Encouragemen sections 1 - 2
	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip
neuuu.	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Reductions sections 1 - 4
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	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
Shared Mobility	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%	Appendix, Share
Jilarea Wiobility	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%	Mobility section 1 - 3

**Report 3: TDM Outputs** 

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard

Project Scenario: Alternative 6 - Residential Townhomes

Project Address: 1111 W SUNSET BLVD, 90012



#### TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

						. idde type.	compact							
			ased Work luction		ased Work action		ised Other uction		ised Other action		Based Other luction		Based Other action	Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
	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
Bicycle Infrastructure	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%	Appendix, Bicycle Infrastructure
	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%	sections 1 - 3
Neighborhood	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,
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%	Neighborhood Enhancement sections 1 - 2

				Final Con	nbined &	Maximur	n TDM Ef	fect				
	Home Bas Produ		Home Ba Attra	sed Work action	Home Ba Produ		Home Bas Attra		Non-Home I Produ	Based Other uction	Non-Home Attro	Based Other action
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
MAX. TDM EFFECT	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%

= Minimum (X%, 1-[(1-A)*(1-B)])					
	where X%=				
PLACE	urban	75%			
TYPE	compact infill	40%			
MAX:	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.

**Report 4: MXD Methodology** 

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard



Project Address: 1111 W SUNSET BLVD, 90012



Version 1.3

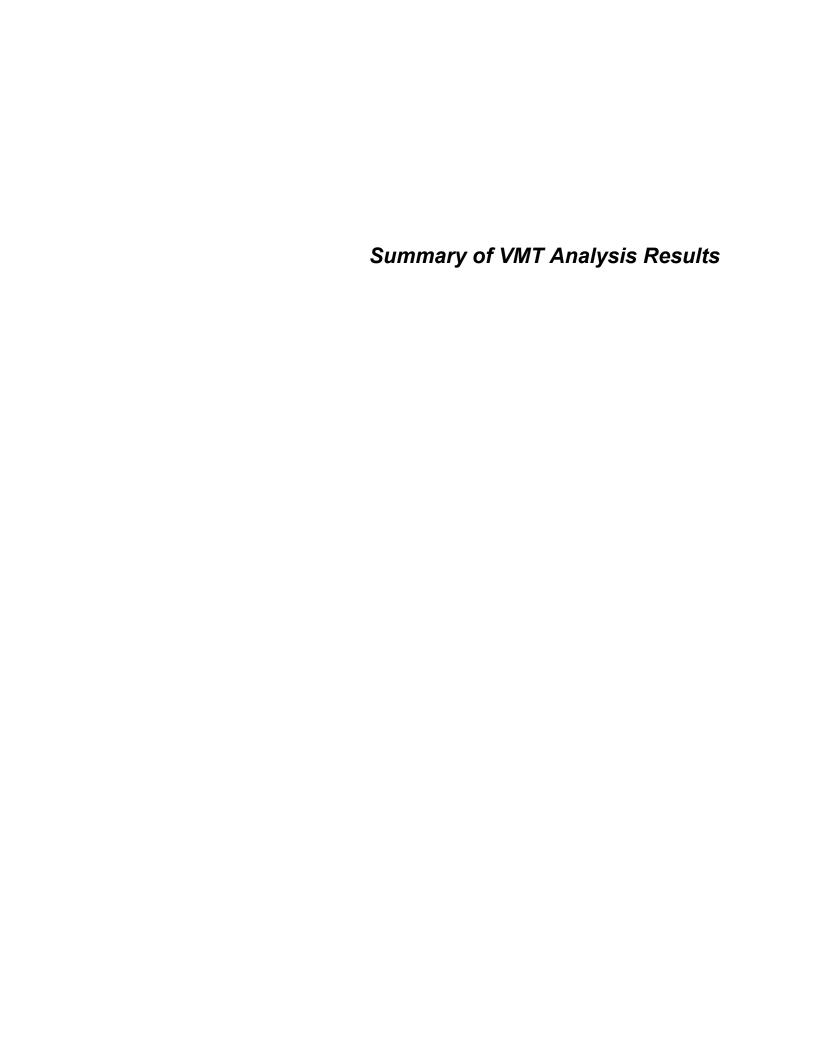
	MXD Methodology - Project Without TDM					
	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	224	-22.3%	174	7.5	1,680	1,305
Home Based Other Production	621	-38.2%	384	5.6	3,478	2,150
Non-Home Based Other Production	290	-2.8%	282	6.8	1,972	1,918
Home-Based Work Attraction	0	0.0%	0	8.5	0	0
Home-Based Other Attraction	296	-34.1%	195	5.9	1,746	1,151
Non-Home Based Other Attraction	70	-4.3%	67	6.2	434	415

	MXD I	Methodology wi	th TDM Measu	res		
		Proposed Project		Project	with Mitigation M	easures
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-0.6%	173	1,297	-0.6%	173	1,297
Home Based Other Production	-0.6%	382	2,137	-0.6%	382	2,137
Non-Home Based Other Production	-0.6%	280	1,906	-0.6%	280	1,906
Home-Based Work Attraction	-0.6%			-0.6%		
Home-Based Other Attraction	-0.6%	194	1,144	-0.6%	194	1,144
Non-Home Based Other Attraction	-0.6%	67	412	-0.6%	67	412

	MXD VMT Methodology Per Capita & Per E	mployee			
	Total Population:	563			
Total Employees: 0					
	APC: East Los Angeles				
	Proposed Project	Project with Mitigation Measures			
Total Home Based Production VMT	3,434	3,434			
Total Home Based Work Attraction VMT	0	0			
Total Home Based VMT Per Capita	6.1	6.1			
Total Work Based VMT Per Employee	N/A	N/A			

## Attachment B

# VMT Calculator Output Including All TDM Measures



#### ALTERNATIVES VMT IMPACT SUMMARY - WITH ALL TDM MEASURES

	Peak Hour Significant Impacts									
Scenario and Location	Project Mixed-Use Development Scenario	Project No-Hotel Development Scenario	Alternative 1 No Project	Alternative 2 Community Plan	Alternative 3 Office Campus	Alternative 4 Retail & Residential Campus	Alternative 5 Reduced Density	Alternative 6 Residential Townhomes		
Total Daily VMT	52,517	49,137	0	39,047	50,241	64,438	34,913	6,211		
Household VMT per Resident	4.1	4.1	n/a	4.3	n/a	4.1	4.3	5.1		
Impact Threshold	7.2	7.2	7.2	7.2	7.2	7.2	7.2	7.2		
Significant Impact	NO	NO	NO	NO	NO	NO	NO	NO		
Work VMT per Employee	6.6	6.8	n/a	7.1	6.1	n/a	7.2	n/a		
Impact Threshold	12.7	12.7	12.7	12.7	12.7	12.7	12.7	12.7		
Significant Impact	NO	NO	NO	NO	NO	NO	NO	NO		

# Alternative 2 Community Plan

## **CITY OF LOS ANGELES VMT CALCULATOR Version 1.3**

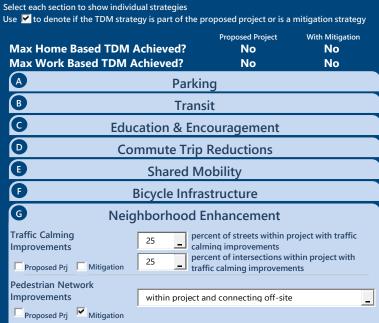


## **Project Information**



Proposed Project Land Use Type	Value	Unit
Housing   Multi-Family	587	DU
Retail   General Retail	8.2	ksf
Retail   Supermarket	27.3	ksf
Retail   Health Club	14.5	ksf
Retail   High-Turnover Sit-Down Restaurant	25	ksf
Office   General Office	48	ksf

#### **TDM Strategies**



#### **Analysis Results**

Proposed Project	With Mitigation			
6,557	6,112			
Daily Vehicle Trips	Daily Vehicle Trips			
41,966	39,047			
Daily VMT	Daily VMT			
5.1	4.3			
Houseshold VMT	Houseshold VMT			
per Capita	per Capita			
8.4	7.1			
Work VMT	Work VMT			
per Employee	per Employee			
Significant \	/MT Impact?			
Household: No	Household: No			
Threshold = 7.2 15% Below APC	Threshold = 7.2			
13 % BEIOW AFC	13/0 BEIOW APC			
Work: No	Work: No			
Threshold = 12.7	Threshold = 12.7			
15% Below APC	15% Below APC			



**Report 1: Project & Analysis Overview** 

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard

Project Scenario: Alt 2 - Community Plan (w all TDM)



	Project Informa	tion	
Land	l Use Type	Value	Units
	Single Family	0	DU
	Multi Family	587	DU
Housing	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
	Family	0	DU
Affordable Housing	Senior	0	DU
Affordable Housing	Special Needs	0	DU
	Permanent Supportive	0	DU
	General Retail	8.200	ksf
	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.000	ksf
Data'i	Supermarket	27.300	ksf
	Bank	0.000	ksf
	Health Club	14.500	ksf
	High-Turnover Sit-Down	25.000	kef
Retail	Restaurant	25.000	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	48.000	ksf
Office	Medical Office	0.000	ksf
	Light Industrial	0.000	ksf
Industrial	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
	University	0	Students
	High School	0	Students
School	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students
Other	, , ,	0	Trips

**Report 1: Project & Analysis Overview** 

Date: October 17, 2020 Project Name: 1111 Sunset Boulevard

Project Scenario: Alt 2 - Community Plan (w all TDM)



Analysis Results							
Total Employees: 432							
	Total Population:	1,323					
Propose	d Project	With Mi	itigation				
6,557	Daily Vehicle Trips	6,112	Daily Vehicle Trips				
41,966	Daily VMT	39,047	Daily VMT				
5.1	Household VMT	4.3	Household VMT per				
2.1	per Capita	4.5	Capita				
8.4	Work VMT	7.1	Work VMT per				
0.4	per Employee	7.1	Employee				
	Significant VMT	Impact?					
	APC: East Los A	ngeles					
	Impact Threshold: 15% Belo	ow APC Average					
	Household = 7	7.2					
	Work = 12.7	,					
Propose	d Project	With Mi	itigation				
VMT Threshold	Impact	VMT Threshold	Impact				
Household > 7.2	No	Household > 7.2	No				
Work > 12.7	No	Work > 12.7	No				

**Report 2: TDM Inputs** 

Date: October 17, 2020 Project Name: 1111 Sunset Boulevard

Project Scenario: Alt 2 - Community Plan (w all TDM)

Project Address: 1111 W SUNSET BLVD, 90012



	TDM Strategy Inputs							
Stra	Strategy Type		<b>Proposed Project</b>	Mitigations				
	Dadwa zadia zawali	City code parking provision (spaces)		1661				
	Reduce parking supply	Actual parking provision (spaces)	980	980				
	Unbundle parking	Monthly cost for parking (\$)	\$0	\$100				
Parking	Parking cash-out	Employees eligible (%)	0%	50%				
	Price workplace	Daily parking charge (\$)	\$0.00	\$0.00				
	parking	Employees subject to priced parking (%)	0%	0%				
	Residential area parking permits	Cost of annual permit (\$)	\$0	<i>\$0</i>				

(cont. on following page)

**Report 2: TDM Inputs** 

Date: October 17, 2020 Project Name: 1111 Sunset Boulevard

Project Scenario: Alt 2 - Community Plan (w all TDM)



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

**Report 2: TDM Inputs** 

Date: October 17, 2020 Project Name: 1111 Sunset Boulevard

Project Scenario: Alt 2 - Community Plan (w all TDM)



Strate	еду Туре	Description	<b>Proposed Project</b>	Mitigations
	Required commute trip reduction program	Employees participating (%)	0%	0%
	Alternative Work Schedules and	Employees participating (%)	0%	0%
	Telecommute	Type of program	0	0
Commute Trip Reductions		Degree of implementation (low, medium, high)	0	0
	Employer sponsored vanpool or shuttle	Employees eligible (%)	0%	0%
		Employer size (small, medium, large)	0	0
	Ride-share program	Employees eligible (%)	0%	50%
	Car share	Car share project setting (Urban, Suburban, All Other)	0	0
Shared Mobility	Bike share	Within 600 feet of existing bike share station - OR-implementing new bike share station (Yes/No)	0	Yes
	School carpool program	Level of implementation (Low, Medium, High)	0	0

**Report 2: TDM Inputs** 

Date: October 17, 2020 Project Name: 1111 Sunset Boulevard

Project Scenario: Alt 2 - Community Plan (w all TDM)



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

Report 3: TDM Outputs

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard

Project Scenario: Alt 2 - Community Plan (w all TDM)
Project Address: 1111 W SUNSET BLVD, 90012



#### TDM Adjustments by Trip Purpose & Strategy

						Place type	: Compact	Infill						
		Ноте В	ased Work	Ноте Во	sed Work		ased Other		ased Other	Non-Home	Based Other	Non-Home	Based Other	
		Prod	uction		action		luction		action		luction		action	Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
	Reduce parking supply	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	
	Unbundle parking	0%	12%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	TDM Strategy
Parking	Parking cash-out	0%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	Appendix, Parkir sections
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	sections 1 - 5
	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%	
	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Stratogy
Transit	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education &	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education &
Encouragement	Promotions and marketing	0%	2%	0%	2%	0%	2%	0%	2%	0%	2%	0%	0%	Encouragement sections 1 - 2
	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip
Reddellons	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Reductions sections 1 - 4
	Ride-share program	0%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	
	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
Shared Mobility	Bike share	0.00%	0.25%	0.00%	0.25%	0.00%	0.25%	0.00%	0.25%	0.00%	0.25%	0.00%	0.25%	Appendix, Share
onarca wiodinty	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%	Mobility sections 1 - 3

Report 3: TDM Outputs

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard

Project Scenario: Alt 2 - Community Plan (w all TDM)
Project Address: 1111 W SUNSET BLVD, 90012



#### TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

	race type. compact min													
			ased Work luction		ased Work action		ased Other luction		ased Other action		Based Other uction		Based Other action	Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
	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
Bicycle Infrastructure	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%	Appendix, Bicycle Infrastructure
	Include secure bike parking and showers		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	sections 1 - 3				
Neighborhood	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,
Enhancement	Pedestrian network improvements	0.0%	2.0%	0.0%	2.0%	0.0%	2.0%	0.0%	2.0%	0.0%	2.0%	0.0%	2.0%	Neighborhood Enhancement sections 1 - 2

	Final Combined & Maximum TDM Effect											
Home Based Work Production			Home Based Work  Attraction					Home Based Other Attraction		Non-Home Based Other Production		Based Other ection
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	13%	27%	13%	26%	13%	27%	13%	17%	13%	17%	13%	15%
MAX. TDM EFFECT	13%	27%	13%	26%	13%	27%	13%	17%	13%	17%	13%	17%

= Minimum (X%, 1-[(1-A)*(1-B)])								
where X%=								
PLACE	urban	75%						
TYPE	compact infill	40%						
MAX:	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.

**Report 4: MXD Methodology** 

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard



Project Address: 1111 W SUNSET BLVD, 90012



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	526	-29.1%	373	7.5	3,945	2,798	
Home Based Other Production	1,457	-39.7%	878	5.6	8,159	4,917	
Non-Home Based Other Production	2,001	-3.9%	1,922	6.8	13,607	13,070	
Home-Based Work Attraction	627	-21.9%	490	8.5	5,330	4,165	
Home-Based Other Attraction	3,708	-33.7%	2,458	5.9	21,877	14,502	
Non-Home Based Other Attraction	1,486	-4.4%	1,421	6.2	9,213	8,810	

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	-13.0%	324	2,433	-26.7%	273	2,051		
Home Based Other Production	-13.0%	763	4,275	-26.7%	644	3,604		
Non-Home Based Other Production	-13.0%	1,671	11,365	-16.7%	1,601	10,887		
Home-Based Work Attraction	-13.0%	426	3,622	-25.9%	363	3,086		
Home-Based Other Attraction	-13.0%	2,137	12,610	-16.7%	2,047	12,080		
Non-Home Based Other Attraction	-13.0%	1,236	7,661	-16.7%	1,184	7,339		

	MXD VMT Methodology Per Capita & Per Employee									
	Total Population: 1,323									
Total Employees: 432										
	APC: East Los Angeles									
	Proposed Project	Project with Mitigation Measures								
Total Home Based Production VMT	6,708	5,655								
Total Home Based Work Attraction VMT	3,622	3,086								
Total Home Based VMT Per Capita	5.1	4.3								
Total Work Based VMT Per Employee	8.4 7.1									

# Alternative 3 Office Campus

## **CITY OF LOS ANGELES VMT CALCULATOR Version 1.3**

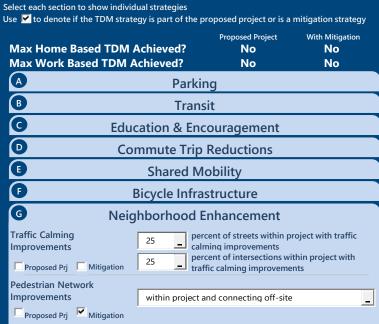


## **Project Information**



Proposed Project Land Use Type	Value	Unit
Retail   General Retail	8.2	ksf
Retail   Supermarket	27.3	ksf
Retail   Health Club	14.5	ksf
Retail   High-Turnover Sit-Down Restaurant	25	ksf
Office I General Office	633 418	ksf

#### **TDM Strategies**



#### **Analysis Results**

Proposed Project	With Mitigation				
7,907	7,327				
Daily Vehicle Trips	Daily Vehicle Trips				
54,641	50,241				
Daily VMT	Daily VMT				
0.0	0.0				
Houseshold VMT per Capita	Houseshold VMT per Capita				
7.2	6.1				
<b>/.∠</b> Work VMT	Work VMT				
per Employee	per Employee				
Significant	VMT Impact?				
Household: No	Household: No				
Threshold = 7.2 15% Below APC	Threshold = 7.2 15% Below APC				
	Maria Nia				
Work: No	Work: No				

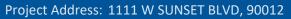


**Report 1: Project & Analysis Overview** 

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard

Project Scenario: Alt 3 - Office Campus (w All TDM)





	Project Informa	ition	
Land	l Use Type	Value	Units
	Single Family	0	DU
	Multi Family	0	DU
Housing	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
	Family	0	DU
Affordable Housing	Senior	0	DU
Affordable Housing	Special Needs	0	DU
	Permanent Supportive	0	DU
	General Retail	8.200	ksf
	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.000	ksf
	Supermarket	27.300	ksf
	Bank	0.000	ksf
	Health Club	14.500	ksf
Datati	High-Turnover Sit-Down	25.000	1.6
Retail	Restaurant	25.000	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	633.418	ksf
Office	Medical Office	0.000	ksf
	Light Industrial	0.000	ksf
Industrial	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
	University	0	Students
	High School	0	Students
School	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students
Other	,	0	Trips

**Report 1: Project & Analysis Overview** 

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard

Project Scenario: Alt 3 - Office Campus (w All TDM)



	Analysis Results								
	Total Employees: 2,774								
	Total Population:	0							
Propose	ed Project	With Mi	itigation						
7,907	Daily Vehicle Trips	7,327	Daily Vehicle Trips						
54,641	Daily VMT	50,241	Daily VMT						
0	Household VMT	0	Household VMT per						
U	per Capita	U	Capita						
7.2	Work VMT	6.1	Work VMT per						
7.2	per Employee	0.1	Employee						
	Significant VMT	Impact?							
	APC: East Los A	ngeles							
	Impact Threshold: 15% Belo	ow APC Average							
	Household = 7	7.2							
	Work = 12.7	7							
Propose	ed Project	With M	itigation						
VMT Threshold	Impact	VMT Threshold	Impact						
Household > 7.2	No	Household > 7.2	No						
Work > 12.7	No	Work > 12.7	No						

**Report 2: TDM Inputs** 

Date: October 17, 2020 Project Name: 1111 Sunset Boulevard

Project Scenario: Alt 3 - Office Campus (w All TDM)
Project Address: 1111 W SUNSET BLVD, 90012



TDM Strategy Inputs									
Strategy Type Description Proposed Project Mitigations									
	Doduce parking cumply	City code parking provision (spaces)	1804	1804					
	Reduce parking supply	Actual parking provision (spaces)	1417	1417					
	Unbundle parking	Monthly cost for parking (\$)	\$0	\$100					
Parking	Parking cash-out	Employees eligible (%)	0%	50%					
	Price workplace	Daily parking charge (\$)	\$0.00	\$0.00					
	parking	Employees subject to priced parking (%)	0%	0%					
	Residential area parking permits	Cost of annual permit (\$)	\$0	<i>\$0</i>					

(cont. on following page)

**Report 2: TDM Inputs** 

Date: October 17, 2020 Project Name: 1111 Sunset Boulevard

Project Scenario: Alt 3 - Office Campus (w All TDM)
Project Address: 1111 W SUNSET BLVD, 90012



Strate	еду Туре	Description	<b>Proposed Project</b>	Mitigations
		Reduction in headways (increase in frequency) (%)	0%	0%
Transit	Reduce transit headways	Existing transit mode share (as a percent of total daily trips) (%)	0%	0%
		Lines within project site improved (<50%, >=50%)	0	0
	Implement	Degree of implementation (low, medium, high)	0	0
	neighborhood shuttle	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 &	Voluntary travel behavior change program	Employees and residents participating (%)	0%	0%
Encouragement	Promotions and marketing	Employees and residents participating (%)	0%	50%

**Report 2: TDM Inputs** 

Date: October 17, 2020 Project Name: 1111 Sunset Boulevard

Project Scenario: Alt 3 - Office Campus (w All TDM)
Project Address: 1111 W SUNSET BLVD, 90012

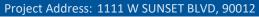


Strate	еду Туре	Description	<b>Proposed Project</b>	Mitigations	
	Required commute trip reduction program	Employees participating (%)	0%	0%	
	Alternative Work Schedules and	Employees participating (%)	0%	0%	
Commute Trip Reductions	Telecommute	Type of program	0	0	
		Degree of implementation (low, medium, high)	0	0	
	Employer sponsored vanpool or shuttle	Employees eligible (%)	0%	0%	
		Employer size (small, medium, large)	0	0	
	Ride-share program	Employees eligible (%)	0%	50%	
	Car share	Car share project setting (Urban, Suburban, All Other)	0	0	
Shared Mobility	Bike share	Within 600 feet of existing bike share station - OR-implementing new bike share station (Yes/No)	0	Yes	
	School carpool program	Level of implementation (Low, Medium, High)	0	0	

**Report 2: TDM Inputs** 

Date: October 17, 2020 Project Name: 1111 Sunset Boulevard

Project Scenario: Alt 3 - Office Campus (w All TDM)





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

**Report 3: TDM Outputs** 

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard

Project Scenario: Alt 3 - Office Campus (w All TDM)
Project Address: 1111 W SUNSET BLVD, 90012



#### TDM Adjustments by Trip Purpose & Strategy

						Place type	: Compact	Infill						
		Home B	ased Work	Home B	ased Work	Ноте В	ased Other	Home B	ased Other	Non-Home	Based Other	Non-Home	Based Other	
			luction		action		luction		action		luction		action	Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
	Reduce parking supply	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%	
	Unbundle parking	0%	12%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	TDM Strategy
Parking	Parking cash-out	0%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	Appendix, Park sections
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1 - 5
	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%	
	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Straton
Transit	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education &	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education &
Encouragement	Promotions and marketing	0%	2%	0%	2%	0%	2%	0%	2%	0%	2%	0%	0%	Encouragements sections 1 - 2
	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	
	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
Shared Mobility	Bike share	0.00%	0.25%	0.00%	0.25%	0.00%	0.25%	0.00%	0.25%	0.00%	0.25%	0.00%	0.25%	Appendix, Sha
onarea mobility	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%	Mobility sections 1 - 3

**Report 3: TDM Outputs** 

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard

Project Scenario: Alt 3 - Office Campus (w All TDM)
Project Address: 1111 W SUNSET BLVD, 90012



#### TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

						Place type	: Compact	INTIII						
			ased Work luction		ased Work action		ased Other luction		ased Other raction		Based Other luction		Based Other action	Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
	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
Bicycle Infrastructure	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%	Appendix, Bicycle Infrastructure
	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%	sections 1 - 3
Neighborhood	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,
Enhancement	Pedestrian network improvements	0.0%	2.0%	0.0%	2.0%	0.0%	2.0%	0.0%	2.0%	0.0%	2.0%	0.0%	2.0%	Neighborhood Enhancement sections 1 - 2

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	11%	25%	11%	24%	11%	25%	11%	15%	11%	15%	11%	13%
MAX. TDM EFFECT	11%	25%	11%	24%	11%	25%	11%	15%	11%	15%	11%	15%

= Min	= Minimum (X%, 1-[(1-A)*(1-B)])							
	where X%=							
PLACE	urban	75%						
TYPE	compact infill	40%						
MAX:	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.

**Report 4: MXD Methodology** 

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard





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	7.5	0	0
Home Based Other Production	0	0.0%	0	5.6	0	0
Non-Home Based Other Production	1,891	-5.0%	1,796	6.8	12,859	12,213
Home-Based Work Attraction	3,156	-16.5%	2,634	8.5	26,826	22,389
Home-Based Other Attraction	4,154	-35.3%	2,686	5.9	24,509	15,847
Non-Home Based Other Attraction	1,891	-5.0%	1,797	6.2	11,724	11,141

MXD Methodology with TDM Measures							
		Proposed Project		Project	Project with Mitigation Measures		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT	
Home Based Work Production	-11.3%			-25.2%			
Home Based Other Production	-11.3%			-25.2%			
Non-Home Based Other Production	-11.3%	1,593	10,835	-15.0%	1,526	10,380	
Home-Based Work Attraction	-11.3%	2,337	19,863	-24.4%	1,991	16,924	
Home-Based Other Attraction	-11.3%	2,383	14,059	-15.0%	2,283	13,468	
Non-Home Based Other Attraction	-11.3%	1,594	9,884	-15.0%	1,527	9,469	

	MXD VMT Methodology Per Capita & Per E	mployee			
Total Population: 0					
Total Employees: 2,774					
APC: East Los Angeles					
	Proposed Project	Project with Mitigation Measures			
Total Home Based Production VMT	0	0			
Total Home Based Work Attraction VMT	19,863	16,924			
Total Home Based VMT Per Capita	0.0	0.0			
Total Work Based VMT Per Employee	7.2	6.1			

# Alternative 4 Retail & Residential Campus

## **CITY OF LOS ANGELES VMT CALCULATOR Version 1.3**



## **Project Information**



Proposed Project Land Use Type	Value	Unit
Housing   Multi-Family	751	DU
Retail   General Retail	75	ksf
Retail   Supermarket	40	ksf
Retail   Health Club	25	ksf
Retail   High-Turnover Sit-Down Restaurant	30	ksf
Retail   Movie Theater	900	Seats
Housing   Affordable Housing - Family	76	DU

#### **TDM Strategies**



#### **Analysis Results**

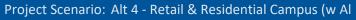
Proposed Project	With Mitigation
<b>10,853</b> Daily Vehicle Trips	10,174 Daily Vehicle Trips
<b>68,821</b> Daily VMT	<b>64,438</b> Daily VMT
<b>4.9</b> Houseshold VMT per Capita	<b>4.1</b> Houseshold VMT per Capita
<b>N/A</b> Work VMT per Employee	<b>N/A</b> Work VMT per Employee
Significant \	/MT Impact?
Household: No Threshold = 7.2 15% Below APC	Household: No Threshold = 7.2 15% Below APC
Work: N/A Threshold = 12.7 15% Below APC	Work: N/A Threshold = 12.7 15% Below APC



**Report 1: Project & Analysis Overview** 

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard







	Project Informa	tion	
Land	Use Type	Value	Units
	Single Family	0	DU
	Multi Family	Value	DU
Housing	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
	Family	76	DU
Affordable Housing	Senior	0	DU
Allordable flousing	Special Needs	Value  0 751 0 0 0 76 0 0 76 0 0 75.000 0.000 0.000 40.000 25.000 30.000 0.000	DU
	Permanent Supportive		DU
	General Retail	75.000	ksf
	Furniture Store	Value  0 751 0 0 0 76 0 0 76 0 0 75.000 0.000 0.000 0.000 25.000 30.000 0.000	ksf
	Pharmacy/Drugstore		ksf
Housing  THOUSING  THOUSING  FOR SOME PROPERTY OF THE PROPERTY	Supermarket	40.000	ksf
	Bank	0.000	ksf
	Health Club	25.000	ksf
Rotail	High-Turnover Sit-Down	High-Turnover Sit-Down	
Netali	Restaurant	Value           0           751           0           0           0           0           0           0           0           0           0           0           0           0           0           0           0.000           0.000           0.000           0.000           0.000           0.000           0.000           0.000           0.000           0.000           0.000           0           0           0           0           0	ksf
	Fast-Food Restaurant		ksf
	Quality Restaurant		ksf
	Auto Repair		ksf
	Home Improvement	0.000	ksf
	Free-Standing Discount	76 0 0 0 75.000 0.000 0.000 40.000 25.000 30.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000	ksf
	Movie Theater	900	Seats
Office	General Office	0.000	ksf
Office	Medical Office	0.000	ksf
	Light Industrial	0.000	ksf
Industrial	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	Value  0 751 0 0 0 76 0 0 76 0 0 75.000 0.000 0.000 40.000 25.000 30.000 0.000	ksf
	University	0	Students
	High School	Value           0           751           0           0           0           0           0           0           0           0           0           75.000           0.000           0.000           0.000           0.000           0.000           0.000           0.000           0.000           0.000           0.000           0.000           0           0           0           0           0           0           0           0	Students
School	Middle School		Students
	Elementary		Students
	Private School (K-12)		Students
Other		0	Trips

**Report 1: Project & Analysis Overview** 

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard

Project Scenario: Alt 4 - Retail & Residential Campus (w Al





	Analysis Res	sults	
	Total Employees:	473	
	Total Population:	1,931	
Propose	ed Project	With Mi	itigation
10,853	Daily Vehicle Trips	10,174	Daily Vehicle Trips
68,821	Daily VMT	64,438	Daily VMT
4.9	Household VMT per Capita	4.1	Household VMT per Capita
N/A	Work VMT per Employee	N/A	Work VMT per Employee
	Significant VMT	Impact?	
	APC: East Los A	ngeles	
	Impact Threshold: 15% Belo	ow APC Average	
	Household = 7	7.2	
	Work = 12.7	7	
	Proposed Project		itigation
VMT Threshold	Impact	VMT Threshold	Impact
Household > 7.2	No	Household > 7.2	No
Work > 12.7	N/A	Work > 12.7	N/A

**Report 2: TDM Inputs** 

Date: October 17, 2020 Project Name: 1111 Sunset Boulevard

Project Scenario: Alt 4 - Retail & Residential Campus (w A

Project Address: 1111 W SUNSET BLVD, 90012



	TDM Strategy Inputs					
Stra	Strategy Type		<b>Proposed Project</b>	Mitigations		
	Dadusa padina avanlu	City code parking provision (spaces)	2638	2638		
	Reduce parking supply	Actual parking provision (spaces)	1141	1141		
	Unbundle parking  Parking cash-out  Price workplace	Monthly cost for parking (\$)	\$0	\$100		
Parking		Employees eligible (%)	0%	50%		
		Daily parking charge (\$)	\$0.00	\$0.00		
	parking	Employees subject to priced parking (%)	0%	0%		
	Residential area parking permits	Cost of annual permit (\$)	\$0	<i>\$0</i>		

(cont. on following page)

**Report 2: TDM Inputs** 

Date: October 17, 2020 Project Name: 1111 Sunset Boulevard

Project Scenario: Alt 4 - Retail & Residential Campus (w A



Strate	еду Туре	Description	<b>Proposed Project</b>	Mitigations
		Reduction in headways (increase in frequency) (%)	0%	0%
	Reduce transit headways	Existing transit mode share (as a percent of total daily trips) (%)	0%	0%
		Lines within project site improved (<50%, >=50%)	0	0
Transit	Implement	Degree of implementation (low, medium, high)	0	0
	neighborhood shuttle	Employees and residents eligible (%)	0%	0%
		Employees and residents eligible (%)	0%	0%
	Transit subsidies	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	residents participating (%)	0%	50%

**Report 2: TDM Inputs** 

Date: October 17, 2020 Project Name: 1111 Sunset Boulevard

Project Scenario: Alt 4 - Retail & Residential Campus (w A



TDM Strategy Inputs, Cont.					
Strate	еду Туре	Description	<b>Proposed Project</b>	Mitigations	
	Required commute trip reduction program	Employees participating (%)	0%	0%	
	Alternative Work Schedules and	Employees participating (%)	0%	0%	
	Telecommute	Type of program	0	0	
Commute Trip Reductions		Degree of implementation (low, medium, high)	0	0	
	Employer sponsored vanpool or shuttle	Employees eligible (%)	0%	0%	
		Employer size (small, medium, large)	0	0	
	Ride-share program	Employees eligible (%)	0%	50%	
	Car share	Car share project setting (Urban, Suburban, All Other)	0	0	
Shared Mobility	Bike share	Within 600 feet of existing bike share station - OR-implementing new bike share station (Yes/No)	0	Yes	
	School carpool program	Level of implementation (Low, Medium, High)	0	0	

**Report 2: TDM Inputs** 

Date: October 17, 2020 Project Name: 1111 Sunset Boulevard

Project Scenario: Alt 4 - Retail & Residential Campus (w A



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

**Report 3: TDM Outputs** 

Date: October 17, 2020
Project Name: 1111 Sunset Boulevard

Project Scenario: Alt 4 - Retail & Residential Campus (w All TDM)

Project Address: 1111 W SUNSET BLVD, 90012



#### **TDM Adjustments by Trip Purpose & Strategy**

		11 D	ased Work	Hama B		Place type	ased Other			No. 11.	Danad Other	Non Hann	Based Other	
					ased Work				ased Other		Based Other			C
		Proposed	duction Mitigated	Proposed	action Mitigated	Proposed	<i>luction</i> Mitigated	Proposed	<i>action</i> Mitigated	Proposed	duction Mitigated	Proposed	action Mitigated	Source
	Reduce parking supply	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	
	Unbundle parking	0%	12%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	TDM Classes
Parking	Parking cash-out	0%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Price workplace	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%	
	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy
Transit	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Appendix, Transit sections 1 - 3
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education &	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
Encouragement	Promotions and marketing	0%	2%	0%	2%	0%	2%	0%	2%	0%	2%	0%	0%	
	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	
	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
Shared Mobility	Bike share	0.00%	0.25%	0.00%	0.25%	0.00%	0.25%	0.00%	0.25%	0.00%	0.25%	0.00%	0.25%	Appendix, Shared Mobility sections 1 - 3
Silai eu Wiosility	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%	

**Report 3: TDM Outputs** 

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard

Project Scenario: Alt 4 - Retail & Residential Campus (w All TDM)

Project Address: 1111 W SUNSET BLVD, 90012



#### TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

						riace type	. Compact	1111111						
			ased Work		ased Work		sed Other		sed Other		Based Other		Based Other	
		Prod	luction	Attr	action	Prod	luction	Attr	action	Prod	uction	Attr	raction	Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle	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
Infrastructure	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%	Appendix, Bicycle Infrastructure
	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%	sections 1 - 3
Neighborhood	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,
Enhancement	Pedestrian network improvements	0.0%	2.0%	0.0%	2.0%	0.0%	2.0%	0.0%	2.0%	0.0%	2.0%	0.0%	2.0%	Neighborhood Enhancement sections 1 - 2

Final Combined & Maximum TDM Effect													
	Home Based Work Production		Home Based Work H Attraction							Based Other uction		Non-Home Based Other Attraction	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
COMBINED TOTAL	13%	27%	13%	26%	13%	27%	13%	17%	13%	17%	13%	15%	
MAX. TDM EFFECT	13%	27%	13%	26%	13%	27%	13%	17%	13%	17%	13%	17%	

= Minimum (X%, 1-[(1-A)*(1-B)])							
where X%=							
PLACE	urban	75%					
TYPE	compact infill	40%					
MAX:	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.

**Report 4: MXD Methodology** 

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard



Project Address: 1111 W SUNSET BLVD, 90012



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	737	-28.4%	528	7.5	5,528	3,960		
Home Based Other Production	2,042	-40.5%	1,216	5.6	11,435	6,810		
Non-Home Based Other Production	3,346	-4.0%	3,211	6.8	22,753	21,835		
Home-Based Work Attraction	686	-22.6%	531	8.5	5,831	4,514		
Home-Based Other Attraction	6,808	-34.1%	4,488	5.9	40,167	26,479		
Non-Home Based Other Attraction	2,623	-4.4%	2,508	6.2	16,263	15,550		

	MXD	Methodology wi	th TDM Measu	res			
	Proposed Project Project with Mitigation Measures						
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT	
Home Based Work Production	-13.0%	459	3,443	-26.7%	387	2,903	
Home Based Other Production	-13.0%	1,057	5,922	-26.7%	891	4,992	
Non-Home Based Other Production	-13.0%	2,792	18,986	-16.7%	2,675	18,189	
Home-Based Work Attraction	-13.0%	462	3,925	-25.9%	393	3,344	
Home-Based Other Attraction	-13.0%	3,902	23,024	-16.7%	3,739	22,057	
Non-Home Based Other Attraction	-13.0%	2,181	13,521	-16.7%	2,089	12,953	

MXD VMT Methodology Per Capita & Per Employee								
	Total Population	: 1,931						
	Total Employees	: 473						
	APC: East Los Angeles							
	Proposed Project	Project with Mitigation Measures						
Total Home Based Production VMT	9,365	7,895						
Total Home Based Work Attraction VMT	3,925	3,344						
Total Home Based VMT Per Capita	4.9	4.1						
Total Work Based VMT Per Employee	N/A	N/A						

# Alternative 5 Reduced Density

## **CITY OF LOS ANGELES VMT CALCULATOR Version 1.3**

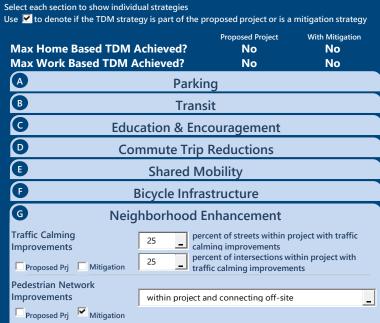


## **Project Information**



Proposed Project Land Use Type	Value	Unit
Housing   Multi-Family	479	DU
Housing   Hotel	117	Rooms
Retail   General Retail	11.83	ksf
Retail   Supermarket	17.745	ksf
Retail   Health Club	9.425	ksf
Retail   High-Turnover Sit-Down Restaurant	22.75	ksf
Office   General Office	31.2	ksf

#### **TDM Strategies**



#### **Analysis Results**

Proposed Project	With Mitigation
5,873	5,483
Daily Vehicle Trips	Daily Vehicle Trips
37,460	34,913
Daily VMT	Daily VMT
5.1	4.3
Houseshold VMT	Houseshold VMT
per Capita	per Capita
8.5	7.2
Work VMT	Work VMT
per Employee	per Employee
Significant \	/MT Impact?
Household: No	Household: No
Threshold = 7.2	Threshold = 7.2
15% below APC	15% below APC
Work: No	Work: No
Threshold = 12.7	Threshold = 12.7
15% Below APC	15% Below APC



**Report 1: Project & Analysis Overview** 

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard

Project Scenario: Alt 5 - Reduced Density (w All TDM)



	Project Informa	ition	
Land	l Use Type	Value	Units
	Single Family	0	DU
	Multi Family	479	DU
Housing	Townhouse	0	DU
	Hotel	117	Rooms
	Motel	0	Rooms
	Family	0	DU
Affordable Housing	Senior	0	DU
Affordable Housing	Special Needs	0	DU
	Permanent Supportive	0	DU
	General Retail	11.830	ksf
	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.000	ksf
	Supermarket	17.745	ksf
	Bank	0.000	ksf
	Health Club	9.425	ksf
Retail	High-Turnover Sit-Down	22.750	ksf
Netali	Restaurant	22.750	KSI
	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	31.200	ksf
Office	Medical Office	0.000	ksf
	Light Industrial	0.000	ksf
Industrial	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
	University	0	Students
	High School	0	Students
School	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students
Other		0	Trips

**Report 1: Project & Analysis Overview** 

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard

Project Scenario: Alt 5 - Reduced Density (w All TDM)



Analysis Results						
Total Employees: 378						
	Total Population:	1,079				
Propose	d Project	With Mi	tigation			
5,873	Daily Vehicle Trips	5,483	Daily Vehicle Trips			
37,460	Daily VMT	34,913	Daily VMT			
5.1	Household VMT	4.3	Household VMT per			
2.1	per Capita	4.3	Capita			
8.5	Work VMT	7.2	Work VMT per			
8.5	per Employee	7.2	Employee			
	Significant VMT	mpact?				
	APC: East Los A	ngeles				
	Impact Threshold: 15% Belo	ow APC Average				
	Household = 7	7.2				
	Work = 12.7	,				
Propose	d Project	With Mi	tigation			
VMT Threshold	Impact	VMT Threshold	Impact			
Household > 7.2	No	Household > 7.2	No			
Work > 12.7	No	Work > 12.7	No			

**Report 2: TDM Inputs** 

Date: October 17, 2020 Project Name: 1111 Sunset Boulevard

Project Scenario: Alt 5 - Reduced Density (w All TDM)

Project Address: 1111 W SUNSET BLVD, 90012



	TDM Strategy Inputs				
Stra	tegy Type	Description	<b>Proposed Project</b>	Mitigations	
	Dadwa zadia zawali	City code parking provision (spaces)	1429	1429	
	Reduce parking supply	Actual parking provision (spaces)	1097	1097	
	Unbundle parking	Monthly cost for parking (\$)	\$0	\$100	
Parking	Parking cash-out	Employees eligible (%)	0%	50%	
	Price workplace	Daily parking charge (\$)	\$0.00	\$0.00	
	parking	Employees subject to priced parking (%)	0%	0%	
	Residential area parking permits	Cost of annual permit (\$)	\$0	<i>\$0</i>	

(cont. on following page)

**Report 2: TDM Inputs** 

Date: October 17, 2020 Project Name: 1111 Sunset Boulevard

Project Scenario: Alt 5 - Reduced Density (w All TDM)



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

**Report 2: TDM Inputs** 

Date: October 17, 2020 Project Name: 1111 Sunset Boulevard

Project Scenario: Alt 5 - Reduced Density (w All TDM)



TDM Strategy Inputs, Cont.					
Strate	еду Туре	Description	<b>Proposed Project</b>	Mitigations	
	Required commute trip reduction program	Employees participating (%)	0%	0%	
	Alternative Work Schedules and	Employees participating (%)	0%	0%	
	Telecommute	Type of program	0	0	
Commute Trip Reductions		Degree of implementation (low, medium, high)	0	0	
	Employer sponsored vanpool or shuttle	Employees eligible (%)	0%	0%	
		Employer size (small, medium, large)	0	0	
	Ride-share program	Employees eligible (%)	0%	50%	
	Car share	Car share project setting (Urban, Suburban, All Other)	0	0	
Shared Mobility	Bike share	Within 600 feet of existing bike share station - OR-implementing new bike share station (Yes/No)	0	Yes	
	School carpool program	Level of implementation (Low, Medium, High)	0	0	

**Report 2: TDM Inputs** 

Date: October 17, 2020 Project Name: 1111 Sunset Boulevard

Project Scenario: Alt 5 - Reduced Density (w All TDM)



	TDM	Strategy Inputs,	Cont.	
Strate	еду Туре	Description	<b>Proposed Project</b>	Mitigations
	Implement/Improve on-street bicycle facility	Provide bicycle facility along site (Yes/No)	0	0
Bicycle Infrastructure	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)	0	0
	Traffic calming	Streets with traffic calming improvements (%)	0%	0%
Neighborhood	improvements	Intersections with traffic calming improvements (%)	0%	0%
Enhancement	Pedestrian network improvements	Included (within project and connecting offsite/within project only)	0	within project and connecting off-site

**Report 3: TDM Outputs** 

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard

Project Scenario: Alt 5 - Reduced Density (w All TDM)
Project Address: 1111 W SUNSET BLVD, 90012



#### TDM Adjustments by Trip Purpose & Strategy

						Place type	: Compact	Infill						
		Home B	ased Work	Home B	ased Work	Ноте В	Home Based Other Home Based Other		Non-Home	Based Other	Non-Home	Based Other		
			luction		action		luction		action		luction		action	Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
	Reduce parking supply	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	
	Unbundle parking	0%	12%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	TDM Strategy
Parking	Parking cash-out	0%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	Appendix, Park sections
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1 - 5
	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%	
	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy
Transit	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Appendix, Transections 1 - 3
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education &	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education &
Encouragement	Promotions and marketing	0%	2%	0%	2%	0%	2%	0%	2%	0%	2%	0%	0%	Encouragement sections 1 - 2
	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Reductions sections 1 - 4
	Ride-share program	0%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	
	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
Shared Mobility	Bike share	0.00%	0.25%	0.00%	0.25%	0.00%	0.25%	0.00%	0.25%	0.00%	0.25%	0.00%	0.25%	Appendix, Sha
onarea mobility	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%	Mobility sectio 1 - 3

Report 3: TDM Outputs

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard

Project Scenario: Alt 5 - Reduced Density (w All TDM)
Project Address: 1111 W SUNSET BLVD, 90012



#### TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

						riace type	. Compact							
			ased Work		sed Work		sed Other		ased Other		Based Other		Based Other	
		Prod	luction	Attro	action	Prod	luction	Attr	action	Prod	luction	Attr	action	Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
	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
Bicycle Infrastructure	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%	Appendix, Bicycle Infrastructure
	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%	sections 1 - 3
Neighborhood	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,
Enhancement	Pedestrian network improvements	0.0%	2.0%	0.0%	2.0%	0.0%	2.0%	0.0%	2.0%	0.0%	2.0%	0.0%	2.0%	Neighborhood Enhancement sections 1 - 2

				Final Con	nbined &	Maximur	n TDM Ef	fect				
	Home Bas Produ			sed Work action	Home Ba Produ		Home Bas Attra	sed Other action	Non-Home I Produ	Based Other uction	Non-Home Attro	Based Other action
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	12%	26%	12%	25%	12%	26%	12%	16%	12%	16%	12%	14%
MAX. TDM EFFECT	12%	26%	12%	25%	12%	26%	12%	16%	12%	16%	12%	16%

= Minimum (X%, 1-[(1-A)*(1-B)])					
	where X%=				
PLACE	urban	75%			
TYPE	compact infill	40%			
MAX:	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.

**Report 4: MXD Methodology** 

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard



Project Address: 1111 W SUNSET BLVD, 90012



Version 1.3

	MXD M	ethodology - Pr	oject Without 1	TDM		
	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	429	-29.4%	303	7.5	3,218	2,273
Home Based Other Production	1,189	-39.9%	715	5.6	6,658	4,004
Non-Home Based Other Production	1,681	-3.9%	1,615	6.8	11,431	10,982
Home-Based Work Attraction	549	-21.7%	430	8.5	4,667	3,655
Home-Based Other Attraction	3,637	-33.6%	2,416	5.9	21,458	14,254
Non-Home Based Other Attraction	1,261	-4.3%	1,207	6.2	7,818	7,483

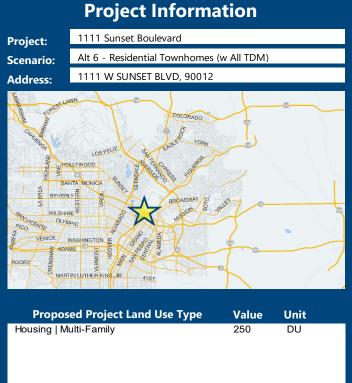
	MXD I	Methodology wi	th TDM Measu	res		
		Proposed Project		Project	with Mitigation M	easures
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-12.2%	266	1,996	-26.0%	224	1,683
Home Based Other Production	-12.2%	628	3,517	-26.0%	529	2,965
Non-Home Based Other Production	-12.2%	1,419	9,646	-15.9%	1,359	9,240
Home-Based Work Attraction	-12.2%	378	3,210	-25.2%	322	2,735
Home-Based Other Attraction	-12.2%	2,122	12,519	-15.9%	2,033	11,994
Non-Home Based Other Attraction	-12.2%	1,060	6,572	-15.9%	1,016	6,296

	MXD VMT Methodology Per Capita & Per E	mployee					
	Total Population:	1,079					
	Total Employees: 378						
	APC:	East Los Angeles					
	Proposed Project	Project with Mitigation Measures					
Total Home Based Production VMT	5,513	4,648					
Total Home Based Work Attraction VMT	3,210	2,735					
Total Home Based VMT Per Capita	5.1	4.3					
Total Work Based VMT Per Employee	8.5	7.2					

# Alternative 6 Residential Townhomes

### **CITY OF LOS ANGELES VMT CALCULATOR Version 1.3**





#### **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 Parking В **Transit** 0 **Education & Encouragement** O **Commute Trip Reductions** E **Shared Mobility** F **Bicycle Infrastructure** G **Neighborhood Enhancement** Traffic Calming percent of streets within project with traffic Improvements calming improvements percent of intersections within project with Proposed Prj Mitigation traffic calming improvements Pedestrian Network Improvements within project and connecting off-site Proposed Pri Mitigation

#### **Analysis Results**

986
Daily Vehicle Trips
6,211
Daily VMT
5.1
Houseshold VMT per Capita
N/A
Work VMT per Employee
/MT Impact?
Household: No
Threshold = 7.2 15% Below APC
1370 Below 711 C
Work: N/A
Threshold = 12.7 15% Below APC



**Report 1: Project & Analysis Overview** 

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard

Project Scenario: Alt 6 - Residential Townhomes (w All TDI



Project Information								
Land	d Use Type	Value	Units					
	Single Family	0	DU					
	Multi Family	250	DU					
Housing	Townhouse	0	DU					
	Hotel	0	Rooms					
	Motel	0	Rooms					
	Family	0	DU					
Affordable Housing	Senior	0	DU					
Affordable Housing	Special Needs	0	DU					
	Permanent Supportive	0	DU					
	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					
Retail	High-Turnover Sit-Down	0.000	leaf					
Ketali	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					
Office	Medical Office	0.000	ksf					
	Light Industrial	0.000	ksf					
Industrial	Manufacturing	0.000	ksf					
	Warehousing/Self-Storage	0.000	ksf					
	University	0	Students					
	High School	0	Students					
School	Middle School	0	Students					
	Elementary	0	Students					
	Private School (K-12)	0	Students					
Other	,	0	Trips					

**Report 1: Project & Analysis Overview** 

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard

Project Scenario: Alt 6 - Residential Townhomes (w All TDI



	Analysis Results										
	Total Employees:	0									
	Total Population: 563										
Propose	ed Project	With M	itigation								
1,096	Daily Vehicle Trips	986	Daily Vehicle Trips								
6,896	Daily VMT	6,211	Daily VMT								
6.1	Household VMT per Capita	5.1	Household VMT per Capita								
N/A	Work VMT per Employee	N/A	Work VMT per Employee								
	Significant VMT	Impact?									
	APC: East Los A	ngeles									
	Impact Threshold: 15% Belo	ow APC Average									
	Household = 7	7.2									
	Work = 12.7	7									
Propose	ed Project	With M	itigation								
VMT Threshold	Impact	VMT Threshold	Impact								
Household > 7.2	No	Household > 7.2	No								
Work > 12.7	N/A	Work > 12.7	N/A								

**Report 2: TDM Inputs** 

Date: October 17, 2020 Project Name: 1111 Sunset Boulevard

Project Scenario: Alt 6 - Residential Townhomes (w All TD

Project Address: 1111 W SUNSET BLVD, 90012



	TDM Strategy Inputs										
Stra	tegy Type	Description	<b>Proposed Project</b>	Mitigations							
	Doduce narking supply	City code parking provision (spaces)	0	0							
	Reduce parking supply	Actual parking provision (spaces)	0	0							
	Unbundle parking	Monthly cost for parking (\$)	\$0	\$100							
Parking	Parking cash-out	Employees eligible (%)	0%	50%							
	Price workplace	Daily parking charge (\$)	\$0.00	\$0.00							
	parking	Employees subject to priced parking (%)	0%	0%							
	Residential area parking permits	Cost of annual permit (\$)	\$0	<i>\$0</i>							

(cont. on following page)

**Report 2: TDM Inputs** 

Date: October 17, 2020 Project Name: 1111 Sunset Boulevard

Project Scenario: Alt 6 - Residential Townhomes (w All TD



Strate	egy Type	Strategy Inputs,  Description	Proposed Project	Mitigations
		Reduction in headways (increase in frequency) (%)	0%	0%
Transit	Reduce transit headways	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 &	Voluntary travel behavior change program	residents participating (%)	0%	0%
Encouragement	Promotions and marketing	residents participating (%)	0%	50%

**Report 2: TDM Inputs** 

Date: October 17, 2020 Project Name: 1111 Sunset Boulevard

Project Scenario: Alt 6 - Residential Townhomes (w All TD



Strate	еду Туре	Description	<b>Proposed Project</b>	Mitigations
	Required commute trip reduction program	Employees participating (%)	0%	0%
	Alternative Work Schedules and	Employees participating (%)	0%	0%
Commute Trip Reductions	Telecommute	Type of program	0	0
		Degree of implementation (low, medium, high)	0	0
	Employer sponsored vanpool or shuttle	Employees eligible (%)	0%	0%
		Employer size (small, medium, large)	0	0
	Ride-share program	Employees eligible (%)	0%	50%
	Car share	Car share project setting (Urban, Suburban, All Other)	0	0
Shared Mobility	Bike share	Within 600 feet of existing bike share station - OR-implementing new bike share station (Yes/No)	0	Yes
	School carpool program	Level of implementation (Low, Medium, High)	0	0

**Report 2: TDM Inputs** 

Date: October 17, 2020 Project Name: 1111 Sunset Boulevard

Project Scenario: Alt 6 - Residential Townhomes (w All TD



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

**Report 3: TDM Outputs** 

Date: October 17, 2020 Project Name: 1111 Sunset Boulevard



Project Address: 1111 W SUNSET BLVD, 90012



#### **TDM Adjustments by Trip Purpose & Strategy**

						Place type	: Compact	Infill						
			ased Work	Home B	ased Work		ased Other		ased Other		Based Other		Based Other	
			luction		action		luction		raction		luction		raction	Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	1
	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Unbundle parking	0%	12%	0%	0%	0%	12%	0%	0%	0%	0%	0%	0%	TDM Strategy
Parking	Parking cash-out	0%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	Appendix, Parking sections 1 - 5
	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%	
	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy
Transit	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Appendix, Transit sections 1 - 3
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education &	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
Encouragement	Promotions and marketing	0%	2%	0%	2%	0%	2%	0%	2%	0%	2%	0%	0%	
	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Reductions sections 1 - 4
	Ride-share program	0%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	
	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
Shared Mobility	Bike share	0.00%	0.25%	0.00%	0.25%	0.00%	0.25%	0.00%	0.25%	0.00%	0.25%	0.00%	0.25%	Appendix, Shared
Shared Woodinty	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%	Mobility sections 1 - 3

**Report 3: TDM Outputs** 

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard

Project Scenario: Alt 6 - Residential Townhomes (w All TDM)

Project Address: 1111 W SUNSET BLVD, 90012



#### TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

	Flace type. Compact mini													
			ased Work		sed Work		sed Other		ased Other		Based Other		Based Other	
		Prod	Production Attraction		Prod	luction	Attr	action	Prod	luction	Attraction		Source	
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
	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
Bicycle Infrastructure	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%	Appendix, Bicycle Infrastructure
	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%	sections 1 - 3
Neighborhood	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,
Enhancement	Pedestrian network improvements	0.0%	2.0%	0.0%	2.0%	0.0%	2.0%	0.0%	2.0%	0.0%	2.0%	0.0%	2.0%	Neighborhood Enhancement sections 1 - 2

	Final Combined & Maximum TDM Effect											
	Home Based Work Production			sed Work action		Home Based Other Production		Home Based Other Attraction		Based Other uction	Non-Home Based Other Attraction	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	1%	16%	1%	15%	1%	16%	1%	5%	1%	5%	1%	3%
MAX. TDM EFFECT	1%	16%	1%	15%	1%	16%	1%	5%	1%	5%	1%	5%

= Min	= Minimum (X%, 1-[(1-A)*(1-B)])							
	where X%=							
PLACE	urban	75%						
TYPE	compact infill	40%						
MAX:	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.

**Report 4: MXD Methodology** 

Date: October 17, 2020

Project Name: 1111 Sunset Boulevard



Project Address: 1111 W SUNSET BLVD, 90012



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	224	-22.3%	174	7.5	1,680	1,305							
Home Based Other Production	621	-38.2%	384	5.6	3,478	2,150							
Non-Home Based Other Production	290	-2.8%	282	6.8	1,972	1,918							
Home-Based Work Attraction	0	0.0%	0	8.5	0	0							
Home-Based Other Attraction	296	-34.1%	195	5.9	1,746	1,151							
Non-Home Based Other Attraction	70	-4.3%	67	6.2	434	415							

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	-0.6%	173	1,297	-16.2%	146	1,093					
Home Based Other Production	-0.6%	382	2,137	-16.2%	322	1,801					
Non-Home Based Other Production	-0.6%	280	1,906	-4.8%	268	1,826					
Home-Based Work Attraction	-0.6%			-15.3%							
Home-Based Other Attraction	-0.6%	194	1,144	-4.8%	186	1,096					
Non-Home Based Other Attraction	-0.6%	67	412	-4.8%	64	395					

	MXD VMT Methodology Per Capita & Per E	mployee
	Total Population:	563
	Total Employees:	0
	APC:	East Los Angeles
	Proposed Project	Project with Mitigation Measures
Total Home Based Production VMT	3,434	2,894
Total Home Based Work Attraction VMT	0	0
Total Home Based VMT Per Capita	6.1	5.1
Total Work Based VMT Per Employee	N/A	N/A

## Attachment C

# Freeway Safety Analysis Highway Capacity Manual Worksheets

# Alternative 2 Community Plan

Intersection						
Intersection Delay, s/veh	23.3					
Intersection LOS	C					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	ች	7	<u></u>	, , ,	002	<u> </u>
Traffic Vol, veh/h	130	80	81	0	0	603
Future Vol, veh/h	130	80	81	0	0	603
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	141	87	88	0	0	655
Number of Lanes	1	1	1	0	0	1
	•	ı		U	J	•
Approach	WB		NB			SB
Opposing Approach			SB			NB
Opposing Lanes	0		1			1
Conflicting Approach Left	NB					WB
Conflicting Lanes Left	1		0			2
Conflicting Approach Right	SB		WB			
Conflicting Lanes Right	1		2			0
HCM Control Delay	11.1		9.4			29.4
HCM LOS	В		Α			D
Lane		NBLn1	WBLn1	WBLn2	SBLn1	
Lane Vol Left, %		NBLn1	WBLn1 100%	WBLn2	SBLn1	
Vol Left, %		0%	100%	0%		
Vol Left, % Vol Thru, %			100% 0%	0% 0%	0% 100%	
Vol Left, % Vol Thru, % Vol Right, %		0% 100% 0%	100% 0% 0%	0% 0% 100%	0% 100% 0%	
Vol Left, % Vol Thru, % Vol Right, % Sign Control		0% 100% 0% Stop	100% 0% 0% Stop	0% 0% 100% Stop	0% 100% 0% Stop	
Vol Left, % Vol Thru, % Vol Right, %		0% 100% 0%	100% 0% 0%	0% 0% 100% Stop 80	0% 100% 0% Stop 603	
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol		0% 100% 0% Stop 81	100% 0% 0% Stop 130	0% 0% 100% Stop	0% 100% 0% Stop	
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane		0% 100% 0% Stop 81	100% 0% 0% Stop 130	0% 0% 100% Stop 80	0% 100% 0% Stop 603	
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol		0% 100% 0% Stop 81 0	100% 0% 0% Stop 130 130	0% 0% 100% Stop 80 0	0% 100% 0% Stop 603 0	
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate		0% 100% 0% Stop 81 0 81 0	100% 0% 0% Stop 130 130 0	0% 0% 100% Stop 80 0 0	0% 100% 0% Stop 603 0 603	
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp		0% 100% 0% Stop 81 0 81 0 88	100% 0% 0% Stop 130 130 0 0	0% 0% 100% Stop 80 0	0% 100% 0% Stop 603 0 603	
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X)		0% 100% 0% Stop 81 0 81 0 88 2	100% 0% 0% Stop 130 130 0 0 141 7	0% 0% 100% Stop 80 0 0 80 87 7	0% 100% 0% Stop 603 0 603 0 655 2	
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd)		0% 100% 0% Stop 81 0 81 0 88 2 0.135 5.5	100% 0% 0% Stop 130 130 0 0 141 7 0.271 6.908	0% 0% 100% Stop 80 0 0 80 87 7 0.137 5.689	0% 100% 0% Stop 603 0 603 0 655 2 0.858 4.715	
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N		0% 100% 0% Stop 81 0 81 0 88 2 0.135 5.5 Yes	100% 0% 0% Stop 130 130 0 0 141 7 0.271 6.908 Yes	0% 0% 100% Stop 80 0 0 80 87 7 0.137 5.689 Yes	0% 100% 0% Stop 603 0 603 0 655 2 0.858 4.715 Yes	
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap		0% 100% 0% Stop 81 0 81 0 88 2 0.135 5.5 Yes 654	100% 0% 0% Stop 130 0 0 141 7 0.271 6.908 Yes 523	0% 0% 100% Stop 80 0 0 80 87 7 0.137 5.689 Yes 634	0% 100% 0% Stop 603 0 603 0 655 2 0.858 4.715 Yes 760	
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time		0% 100% 0% Stop 81 0 81 0 88 2 0.135 5.5 Yes 654 3.516	100% 0% 0% Stop 130 0 0 141 7 0.271 6.908 Yes 523 4.612	0% 0% 100% Stop 80 0 0 80 87 7 0.137 5.689 Yes 634 3.393	0% 100% 0% Stop 603 0 603 0 655 2 0.858 4.715 Yes 760 2.792	
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio		0% 100% 0% Stop 81 0 88 2 0.135 5.5 Yes 654 3.516 0.135	100% 0% 0% Stop 130 0 0 141 7 0.271 6.908 Yes 523 4.612 0.27	0% 0% 100% Stop 80 0 0 80 87 7 0.137 5.689 Yes 634 3.393 0.137	0% 100% 0% Stop 603 0 603 0 655 2 0.858 4.715 Yes 760 2.792 0.862	
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time		0% 100% 0% Stop 81 0 81 0 88 2 0.135 5.5 Yes 654 3.516	100% 0% 0% Stop 130 0 0 141 7 0.271 6.908 Yes 523 4.612	0% 0% 100% Stop 80 0 0 80 87 7 0.137 5.689 Yes 634 3.393	0% 100% 0% Stop 603 0 603 0 655 2 0.858 4.715 Yes 760 2.792	

1.1

0.5

0.5

10.2

HCM 95th-tile Q

Intersection						
Intersection Delay, s/veh	17.5					
Intersection LOS	С					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	ች	7	<b>*</b>			<b></b>
Traffic Vol, veh/h	268	70	366	0	0	335
Future Vol, veh/h	268	70	366	0	0	335
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	291	76	398	0	0	364
Number of Lanes	1	1	1	0	0	1
Approach	WB		NB			SB
Opposing Approach			SB			NB
Opposing Lanes	0		1			1
Conflicting Approach Left	NB		•			WB
Conflicting Lanes Left	1		0			2
Conflicting Approach Right	SB		WB			<del>_</del>
Conflicting Lanes Right	1		2			0
HCM Control Delay	17.2		18.4			16.9
HCM LOS	С		С			С
Lane		NBLn1	WBLn1	WBLn2	SBLn1	
Vol Left, %						
		0%	100%	0%	0%	
Vol Thru. %		0% 100%	100% 0%	0% 0%	0% 100%	
Vol Thru, % Vol Right. %		100%	0%	0%	100%	
Vol Right, %		100% 0%	0% 0%	0% 100%	100% 0%	
Vol Right, % Sign Control		100% 0% Stop	0%	0% 100% Stop	100% 0% Stop	
Vol Right, %		100% 0%	0% 0% Stop	0% 100%	100% 0%	
Vol Right, % Sign Control Traffic Vol by Lane LT Vol		100% 0% Stop 366	0% 0% Stop 268	0% 100% Stop 70	100% 0% Stop 335	
Vol Right, % Sign Control Traffic Vol by Lane		100% 0% Stop 366 0	0% 0% Stop 268 268	0% 100% Stop 70 0	100% 0% Stop 335 0	
Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol		100% 0% Stop 366 0 366	0% 0% Stop 268 268	0% 100% Stop 70 0	100% 0% Stop 335 0 335	
Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol		100% 0% Stop 366 0 366	0% 0% Stop 268 268 0	0% 100% Stop 70 0 0	100% 0% Stop 335 0 335	
Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate		100% 0% Stop 366 0 366 0 398	0% 0% Stop 268 268 0 0	0% 100% Stop 70 0 0 70 76	100% 0% Stop 335 0 335 0	
Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X)		100% 0% Stop 366 0 366 0 398 2	0% 0% Stop 268 268 0 0 291	0% 100% Stop 70 0 0 70 76	100% 0% Stop 335 0 335 0 364	
Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp		100% 0% Stop 366 0 366 0 398 2 0.636	0% 0% Stop 268 268 0 0 291 7	0% 100% Stop 70 0 0 70 76 7	100% 0% Stop 335 0 335 0 364 2 0.587	
Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd)		100% 0% Stop 366 0 366 0 398 2 0.636 5.753	0% 0% Stop 268 268 0 0 291 7 0.577 7.127	0% 100% Stop 70 0 0 70 76 7 0.125 5.904	100% 0% Stop 335 0 335 0 364 2 0.587 5.805	
Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N		100% 0% Stop 366 0 366 0 398 2 0.636 5.753 Yes	0% 0% Stop 268 268 0 0 291 7 0.577 7.127 Yes	0% 100% Stop 70 0 0 70 76 7 0.125 5.904 Yes	100% 0% Stop 335 0 335 0 364 2 0.587 5.805 Yes	
Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap		100% 0% Stop 366 0 366 0 398 2 0.636 5.753 Yes 625	0% 0% Stop 268 268 0 0 291 7 0.577 7.127 Yes 504	0% 100% Stop 70 0 70 76 7 0.125 5.904 Yes 605	100% 0% Stop 335 0 335 0 364 2 0.587 5.805 Yes 619	
Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time		100% 0% Stop 366 0 366 0 398 2 0.636 5.753 Yes 625 3.818	0% 0% Stop 268 268 0 0 291 7 0.577 7.127 Yes 504 4.889	0% 100% Stop 70 0 0 70 76 7 0.125 5.904 Yes 605 3.666	100% 0% Stop 335 0 335 0 364 2 0.587 5.805 Yes 619 3.873 0.588 16.9	
Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio		100% 0% Stop 366 0 398 2 0.636 5.753 Yes 625 3.818 0.637	0% 0% Stop 268 268 0 0 291 7 0.577 7.127 Yes 504 4.889 0.577	0% 100% Stop 70 0 0 76 7 0.125 5.904 Yes 605 3.666 0.126	100% 0% Stop 335 0 335 0 364 2 0.587 5.805 Yes 619 3.873 0.588	

# Alternative 3 Office Campus

Yes

625

3.775

0.141

9.7

0.5

Α

Yes

514

4.731

0.368

13.8

В

1.7

Yes

621

0.14

9.4

0.5

Α

3.511

Yes

732

2.966

0.908

38.4

12.5

Ε

Intersection							
Intersection Delay, s/veh	29						
Intersection LOS	D						
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	ř	7	<u></u>			<u></u>	
Traffic Vol, veh/h	174	80	81	0	0	612	
Future Vol, veh/h	174	80	81	0	0	612	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	189	87	88	0	0	665	
Number of Lanes	1	1	1	0	0	1	
Approach	WB		NB			SB	
Opposing Approach			SB			NB	
Opposing Lanes	0		1			1	
Conflicting Approach Left	NB					WB	
Conflicting Lanes Left	1		0			2	
Conflicting Approach Right	SB		WB				
Conflicting Lanes Right	1		2			0	
HCM Control Delay	12.4		9.7			38.4	
HCM LOS	В		Α			Е	
Lane		NBLn1	WBLn1	WBLn2	SBLn1		
Vol Left, %		0%	100%	0%	0%		
Vol Thru, %		100%	0%	0%	100%		
Vol Right, %		0%	0%	100%	0%		
Sign Control		Stop	Stop	Stop	Stop		
Traffic Vol by Lane		81	174	80	612		
LT Vol		0	174	0	0		
Through Vol		81	0	0	612		
RT Vol		0	0	80	0		
Lane Flow Rate		88	189	87	665		
Geometry Grp		2	7	7	2		
Degree of Util (X)		0.14	0.367	0.139	0.918		
Departure Headway (Hd)		5.734	6.992	5.772	4.966		
0 \//\							

Convergence, Y/N

HCM Lane V/C Ratio

**HCM Control Delay** 

HCM Lane LOS

HCM 95th-tile Q

Service Time

Cap

4.8

3.6

0.4

3.8

Interception						
Intersection	47.0					
Intersection Delay, s/veh	17.9					
Intersection LOS	С					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Ĭ	7	<b>†</b>			<b>†</b>
Traffic Vol, veh/h	269	70	375	0	0	335
Future Vol, veh/h	269	70	375	0	0	335
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	292	76	408	0	0	364
Number of Lanes	1	1	1	0	0	1
Annroach	WB		NB			SB
Approach	WB					
Opposing Approach	•		SB			NB
Opposing Lanes	0		1			1
Conflicting Approach Left	NB					WB
Conflicting Lanes Left	1		0			2
Conflicting Approach Right	SB		WB			
Conflicting Lanes Right	1		2			0
HCM Control Delay	17.4		19.1			17
HCM LOS	С		С			С
Lane		NBLn1	WBLn1	WBLn2	SBLn1	
Vol Left, %		0%	100%	0%	0%	
Vol Thru, %		100%	0%	0%	100%	
Vol Right, %		0%	0%	100%	0%	
Sign Control		Stop	Stop	Stop	Stop	
Traffic Vol by Lane		375	269	70	335	
LT Vol		0	269	0	0	
Through Vol		375	0	0	335	
RT Vol		0	0	70	0	
Lane Flow Rate		408	292	76	364	
Geometry Grp		2	7	7	2	
Degree of Util (X)		0.653	0.581	0.125	0.59	
Departure Headway (Hd)		5.763	7.155	5.933	5.831	
Convergence, Y/N		Yes	Yes	Yes	Yes	
Cap		624	503	601	615	
Service Time		3.829	4.92	3.697	3.9	
HCM Lane V/C Ratio		0.654	0.581	0.126	0.592	
HCM Control Delay		19.1	19.4	9.6	17	
HCM Lane LOS		С	С	Α	С	
		-	9	- ' '	_	

HCM 95th-tile Q

# Alternative 4 Retail & Residential Campus

0.5

1.1

0.5

10.2

Intersection						
Intersection Delay, s/veh	23.2					
Intersection LOS	C C					
	MDI	WDD	NDT	NDD	ODL	0.0.7
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	ሻ	7	<b>^</b>			<b>↑</b>
Traffic Vol, veh/h	130	80	82	0	0	602
Future Vol, veh/h	130	80	82	0	0	602
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	141	87	89	0	0	654
Number of Lanes	1	1	1	0	0	1
Approach	WB		NB			SB
Opposing Approach			SB			NB
Opposing Lanes	0		1			1
Conflicting Approach Left	NB					WB
Conflicting Lanes Left	1		0			2
Conflicting Approach Right	SB		WB			
Conflicting Lanes Right	1		2			0
HCM Control Delay	11.1		9.4			29.3
HCM LOS	В		3.4 A			29.5 D
110M 200			•			=
Lane		NBLn1	WBLn1	WBLn2	SBLn1	
Lane Vol Left, %		0%	WBLn1 100%	0%	0%	
Lane Vol Left, % Vol Thru, %		0% 100%	WBLn1 100% 0%	0% 0%	0% 100%	
Lane Vol Left, % Vol Thru, % Vol Right, %		0%	WBLn1 100% 0% 0%	0% 0% 100%	0% 100% 0%	
Lane Vol Left, % Vol Thru, %		0% 100%	WBLn1 100% 0% 0% Stop	0% 0%	0% 100% 0% Stop	
Lane Vol Left, % Vol Thru, % Vol Right, %		0% 100% 0%	WBLn1 100% 0% 0%	0% 0% 100%	0% 100% 0%	
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control		0% 100% 0% Stop	WBLn1 100% 0% 0% Stop	0% 0% 100% Stop	0% 100% 0% Stop	
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane		0% 100% 0% Stop 82	WBLn1 100% 0% 0% Stop 130	0% 0% 100% Stop 80	0% 100% 0% Stop 602	
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol		0% 100% 0% Stop 82 0	WBLn1 100% 0% 0% Stop 130 130	0% 0% 100% Stop 80	0% 100% 0% Stop 602 0	
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol		0% 100% 0% Stop 82 0 82	WBLn1 100% 0% 0% Stop 130 130 0	0% 0% 100% Stop 80 0	0% 100% 0% Stop 602 0	
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate		0% 100% 0% Stop 82 0 82	WBLn1 100% 0% 0% Stop 130 130 0	0% 0% 100% Stop 80 0	0% 100% 0% Stop 602 0 602	
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp		0% 100% 0% Stop 82 0 82 0	WBLn1 100% 0% 0% Stop 130 130 0 0 141	0% 0% 100% Stop 80 0 0	0% 100% 0% Stop 602 0 602 0	
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X)		0% 100% 0% Stop 82 0 82 0 89 2	WBLn1 100% 0% 0% Stop 130 130 0 141 7 0.271	0% 0% 100% Stop 80 0 0 80 87 7	0% 100% 0% Stop 602 0 602 0 654 2	
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd)		0% 100% 0% Stop 82 0 82 0 89 2 0.136 5.499	WBLn1 100% 0% 0% Stop 130 00 141 7 0.271 6.907	0% 0% 100% Stop 80 0 0 80 87 7 0.137 5.689	0% 100% 0% Stop 602 0 602 0 654 2 0.857 4.714	
Lane  Vol Left, %  Vol Thru, %  Vol Right, %  Sign Control  Traffic Vol by Lane  LT Vol  Through Vol  RT Vol  Lane Flow Rate  Geometry Grp  Degree of Util (X)  Departure Headway (Hd)  Convergence, Y/N		0% 100% 0% Stop 82 0 82 0 89 2 0.136 5.499	WBLn1 100% 0% 0% Stop 130 0 0 141 7 0.271 6.907 Yes	0% 0% 100% Stop 80 0 0 80 87 7 0.137 5.689 Yes	0% 100% 0% Stop 602 0 602 0 654 2 0.857 4.714 Yes	
Lane  Vol Left, %  Vol Thru, %  Vol Right, %  Sign Control  Traffic Vol by Lane  LT Vol  Through Vol  RT Vol  Lane Flow Rate  Geometry Grp  Degree of Util (X)  Departure Headway (Hd)  Convergence, Y/N  Cap		0% 100% 0% Stop 82 0 89 2 0.136 5.499 Yes 654	WBLn1 100% 0% 0% Stop 130 0 0 141 7 0.271 6.907 Yes 523	0% 0% 100% Stop 80 0 0 80 87 7 0.137 5.689 Yes 634	0% 100% 0% Stop 602 0 602 0 654 2 0.857 4.714 Yes 759	
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time		0% 100% 0% Stop 82 0 89 2 0.136 5.499 Yes 654 3.515	WBLn1 100% 0% 0% Stop 130 0 0 141 7 0.271 6.907 Yes 523 4.611	0% 0% 100% Stop 80 0 0 80 87 7 0.137 5.689 Yes 634 3.393	0% 100% 0% Stop 602 0 602 2 0.857 4.714 Yes 759 2.793	
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio		0% 100% 0% Stop 82 0 89 2 0.136 5.499 Yes 654 3.515 0.136	WBLn1 100% 0% 0% Stop 130 0 0 141 7 0.271 6.907 Yes 523 4.611 0.27	0% 0% 100% Stop 80 0 0 80 87 7 0.137 5.689 Yes 634 3.393 0.137	0% 100% 0% Stop 602 0 602 0 654 2 0.857 4.714 Yes 759 2.793 0.862	
Lane  Vol Left, %  Vol Thru, %  Vol Right, %  Sign Control  Traffic Vol by Lane  LT Vol  Through Vol  RT Vol  Lane Flow Rate  Geometry Grp  Degree of Util (X)  Departure Headway (Hd)  Convergence, Y/N  Cap  Service Time		0% 100% 0% Stop 82 0 89 2 0.136 5.499 Yes 654 3.515	WBLn1 100% 0% 0% Stop 130 0 0 141 7 0.271 6.907 Yes 523 4.611	0% 0% 100% Stop 80 0 0 80 87 7 0.137 5.689 Yes 634 3.393	0% 100% 0% Stop 602 0 602 2 0.857 4.714 Yes 759 2.793	

HCM 95th-tile Q

Intersection						
Intersection Delay, s/veh	18.2					
Intersection LOS	10.2 C					
Intersection Loo						
	14/51	14/55	NOT	Non	051	057
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	<b></b>	7				
Traffic Vol, veh/h	283	70	365	0	0	335
Future Vol, veh/h	283	70	365	0	0	335
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	308	76	397	0	0	364
Number of Lanes	1	1	1	0	0	1
Approach	WB		NB			SB
Opposing Approach			SB			NB
Opposing Lanes	0		1			1
Conflicting Approach Left	NB					WB
Conflicting Lanes Left	1		0			2
Conflicting Approach Right	SB		WB			
Conflicting Lanes Right	1		2			0
HCM Control Delay	18.3		18.8			17.3
HCM LOS	С		С			С
Lane		NBLn1	WBLn1	WBLn2	SBLn1	
					ODILL	
Vol Left, %		0%	100%	0%	0%	
Vol Left, % Vol Thru, %		0% 100%	100% 0%	0% 0%	0% 100%	
Vol Left, % Vol Thru, % Vol Right, %		0% 100% 0%	100% 0% 0%	0% 0% 100%	0% 100% 0%	
Vol Left, % Vol Thru, % Vol Right, % Sign Control		0% 100% 0% Stop	100% 0% 0% Stop	0% 0% 100% Stop	0% 100% 0% Stop	
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane		0% 100% 0% Stop 365	100% 0% 0% Stop 283	0% 0% 100% Stop 70	0% 100% 0% Stop 335	
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol		0% 100% 0% Stop 365 0	100% 0% 0% Stop 283 283	0% 0% 100% Stop 70	0% 100% 0% Stop 335 0	
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol		0% 100% 0% Stop 365 0	100% 0% 0% Stop 283 283	0% 0% 100% Stop 70 0	0% 100% 0% Stop 335 0	
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol		0% 100% 0% Stop 365 0 365	100% 0% 0% Stop 283 283 0	0% 0% 100% Stop 70 0	0% 100% 0% Stop 335 0 335	
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate		0% 100% 0% Stop 365 0 365 0	100% 0% 0% Stop 283 283 0 0	0% 0% 100% Stop 70 0 0 70	0% 100% 0% Stop 335 0 335 0	
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp		0% 100% 0% Stop 365 0 365 0 397	100% 0% 0% Stop 283 283 0 0 308	0% 0% 100% Stop 70 0 0 70 76	0% 100% 0% Stop 335 0 335 0 364	
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X)		0% 100% 0% Stop 365 0 365 0 397 2	100% 0% 0% Stop 283 283 0 0 308 7	0% 0% 100% Stop 70 0 0 70 76 7	0% 100% 0% Stop 335 0 335 0 364 2	
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd)		0% 100% 0% Stop 365 0 365 2 0.642 5.821	100% 0% 0% Stop 283 283 0 0 308 7 0.61 7.142	0% 0% 100% Stop 70 0 0 70 76 7 0.125 5.92	0% 100% 0% Stop 335 0 335 0 364 2 0.594 5.874	
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N		0% 100% 0% Stop 365 0 365 0 397 2 0.642 5.821 Yes	100% 0% 0% Stop 283 283 0 0 308 7 0.61 7.142 Yes	0% 0% 100% Stop 70 0 0 76 7 0.125 5.92 Yes	0% 100% 0% Stop 335 0 335 0 364 2 0.594 5.874 Yes	
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap		0% 100% 0% Stop 365 0 365 0 397 2 0.642 5.821 Yes 619	100% 0% 0% Stop 283 283 0 0 308 7 0.61 7.142 Yes 504	0% 0% 100% Stop 70 0 70 76 7 0.125 5.92 Yes 603	0% 100% 0% Stop 335 0 335 0 364 2 0.594 5.874 Yes 612	
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time		0% 100% 0% Stop 365 0 365 2 0.642 5.821 Yes 619 3.89	100% 0% 0% Stop 283 283 0 0 308 7 0.61 7.142 Yes 504 4.909	0% 0% 100% Stop 70 0 70 76 7 0.125 5.92 Yes 603 3.686	0% 100% 0% Stop 335 0 335 0 364 2 0.594 5.874 Yes 612 3.944	
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio		0% 100% 0% Stop 365 0 365 2 0.642 5.821 Yes 619 3.89 0.641	100% 0% 0% Stop 283 283 0 0 308 7 0.61 7.142 Yes 504 4.909 0.611	0% 0% 100% Stop 70 0 0 70 76 7 0.125 5.92 Yes 603 3.686 0.126	0% 100% 0% Stop 335 0 335 0 364 2 0.594 5.874 Yes 612 3.944 0.595	
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio HCM Control Delay		0% 100% 0% Stop 365 0 365 0 397 2 0.642 5.821 Yes 619 3.89 0.641 18.8	100% 0% 0% Stop 283 283 0 0 308 7 0.61 7.142 Yes 504 4.909 0.611 20.5	0% 0% 100% Stop 70 0 0 76 7 0.125 5.92 Yes 603 3.686 0.126 9.5	0% 100% 0% Stop 335 0 335 0 364 2 0.594 5.874 Yes 612 3.944 0.595 17.3	
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio		0% 100% 0% Stop 365 0 365 2 0.642 5.821 Yes 619 3.89 0.641	100% 0% 0% Stop 283 283 0 0 308 7 0.61 7.142 Yes 504 4.909 0.611	0% 0% 100% Stop 70 0 0 70 76 7 0.125 5.92 Yes 603 3.686 0.126	0% 100% 0% Stop 335 0 335 0 364 2 0.594 5.874 Yes 612 3.944 0.595	

# Alternative 5 Reduced Density

0.5

1.1

0.5

10.3

Intersection						
Intersection Delay, s/veh	23.3					
Intersection LOS	23.5 C					
Intorodolion Edd						
Management	MO	14/00	NDT	NDD	001	007
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	ሻ	7	<b></b>			<u></u>
Traffic Vol, veh/h	129	80	81	0	0	603
Future Vol, veh/h	129	80	81	0	0	603
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	140	87	88	0	0	655
Number of Lanes	1	1	1	0	0	1
Approach	WB		NB			SB
Opposing Approach			SB			NB
Opposing Lanes	0		1			1
Conflicting Approach Left	NB		•			WB
Conflicting Lanes Left	1		0			2
Conflicting Approach Right	SB		WB			
Conflicting Lanes Right	1		2			0
HCM Control Delay	11		9.4			29.4
HCM LOS	В		9.4 A			29.4 D
TIOW LOS	D		А			
		NDI 1		M/DI 2	051 (	
Lane	, ,	NBLn1	WBLn1	WBLn2	SBLn1	
Lane Vol Left, %		0%	WBLn1 100%	0%	0%	
Lane Vol Left, % Vol Thru, %		0% 100%	WBLn1 100% 0%	0% 0%	0% 100%	
Lane Vol Left, % Vol Thru, % Vol Right, %		0% 100% 0%	WBLn1 100% 0% 0%	0% 0% 100%	0% 100% 0%	
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control		0% 100% 0% Stop	WBLn1 100% 0% 0% Stop	0% 0% 100% Stop	0% 100% 0% Stop	
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane		0% 100% 0% Stop 81	WBLn1 100% 0% 0% Stop 129	0% 0% 100% Stop 80	0% 100% 0% Stop 603	
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control		0% 100% 0% Stop	WBLn1 100% 0% 0% Stop	0% 0% 100% Stop	0% 100% 0% Stop 603	
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane		0% 100% 0% Stop 81	WBLn1 100% 0% 0% Stop 129	0% 0% 100% Stop 80	0% 100% 0% Stop 603	
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol		0% 100% 0% Stop 81	WBLn1 100% 0% 0% Stop 129 129	0% 0% 100% Stop 80 0	0% 100% 0% Stop 603	
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol		0% 100% 0% Stop 81 0	WBLn1 100% 0% 0% Stop 129 129 0	0% 0% 100% Stop 80 0	0% 100% 0% Stop 603 0	
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate		0% 100% 0% Stop 81 0 81	WBLn1 100% 0% 0% Stop 129 129 0	0% 0% 100% Stop 80 0	0% 100% 0% Stop 603 0 603	
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp		0% 100% 0% Stop 81 0 81 0	WBLn1 100% 0% 0% Stop 129 129 0 0 140 7	0% 0% 100% Stop 80 0 0	0% 100% 0% Stop 603 0 603 0	
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X)		0% 100% 0% Stop 81 0 81 2	WBLn1 100% 0% 0% Stop 129 129 0 0 140 7 0.269	0% 0% 100% Stop 80 0 0 80 87 7	0% 100% 0% Stop 603 0 603 0 655 2	
Lane Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd)		0% 100% 0% Stop 81 0 81 0 88 2 0.134 5.496	WBLn1 100% 0% 0% Stop 129 129 0 0 140 7 0.269 6.908	0% 0% 100% Stop 80 0 0 80 87 7 0.137 5.689	0% 100% 0% Stop 603 0 603 0 655 2 0.858 4.71	
Lane  Vol Left, %  Vol Thru, %  Vol Right, %  Sign Control  Traffic Vol by Lane  LT Vol  Through Vol  RT Vol  Lane Flow Rate  Geometry Grp  Degree of Util (X)  Departure Headway (Hd)  Convergence, Y/N		0% 100% 0% Stop 81 0 81 0 88 2 0.134 5.496 Yes	WBLn1 100% 0% 0% Stop 129 129 0 0 140 7 0.269 6.908 Yes	0% 0% 100% Stop 80 0 0 80 87 7 0.137 5.689 Yes	0% 100% 0% Stop 603 0 603 0 655 2 0.858 4.71 Yes	
Lane  Vol Left, %  Vol Thru, %  Vol Right, %  Sign Control  Traffic Vol by Lane  LT Vol  Through Vol  RT Vol  Lane Flow Rate  Geometry Grp  Degree of Util (X)  Departure Headway (Hd)  Convergence, Y/N  Cap		0% 100% 0% Stop 81 0 81 0 88 2 0.134 5.496 Yes 654	WBLn1 100% 0% 0% Stop 129 0 0 140 7 0.269 6.908 Yes 523	0% 0% 100% Stop 80 0 0 80 87 7 0.137 5.689 Yes 634	0% 100% 0% Stop 603 0 603 0 655 2 0.858 4.71 Yes 760	
Lane  Vol Left, %  Vol Thru, %  Vol Right, %  Sign Control  Traffic Vol by Lane  LT Vol  Through Vol  RT Vol  Lane Flow Rate  Geometry Grp  Degree of Util (X)  Departure Headway (Hd)  Convergence, Y/N  Cap  Service Time		0% 100% 0% Stop 81 0 81 0 88 2 0.134 5.496 Yes 654 3.512	WBLn1 100% 0% 0% Stop 129 129 0 0 140 7 0.269 6.908 Yes 523 4.611	0% 0% 100% Stop 80 0 0 80 87 7 0.137 5.689 Yes 634 3.392	0% 100% 0% Stop 603 0 603 0 655 2 0.858 4.71 Yes 760 2.787	
Lane  Vol Left, %  Vol Thru, %  Vol Right, %  Sign Control  Traffic Vol by Lane  LT Vol  Through Vol  RT Vol  Lane Flow Rate  Geometry Grp  Degree of Util (X)  Departure Headway (Hd)  Convergence, Y/N  Cap  Service Time  HCM Lane V/C Ratio		0% 100% 0% Stop 81 0 81 0 88 2 0.134 5.496 Yes 654 3.512 0.135	WBLn1 100% 0% 0% Stop 129 129 0 0,140 7 0.269 6.908 Yes 523 4.611 0.268	0% 0% 100% Stop 80 0 0 80 87 7 0.137 5.689 Yes 634 3.392 0.137	0% 100% 0% Stop 603 0 603 0 655 2 0.858 4.71 Yes 760 2.787 0.862	
Lane  Vol Left, %  Vol Thru, %  Vol Right, %  Sign Control  Traffic Vol by Lane  LT Vol  Through Vol  RT Vol  Lane Flow Rate  Geometry Grp  Degree of Util (X)  Departure Headway (Hd)  Convergence, Y/N  Cap  Service Time		0% 100% 0% Stop 81 0 81 0 88 2 0.134 5.496 Yes 654 3.512	WBLn1 100% 0% 0% Stop 129 129 0 0 140 7 0.269 6.908 Yes 523 4.611	0% 0% 100% Stop 80 0 0 80 87 7 0.137 5.689 Yes 634 3.392	0% 100% 0% Stop 603 0 603 0 655 2 0.858 4.71 Yes 760 2.787	

HCM 95th-tile Q

Intersection						
Intersection Delay, s/veh	17.4					
Intersection LOS	17.4 C					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	YVDL	VVDIX	<u> </u>	NDIX	ODL	<u>361</u>
Traffic Vol, veh/h	266	70	365	0	0	335
Future Vol, veh/h	266	70	365	0	0	335
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	289	76	397	0	0	364
Number of Lanes	209	1	1	0	0	1
	•	'	•			•
Approach	WB		NB			SB
Opposing Approach			SB			NB
Opposing Lanes	0		1			1
Conflicting Approach Left	NB					WB
Conflicting Lanes Left	1		0			2
Conflicting Approach Right	SB		WB			
Conflicting Lanes Right	1		2			0
HCM Control Delay	17		18.3			16.8
HCM LOS	С		С			С
Lane		NBLn1	WBLn1	WBLn2	SBLn1	
Vol Left, %		0%	100%	0%	0%	
Vol Thru, %		100%	0%	0%	100%	
Vol Right, %		0%	0%	100%	0%	
Sign Control		Stop	Stop	Stop	Stop	
Traffic Vol by Lane		365	266	70	335	
LT Vol		0	266	0	0	
Through Vol					U	
Till Ought VOI		365	0	0	335	
RT Vol		365 0		0	335	
RT Vol		0	0	0 70	335 0	
RT Vol Lane Flow Rate			0	0	335	
RT Vol Lane Flow Rate Geometry Grp		0 397 2	0 0 289 7	0 70 76 7	335 0 364 2	
RT Vol Lane Flow Rate Geometry Grp Degree of Util (X)		0 397 2 0.633	0 0 289 7 0.572	0 70 76	335 0 364 2 0.586	
RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd)		0 397 2 0.633 5.742	0 289 7 0.572 7.12	0 70 76 7 0.125 5.898	335 0 364 2 0.586 5.792	
RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N		0 397 2 0.633 5.742 Yes	0 289 7 0.572 7.12 Yes	0 70 76 7 0.125 5.898 Yes	335 0 364 2 0.586 5.792 Yes	
RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap		0 397 2 0.633 5.742 Yes 627	0 289 7 0.572 7.12 Yes 506	0 70 76 7 0.125 5.898 Yes 605	335 0 364 2 0.586 5.792 Yes 619	
RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time		0 397 2 0.633 5.742 Yes 627 3.807	0 289 7 0.572 7.12 Yes 506 4.883	0 70 76 7 0.125 5.898 Yes 605 3.66	335 0 364 2 0.586 5.792 Yes 619 3.86	
RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio		0 397 2 0.633 5.742 Yes 627 3.807 0.633	0 289 7 0.572 7.12 Yes 506 4.883 0.571	0 70 76 7 0.125 5.898 Yes 605 3.66 0.126	335 0 364 2 0.586 5.792 Yes 619 3.86 0.588	
RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio HCM Control Delay		0 397 2 0.633 5.742 Yes 627 3.807 0.633 18.3	0 289 7 0.572 7.12 Yes 506 4.883 0.571	0 70 76 7 0.125 5.898 Yes 605 3.66 0.126 9.5	335 0 364 2 0.586 5.792 Yes 619 3.86 0.588 16.8	
RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio		0 397 2 0.633 5.742 Yes 627 3.807 0.633	0 289 7 0.572 7.12 Yes 506 4.883 0.571	0 70 76 7 0.125 5.898 Yes 605 3.66 0.126	335 0 364 2 0.586 5.792 Yes 619 3.86 0.588	

# Alternative 6 Residential Townhomes

9.3

Α

0.5

11.8

В

0.9

9.3

0.5

Α

28.3

D

10

Intersection						
Intersection Delay, s/veh	22.6					
Intersection LOS	C					
Mayamant	WDI	WDD	NDT	NDD	CDI	SBT
Movement	WBL	WBR	NBT	NBR	SBL	
Lane Configurations	<u>ነ</u>	7	<b>↑</b>	0	0	<b>^</b>
Traffic Vol, veh/h	117	80	81	0	0	603
Future Vol, veh/h	117	80	81	0	0	603
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	127	87	88	0	0	655
Number of Lanes	1	1	1	0	0	1
Approach	WB		NB			SB
Opposing Approach			SB			NB
Opposing Lanes	0		1			1
Conflicting Approach Left	NB					WB
Conflicting Lanes Left	1		0			2
Conflicting Approach Right	SB		WB			
Conflicting Lanes Right	1		2			0
HCM Control Delay	10.8		9.3			28.3
HCM LOS	В		Α			D
Lane		NBLn1	WBLn1	WBLn2	SBLn1	
Vol Left, %		0%	100%	0%	0%	
Vol Thru, %		100%	0%	0%	100%	
Vol Right, %		0%	0%	100%	0%	
Sign Control		Stop	Stop	Stop	Stop	
Traffic Vol by Lane		81	117	80	603	
LT Vol		0	117	0	0	
Through Vol		81	0	0	603	
RT Vol		0	0	80	0	
Lane Flow Rate		88	127	87	655	
Geometry Grp		2	7	7	2	
Degree of Util (X)		0.133	0.243	0.137	0.85	
Departure Headway (Hd)		5.438	6.89	5.672	4.67	
Convergence, Y/N		Yes	Yes	Yes	Yes	
Cap		662	524	636	767	
Service Time		3.451	4.594	3.376	2.741	
HCM Lane V/C Ratio		0.133	0.242	0.137	0.854	
HOM O ( LD		0.100	0.272	0.107	0.004	

HCM Control Delay

HCM Lane LOS

HCM 95th-tile Q

Intersection						
Intersection Delay, s/veh	16.9					
Intersection LOS	C					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	ች	#	<b>†</b>			<b></b>
Traffic Vol, veh/h	253	70	365	0	0	335
Future Vol, veh/h	253	70	365	0	0	335
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	275	76	397	0	0	364
Number of Lanes	1	1	1	0	0	1
Approach	WB		NB			SB
Opposing Approach	110		SB			NB
Opposing Lanes	0		1			1
Conflicting Approach Left	NB					WB
Conflicting Lanes Left	1		0			2
Conflicting Approach Right	SB		WB			_
Conflicting Lanes Right	1		2			0
HCM Control Delay	16.2		17.9			16.5
HCM LOS	C		C			C
Lane		NBLn1	WBLn1	WBLn2	SBLn1	
Lane Vol Left. %		NBLn1	WBLn1 100%	WBLn2	SBLn1	
Vol Left, %		0%	100%	0%	0%	
Vol Left, % Vol Thru, %		0% 100%	100% 0%	0% 0%	0% 100%	
Vol Left, % Vol Thru, % Vol Right, %		0% 100% 0%	100% 0% 0%	0% 0% 100%	0% 100% 0%	
Vol Left, % Vol Thru, % Vol Right, % Sign Control		0% 100% 0% Stop	100% 0% 0% Stop	0% 0% 100% Stop	0% 100% 0% Stop	
Vol Left, % Vol Thru, % Vol Right, %		0% 100% 0%	100% 0% 0%	0% 0% 100%	0% 100% 0%	
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol		0% 100% 0% Stop 365	100% 0% 0% Stop 253	0% 0% 100% Stop 70	0% 100% 0% Stop 335	
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane		0% 100% 0% Stop 365 0	100% 0% 0% Stop 253 253	0% 0% 100% Stop 70	0% 100% 0% Stop 335 0	
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol		0% 100% 0% Stop 365 0	100% 0% 0% Stop 253 253	0% 0% 100% Stop 70 0	0% 100% 0% Stop 335 0	
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol		0% 100% 0% Stop 365 0 365	100% 0% 0% Stop 253 253 0	0% 0% 100% Stop 70 0 0	0% 100% 0% Stop 335 0 335	
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate		0% 100% 0% Stop 365 0 365 0	100% 0% 0% Stop 253 253 0 0	0% 0% 100% Stop 70 0 0 70	0% 100% 0% Stop 335 0 335 0	
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X)		0% 100% 0% Stop 365 0 365 0 397	100% 0% 0% Stop 253 253 0 0 275	0% 0% 100% Stop 70 0 0 70 76	0% 100% 0% Stop 335 0 335 0 364	
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp		0% 100% 0% Stop 365 0 365 0 397 2	100% 0% 0% Stop 253 253 0 0 275 7	0% 0% 100% Stop 70 0 0 70 76 7	0% 100% 0% Stop 335 0 335 0 364 2	
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd)		0% 100% 0% Stop 365 0 365 0 397 2 0.626 5.682	100% 0% 0% Stop 253 253 0 0 275 7 0.543 7.103	0% 0% 100% Stop 70 0 0 70 76 7 0.124 5.881	0% 100% 0% Stop 335 0 335 0 364 2 0.58 5.733	
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N		0% 100% 0% Stop 365 0 365 0 397 2 0.626 5.682 Yes	100% 0% 0% Stop 253 253 0 0 275 7 0.543 7.103 Yes	0% 0% 100% Stop 70 0 0 76 7 0.124 5.881 Yes	0% 100% 0% Stop 335 0 335 0 364 2 0.58 5.733 Yes	
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap		0% 100% 0% Stop 365 0 365 0 397 2 0.626 5.682 Yes 635	100% 0% 0% Stop 253 253 0 0 275 7 0.543 7.103 Yes 506	0% 0% 100% Stop 70 0 70 76 7 0.124 5.881 Yes 607	0% 100% 0% Stop 335 0 335 0 364 2 0.58 5.733 Yes 626	
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time		0% 100% 0% Stop 365 0 365 2 0.626 5.682 Yes 6.35 3.743	100% 0% 0% Stop 253 253 0 0 275 7 0.543 7.103 Yes 506 4.863 0.543	0% 0% 100% Stop 70 0 70 76 7 0.124 5.881 Yes 607 3.64	0% 100% 0% Stop 335 0 335 0 364 2 0.58 5.733 Yes 626 3.794 0.581 16.5	
Vol Left, % Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio		0% 100% 0% Stop 365 0 365 2 0.626 5.682 Yes 635 3.743 0.625	100% 0% 0% Stop 253 253 0 0 275 7 0.543 7.103 Yes 506 4.863 0.543	0% 0% 100% Stop 70 0 0 70 76 7 0.124 5.881 Yes 607 3.64 0.125	0% 100% 0% Stop 335 0 335 0 364 2 0.58 5.733 Yes 626 3.794 0.581	